DRAFT ENVIRONMENTAL IMPACT REPORT

Southwest Valley Community Plans Update

Environmental Case: ENV-2019-1743-EIR

State Clearinghouse No.: 2019039154

Project Location: The Southwest Valley Community Plans consist of the boundaries of the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area (CPA), the Encino-Tarzana CPA, and the Reseda-West Van Nuys CPA, and areas added by the boundary changes discussed below. As part of the Project, the Reseda-West Van Nuys CPA name is proposed to be changed to Reseda-West Van Nuys-Lake Balboa. The three CPAs are geographically continuous and comprise the southwest portion of the San Fernando Valley. The current Southwest Valley Community Plans Area is approximately 60 square miles, and the combined proposed Southwest Valley Community Plans Area is approximately 62 square miles.

The Canoga Park-Winnetka-Woodland Hills-West Hills CPA is approximately 17,906 acres and shares a common boundary along Corbin Avenue with the current Reseda-West Van Nuys CPA and the Encino-Tarzana CPA. The Encino-Tarzana CPA is approximately 13,007 acres and shares a common boundary along Oxnard Street with the current Reseda-West Van Nuys CPA, which is approximately 7,765 acres. The current Southwest Valley Community Plans are bordered by Roscoe Boulevard to the north, Sepulveda Boulevard to the northeast, Interstate-405 to the east, and the Santa Monica Mountains to the south. The southwestern border of the Southwest Valley Community Plans aligns with the city limits of Los Angeles, with the City of Calabasas and City of Hidden Hills to the southwest, and unincorporated Los Angeles County to the west.

The first proposed boundary amendment would extend the Reseda-West Van Nuys Community Plan boundary eastward to Interstate-405 (I-405). This area currently falls within the Van Nuys-North Sherman Oaks CPA and is approximately 792 acres. It is generally bounded by the Southern Pacific Railroad right-of-way to the north, I-405 to the east, Victory Boulevard to the south, and Gloria and Valjean Avenues to the west. An amendment to both Community Plan Maps would be proposed to reallocate land from the Van Nuys-North Sherman Oaks Community Plan to the Reseda-West Van Nuys Community Plan. This proposed boundary change would align the shared boundary with the Freeway right-of-way, as it is the most linear and physically dividing feature demarcating the two Community Plans.

The second proposed boundary amendment would extend the Reseda-West Van Nuys Community Plan boundary northward to encompass the entirety of the land owned by Los Angeles World Airports and operating as the Van Nuys Airport. This area currently falls within the Northridge as well as Mission Hills-Panorama City-North Hills CPAs and is approximately 69 acres. It is generally bounded by the Southern Pacific Railroad right-of-way and Napa Street to the north, Gothic Avenue to the east, Roscoe Boulevard to the south, and Hayvenhurst Place to the west. An amendment to all three Community Plan Maps would be proposed in order to reallocate land from the Northridge and Mission Hills-Panorama City-North Hills CPAs to the Reseda-West Van Nuys

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PREPARED FOR: City of Los Angeles Department of City Planning

PREPARED BY: Impact Sciences, Inc.

OCTOBER 2026

Community Plan. This proposed boundary change would bring the oversight of all land owned and operated by LAWA as part of the Van Nuys Airport under one Community Plan.

The Community Plan areas of Chatsworth-Porter Ranch, Northridge, and Mission Hills-Panorama City-North Hills are located to the north, Van Nuys-North Sherman Oaks, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass to the east, and Brentwood-Pacific Palisades to the south of the Proposed Plan area.

Council District: 3 (Blumenfield); 4 (Raman); 6 (Padilla); 12 (Lee)

Project Description: The proposed project includes amending both the policy documents and General Plan Land Use Maps for the Canoga Park-Winnetka-Woodland Hills-West Hills, Encino-Tarzana, and Reseda-West Van Nuys Community Plans. The Proposed Plans would also adopt several zoning ordinances to implement the updates to the Community Plans, including rezoning all parcels in the CPAs to regulate specific uses and apply development standards (including height of structures, Floor Area Ratios, and site configuration) using the New Zoning Code. The amendments to the Policy Documents and the General Plan Land Use Maps for the Southwest Valley Community Plans are intended to guide development through the year 2050 by establishing the City's broad planning goals, policies, and objectives, the arrangement of land uses and intensities, as well as specific development standards for the Plan areas. The Southwest Valley Community Plans are intended to improve the link between land use and transportation in a manner that is consistent with the City's adopted General Plan Framework Element, Mobility Element, Senate Bill 375 and other state laws.

No new development would be entitled or built as a direct result of the Proposed Plans. Future development projects would require additional administrative and/or discretionary approvals. These development projects are expected to occur over the next several decades. The exact type, place, and intensity of each new development cannot be assured through the adoption of the Proposed Plans, as the level of activity will be determined largely by private investment in the Southwest Valley CPAs and the condition of the local economy.

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SOUTHWEST VALLEY COMMUNITY PLANS UPDATE

Draft Environmental Impact Report

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October 2026

1.0 INTRODUCTION

This chapter provides a brief introduction to the Southwest Valley Community Plans Update, which consists of the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys-Lake Balboa Community Plan, (referred to as the 'Proposed Plans'), an overview of the purpose and focus of the Draft Environmental Impact Report (DEIR), a discussion of the intended use of the DEIR, a description of the organization of the DEIR, and a discussion of the public review process and potential areas of controversy.

1.1 PROPOSED PLANS

This DEIR analyzes the potential environmental effects of the Proposed Plans. The Proposed Plans have two components, one is a long-term planning effort, and the other is implementation of portions of the New Zoning Code (Chapter 1A) for the Southwest Valley Community Plan Areas (CPAs), both of which are described below. A detailed description of the components of the Proposed Plans is provided in **Chapter 3.0, Project Description**.

1. **Southwest Valley Community Plans Update (Proposed Plans).** There are 34 community plans and two special district plans (LAX and Port of LA) that make up the Land Use Element of the City of Los Angeles's (City) General Plan. The updates to the Southwest Valley Community Plans, inclusive of Canoga Park-Winnetka-Woodland Hills-West Hills, Encino-Tarzana, and Reseda-West Van Nuys-Lake Balboa, are the principal component of the Proposed Plans. A Community Plan update requires: (i) amending the text of the community plan, including the goals, policies, and programs; (ii) amending the General Plan Land Use designations on the Community Plan land use maps, which express a range of development intensities, distribution of land uses, and provide zoning consistency tables; (iii) adopting implementing zoning ordinances, including adopting zone changes to amend the Zoning Map; and (iv) any other necessary and related actions to implement the Community Plan amendments, including adopting amendments to other elements of the City's General Plan (e.g., the Framework or Mobility Elements) to ensure consistency, or adopting other land use related ordinances. The component of the Proposed Plans to update the Southwest Valley Community Plans, including modifying the existing Southwest Valley CPA boundaries and adopting changes to re-designate property in the Southwest Valley CPAs utilizing the zone classifications in the New Zoning Code, as discussed below, as well as the other required actions to update the Community Plan, is referred to in this EIR as the 'Southwest Valley Community Plans Update' or 'Proposed Plans.' The properties regulated by the Southwest Valley Community Plans are the project areas for this EIR and are referred

to collectively in this EIR as "Community Plans Area" or "CPA." Although they are distinct plans for the purposes of CEQA and this EIR, the plans are evaluated together as a single project.

2. **Implementing the Zoning Code in the Southwest Valley Community Plans Area**. This component of the Proposed Plans is the implementation of parts of the New Zoning Code in the CPAs. The New Code[1] which was adopted with the Downtown Community Plan Update and went into effect in 2025 comprehensively updated the City's zoning ordinances through amendments to the Los Angeles Municipal Code (LAMC). The LAMC amendments added a new Chapter 1A to the LAMC, establishing a new zoning code for the City; this action is not part of the Southwest Valley Proposed Plans or analyzed in this EIR. The original Zoning Code is found in Chapter 1 of the LAMC. Implementation of the New Zoning Code is expected to occur through the Community Plan update process or through other planning and zoning efforts to re-designate land utilizing the zoning designations from the new Chapter 1A.

   As part of the Proposed Plans, the City intends to adopt new zones and zoning regulations from Chapter 1A that implement the New Zoning Code within the Southwest Valley CPAs. The Proposed Plans will adopt amendments to Chapter 1A that include at a minimum: (i) the new zoning modules[2] to be used in the Southwest Valley CPAs, including substantive requirements for those zoning modules, and (ii) adopting all of the background parts of the New Zoning Code that do not already exist that would allow the new zoning to be implemented, which may potentially include general zoning definitions, processes, general development standards, rules for non-conforming uses, and zoning incentive programs, among others. The component of the Proposed Plans to adopt or amend the new Chapter 1A to the LAMC in the Southwest Valley CPAs is referred to in this EIR as the "New Zoning Code."

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1 City of Los Angeles Planning Department, *New Code*, available online at: https://planning.lacity.org/zoning/new-code, accessed July 10, 2025.

2 For clarity, throughout this document, "zoning modules" refer to the proposed zoning structure that consists of five key parts or districts: 1. Form District (determine how large buildings can be); 2. Frontage Districts (influence how buildings appear from the street); 3. Development Standards Districts (regulate certain design elements around the building, including those relating to access, parking, and signs); 4. Use Districts (determine what kinds of activities are allowed on a property—ranging from residential to commercial or a mix of uses); and 5. Density Districts (determine the number of housing units or guest rooms permitted).

1.2 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The purpose of this EIR is to assess the environmental effects of implementing the Proposed Plans, as described above. All discretionary projects within the State of California are required to undergo an environmental review to determine the environmental impacts associated with implementation of the project in accordance with CEQA. CEQA was enacted in 1970 by the California legislature to disclose to decision makers and the public the significant environmental effects of proposed activities, as well as ways to avoid or reduce the environmental effects by requiring implementation of feasible alternatives or mitigation measures. CEQA applies to all California governmental agencies at all levels, including local agencies, regional agencies, state agencies, boards, commissions, and special districts.

The EIR is ultimately intended as an informational document and by itself does not determine whether the Southwest Valley Community Plans, or any component of the Proposed Plans, will be approved. The EIR aids in the decision-making process by disclosing the potential significant and adverse impacts. In conformance with CEQA, California Public Resources Code, Section 21000, this EIR provides objective information addressing the environmental consequences of the adoption and implementation of the Proposed Plans and identifies the means of reducing or avoiding its significant impacts where feasible.

The *State CEQA Guidelines* help define the role and expectations of this EIR as follows:

- **Informational Document.** An EIR is an informational document that will inform decision-makers as well as members of the public of the significant environmental effects of a project, identify feasible ways to minimize or avoid these effects, and describe a set of reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information contained in the administrative record (Section 15121(a)).

- **Degree of Specificity.** An EIR on an individual development project will be more detailed in the specific effects of the project than will an EIR on the adoption of a Community Plan or zoning ordinance because the effects of the individual development can be predicted with greater accuracy. An EIR on a project such as the adoption of a Community Plan and/or zoning ordinance should focus on the secondary effects that can be expected to follow from its adoption and implementation but need not be as detailed as the analysis on the specific construction project that might follow (Section 15146).

- **Standards of Adequacy.** An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information that enables them to make a decision that intelligently takes account of environmental consequences. An evaluation of the environmental effects of the Proposed Plans 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 (Section 15151).

The *State CEQA Guidelines*, Section 15382, defines a significant effect on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant."

1.3 LEAD AGENCY, AUTHORIZATION, AND FOCUS

The lead agency for the Proposed Plans is the City of Los Angeles. The Department of City Planning is responsible for preparing the EIR for the review and consideration of the City Council, as the final decision-maker for the Proposed Plans. The address for the Department of City Planning is the following:

City of Los Angeles
Department of City Planning
200 North Spring Street, Room 667
Los Angeles, CA 90012

The determination that the City of Los Angeles is the "lead agency" is made in accordance with *State CEQA Guidelines* sections 15051 and 15367, which define the lead agency as the public agency that has the principal responsibility for carrying out or approving a project. This DEIR reflects the independent judgment of the City regarding the potential environmental impacts and the level of significance of the impacts both before and after the mitigation measures proposed to reduce impacts.

The City determined that an EIR is needed to evaluate potentially significant effects that could result from the implementation of the Proposed Plans. An Initial Study was not prepared for the Proposed Plans since it was determined from the outset that an EIR would be required (*State CEQA Guidelines* Section 15060(d)).

The City is required to consider the information in the DEIR, along with any other relevant information, in making its decision on the Proposed Plans. Although the DEIR does not determine the ultimate decision that will be made regarding implementation of the project, CEQA requires the City to consider the information in the DEIR and make findings regarding each significant effect in the DEIR. Once certified, the Final EIR will serve as the environmental document for the Proposed Plans and will be used as a basis for decisions related to future development in the CPAs. Other agencies may also use the certified Final EIR in their review and approval process.

1.4 TYPE OF ENVIRONMENTAL REVIEW

The Southwest Valley Community Plans will guide development in the CPAs through 2050. This EIR considers broad Community Plan level issues and evaluates the effects of the Southwest Valley Community Plans as well as the effects of implementation of portions of the New Zoning Code (Chapter 1A) within the Southwest Valley CPAs. This EIR addresses environmental impacts from the Proposed Plans to the level that can be assessed without undue speculation, considering the scope of the Proposed Plans' components.

Consistent with the requirements of CEQA, the EIR compares the reasonably anticipated development (RAD) from the Proposed Plans against the existing environment and not to the existing plans and regulations. The No Project Alternative considers the effects of the existing Community Plans and zoning ordinances relative to the impacts of the Proposed Plans.

Future Use of the EIR and Subsequent Projects

Approval of the Proposed Plans does not constitute a commitment to any specific development project. It is contemplated that future site-specific approvals in the CPAs may be evaluated with consideration of the EIR under CEQA rules for subsequent approvals, where applicable, including but not limited to the following:

- **Addendums (*State CEQA Guidelines* Sections 15162 and 15164).** Addendums may be used when a subsequent approval is consistent with the Proposed Plans and no major revisions to the EIR are required based on a change to the Proposed Plans, a change in circumstances, or new information, as a result of a new significant impact or an identified significant impact being more severe.

- **Tiering (Public Resources Code Section 21094 and *State CEQA Guidelines* Section 15152).** Tiering refers to using the analysis of general matters contained in a broader EIR with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussion from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.

- **Program EIR/Subsequent Approvals (*State CEQA Guidelines* Section 15168).** Projects within the scope of a Program EIR are eligible for streamlined review.

- **Projects Consistent with a Community Plan, General Plan, or Zoning (*CEQA Guidelines* Section 15183).** Streamlined environmental review is available for a project consistent with a Community Plan adopted with an EIR (Public Resources Code Section 21083).

- **Streamlining for Infill Projects (SB 226; PRC Section 21094.5; *State CEQA Guidelines* Section 15183.3).** Eligible infill projects may qualify for streamlined environmental review at the project level where the effects of infill development have been addressed in a planning level decision or by uniformly applicable development policies.

- **Transit Priority Projects (SB 375; PRC Section 21155-21155.2).** Transit Priority Projects consistent with the Southern California Association of Governments (SCAG) Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) near transit that have imposed all or all applicable mitigation measures from a prior EIR may be exempt from CEQA or be subject to streamlined review.

1.5 ENVIRONMENTAL REVIEW PROCESS

The environmental review process, as required under CEQA, is summarized below. The steps are presented in sequential order.

1. **Notice of Preparation (NOP) Distributed.** Immediately after deciding that an EIR is required, the lead agency files an NOP soliciting input on the EIR scope to "responsible," "trustee," and involved federal agencies; to the State Clearinghouse, if one or more state agencies is a responsible or trustee agency; and to parties previously requesting notice in writing. A scoping meeting to solicit public input on the issues to be assessed in the EIR, while not always required, may be conducted by the lead agency.

2. **Draft Environmental Impact Report (DEIR) Prepared.** Following the distribution of the NOP and the scoping meeting, a DEIR is prepared. The DEIR must contain a (1) table of contents or index, (2) summary, (3) project description, (4) environmental setting, (5) environmental impacts (direct, indirect, cumulative, growth-inducing, and unavoidable impacts), (6) alternatives, (7) mitigation measures, (8) irreversible changes, and (9) organizations and persons consulted.

3. **Public Notice and Review.** The lead agency must prepare a Notice of Availability (NOA) of an EIR. The Notice must be placed in the County Clerk's office for 30 days (Public Resources Code Section 21092.3) and sent to anyone requesting it. Additionally, public notice of DEIR availability must be given through at least one of the following procedures: (1) publication in a newspaper of general circulation,

(2) posting on and off the project site, and (3) direct mailing to owners and occupants of contiguous properties. The lead agency must consult with and request comments on the DEIR from responsible and trustee agencies, and adjacent cities and counties. The minimum public review period for a DEIR is 30 days. When a DEIR is sent to the State Clearinghouse for review, the public review period must be 45 days, unless a shorter period is approved by the State Clearinghouse (Public Resources Code 21091).

4. **Notice of Completion.** The lead agency must file a Notice of Completion (NOC) with the State Clearinghouse as soon as it completes a DEIR.

5. **Final EIR (Final EIR).** A Final EIR must include (1) the DEIR or a revision thereof, (2) copies of comments received during public review, (3) list of persons and entities commenting, and (4) responses to comments.

6. **Certification of Final EIR.** Prior to approving a project, the lead agency shall certify that (1) the Final EIR has been completed in compliance with CEQA, (2) the Final EIR was presented to the decision-making body of the lead agency, and (3) the decision-making body reviewed and considered the information in the Final EIR.

7. **Lead Agency Project Decision.** The lead agency may (1) disapprove a project because of its significant environmental effects; (2) require changes to a project to reduce or avoid significant environmental effects; or (3) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted.

8. **Findings / Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead or responsible agency must find, based on substantial evidence, that either (1) the project has been changed to avoid or substantially reduce the magnitude of the impact; (2) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or (3) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible. If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.

9. **Mitigation Monitoring and Reporting Program (MMRP).** When an agency makes findings on significant effects identified in the EIR, it must adopt a monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.

10. **Notice of Determination.** An agency must file a Notice of Determination (NOD) after deciding to approve a project for which an EIR is prepared. A local agency must file the Notice with the County Clerk and with the Governor's Office of Land Use and Climate Innovation (LCI) State Clearinghouse. The Notice must be posted for 30 days and sent to anyone previously requesting notice. Posting of the Notice starts a 30-day statute of limitations on CEQA challenges.

Notice of Preparation

In compliance with CEQA, the City of Los Angeles completed a multi-step process to determine the appropriate scope of issues to be examined in this DEIR. Pursuant to *State CEQA Guidelines* Section 15082, On March 28, 2019, an EIR Notice of Preparation was published, and Scoping Meetings were held in April 2019. Due to changes in the Proposed Project, a second NOP was prepared by the City and distributed on October 10, 2024, to the State Clearinghouse in the Office of Planning and Research, notifying the general public, responsible and trustee agencies, as well as interested parties that an EIR will be prepared for the Proposed Plans. The NOP was circulated for a 30-day review period that began on October 10, 2024, and ended on November 12, 2024. A Scoping Meeting was held on October 24, 2024. Written comments were received from agencies and from interested parties during the review period. Refer to **Appendix A, NOP and Comment Letters,** to this EIR for a copy of the NOP and comments submitted to the City in response to both NOPs. The NOP was available for review on the City's website. The City received a total of nine written comments to the NOP in 2024 and 32 written comments in 2019. Information, data, and observations addressing these comments are included throughout this DEIR where relevant.

Public Participation

One of the primary objectives of CEQA is to enhance public participation in the planning process. Community members are encouraged to participate in the environmental review process, request to be notified of meetings and release of documents, monitor newspapers for formal announcements, and submit substantive comments at every possible opportunity afforded by the lead agency. The environmental review process provides various opportunities for the public to participate through scoping, public review of CEQA documents, and public hearings.

The public is invited to provide comments and concerns regarding the accuracy of this DEIR and the CEQA process. The comment period is indicated on the cover of this DEIR. The DEIR will be circulated for review and comment by the public and other interested parties, agencies, and organizations for 60 calendar days. The DEIR is available on the City of Los Angeles Department of City Planning website at: Published Documents | Los Angeles City Planning (lacity.org).

The DEIR will also be available at:

- Los Angeles Public Library (Canoga Park Branch) 20939 Sherman Way, Canoga Park, CA 91303
- Los Angeles Public Library (Platt Branch Library) 23600 Victory Boulevard, Woodland Hills, CA 91367
- Los Angeles Public Library (Woodland Hills Branch) 22200 Ventura Boulevard, Woodland Hills, CA 90710
- Los Angeles Public Library (West Valley Regional Branch Library) 19036 Vanowen Street, Reseda, CA 91335
- Los Angeles Public Library (Encino - Tarzana Branch) 18231 Ventura Boulevard, Tarzana, CA 91356
- Los Angeles Central Library 630 W 5th Street, Los Angeles, CA 90071

Written comments may be submitted via:

Mail:

City of Los Angeles Department of City Planning
Attn: Betty Barberena, City Planner
Case Numbers: CPC-2019-1741-CPU; CPC-2019-1742-CPU; CPC-2019-1745-CPU; ENV-2019-1743--EIR
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401

E-mail: planning.swvalley@lacity.org

Electronically on the City Website:

English: Updates to the Southwest Valley Community Plans | Los Angeles City Planning (lacity.org)

Pursuant to *State CEQA Guidelines* Section 15088, the City will prepare written responses to any comments that raise significant environmental issues received during the noticed comment period and include those responses in the Final EIR. The public will also be provided opportunities to present oral and written comments at future hearings and meetings on the Proposed Plans to City Planning Commission and the City Council. The City may, but is not required to, provide written responses to comments submitted after the circulation period for the DEIR.

1.6 AREAS OF CONTROVERSY / ISSUES TO BE RESOLVED

Potential areas of controversy and issues to be resolved by the City's decision-makers may include those environmental issue areas where the potential for an unavoidable and significant impact has been identified. Based on the NOP comment letters (provided in **Appendix A, NOP and Comment Letters,** of this DEIR), issues known to be of concern in the community and therefore, potential areas of controversy, include: traffic, aviation noise, biological resources, tribal cultural resources, and incompatible land uses.

1.7 FINAL EIR AND EIR CERTIFICATION

Following the close of the public review period on the DEIR, the City will prepare and publish a Final EIR, which will contain a summary of all written and recorded oral comments on this EIR received during the public review period for the DEIR and written responses to those comments that raise environmental concerns, along with copies of the letters received, and any necessary revisions to the EIR. The DEIR, comments on the EIR, and a list of persons, organizations, and public agencies that commented on the DEIR, response to comments, and any revisions to the DEIR will constitute the Final EIR. The Final EIR will be available for public review prior to consideration of certification of the document by the decision-makers. The City Council, in an advertised public meeting(s), will consider the documents and then, if found adequate, certify the Final EIR as completed in compliance with CEQA and the *State CEQA Guidelines*.

1.8 ORGANIZATION OF THE EIR

The EIR is organized into the following chapters so the reader can easily obtain information about the Proposed Plans and its specific issues:

- **Chapter 1.0, Introduction**: This chapter contains an overview of the purpose and focus of the DEIR, a discussion of the intended use of this DEIR, a description of the organization of the DEIR, and a discussion of the public review process and potential areas of controversy.

- **Chapter 2.0, Executive Summary**: This section provides a summary of the Proposed Plans' potential environmental impacts that would result from implementation of the Proposed Plans, proposed mitigation measures where applicable, and the level of significance of the impact before and after mitigation.

- **Chapter 3.0, Project Description**: This chapter describes the Proposed Plans, including project location, project background, project objectives and components, and a description of the proposed changes to existing plans and zoning under the project.

- **Chapter 4.0, Environmental Impact Analysis**: This chapter is the primary focus of this DEIR. Each environmental issue is considered in a separate section, which contains a discussion of the environmental settings, the regulatory setting, the methodology, and the thresholds of significance. Each section also includes the analyses of environmental impacts of the project, mitigation measures, conclusions regarding the level of significance after mitigation, and cumulative impacts for each of the following environmental topics and environmental issues:
  - **Section 4.1, Aesthetics**: Changes to views, scenic resources, and visual quality
  - **Section 4.2, Agricultural Resources**: Changes to forest and timber resources
  - **Section 4.3, Air Quality**: Changes in pollutants affecting air quality
  - **Section 4.4, Biological Resources**: Impacts on any sensitive wildlife habitats or special species
  - **Section 4.5, Cultural Resources**: Changes to historic resources and impacts to archaeological or paleontological resource and human remains
  - **Section 4.6, Energy**: Wasteful or inefficient use of energy resources
  - **Section 4.7, Geology and Soils**: Risk from geologic and seismic hazards
  - **Section 4.8, Greenhouse Gas Emissions**: Changes to greenhouse gas emissions and conformance to applicable greenhouse gas plans, policy, and regulations
  - **Section 4.9, Hazards and Hazardous Materials**: Changes in the risk of exposure to hazardous materials, or proximity to wildland fire hazards
  - **Section 4.10, Hydrology and Water Quality**: Changes in water quality, drainage patterns and the amount of stormwater runoff
  - **Section 4.11, Land Use and Planning**: Changes to land use and zoning
  - **Section 4.12, Noise and Vibration**: Changes in noise and vibration levels due to construction, traffic, and proposed uses
  - **Section 4.13, Population and Housing**: Changes in population, jobs/housing balance, and the displacement of a substantial number of housing units or persons
  - **Section 4.14, Public Services and Recreation**: Impacts related to the construction of new or expanded public facilities (i.e., fire protection and schools)
  - **Section 4.15, Transportation and Traffic**: Changes in transportation conditions and vehicles miles traveled, review of emergency access, potential hazardous design features, and potential conflict with alternative transportation (e.g., bicycles and public transportation)

  - **Section 4.16, Tribal Cultural Resources:** Impacts to cultural resources potentially related to one or more Native American tribes
  - **Section 4.17, Utilities and Service Systems:** Impacts related to the increased need for utilities and infrastructure improvements and the construction of new or expanded facilities
  - **Section 4.18, Wildfire:** Changes in risk and exposure to wildfire hazards

- **Chapter 5.0, Alternatives:** This chapter provides analysis of a range of reasonable alternatives to the Proposed Plans in accordance with *CEQA Guidelines* Section 15126(f). The range of alternatives considered is based on their ability to feasibly attain most of the project objectives and avoid or substantially lessen any of the significant effects of the Proposed Plans:
  - **Alternative 1:** No Project
  - **Alternative 2:** Exclude Select Single-Family Rezoning
  - **Alternative 3:** Proposed Project with Proposed Mobility Network Changes
- **Chapter 6.0, Other CEQA Considerations:** This chapter provides a summary of significant and unavoidable impacts of the Proposed Plans and a discussion of potential growth inducing effects of the Proposed Plan.
- **Chapter 7.0, Effects Not Found to be Significant:** This chapter summarizes those impact categories that were determined to be less than significant and did not need further analysis in the EIR.
- **Chapter 8.0, List of Preparers:** This chapter lists the individuals involved in preparing the EIR and organizations and persons consulted.

1.9 CEQA FINDINGS FOR PROJECT APPROVAL

Where a certified EIR identifies significant environmental effects, *CEQA Guidelines* Sections 15091 and 15092 require the adoption of findings prior to approval of a project. Prior to approval of a project, one of three findings must be made, as required by PRC Section 21081 and *CEQA Guidelines* Section 15091:

- Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

- If the City approves the Proposed Plans, despite significant impacts identified in the Final EIR that cannot be feasibly mitigated, the City must state in writing the reasons for its actions, under *State CEQA Guidelines* Section 15093. Those findings, called a Statement of Overriding Considerations, must be prepared to substantiate the City's decision to accept the unavoidable significant environmental effects of the Proposed Plans when balanced against the benefits afforded by the Proposed Plans, and must be supported by substantial evidence in the record.

1.10 MITIGATION MONITORING PROGRAM

At the time of project approval, CEQA and the State CEQA Guidelines require lead agencies to adopt a mitigation monitoring program for monitoring the revisions it has required in the project and the measures it has imposed to mitigate or avoid significant effects on the environment (State CEQA Guidelines Section 21081.6; *State CEQA Guidelines* Section 15097). This DEIR contains mitigation measures that, if found feasible, will be included in the Mitigation Monitoring Program for the Proposed Plans.

2.0 EXECUTIVE SUMMARY

The purpose of the executive summary is to provide a clear and simple description of the project and its potential environmental impacts. Section 15123 of the *California Environmental Quality Act (CEQA) Guidelines*[1] requires the executive summary to identify each significant effect with proposed mitigation measure(s) and alternatives that would minimize or avoid that effect. The summary is also required to identify areas of controversy known to the Lead Agency, including issues raised by agencies and the public, and issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects.

2.1 PROJECT DESCRIPTION

This EIR has been prepared to examine the potential environmental impacts of the updates to the City's Southwest Valley Community Plans (the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys-Lake Balboa Community Plan). The following is a summary of the full project description, which can be found in **Section 3.0, Project Description**.

Southwest Valley Community Plans

There are 34 Community Plans and two special district plans (LAX and Port of LA) that make up the Land Use Element of the City of Los Angeles's *General Plan*. The Southwest Valley Community Plans Update includes the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys-Lake Balboa Community Plan (hereinafter, collectively referred to as the "Southwest Valley Community Plans," "Southwest Valley Plans", or "Proposed Plans"), located in the southwest San Fernando Valley subregion of the City of Los Angeles. The Southwest Valley Community Plans Update will require: (i) amending the text of the Proposed Plans, including the goals, policies, and programs; (ii) amending the designations on the *General Plan* Land Use Maps for the Community Plan Areas (CPAs), which express a range of development intensities, distribution of land uses, and provide zoning consistency tables; (iii) adopting and implementing zoning ordinances, including adopting zone changes to amend the Zoning Map, as well as amendments to the City's zoning regulations; and (iv) any other necessary and related actions to implement the Proposed Plans' amendments, including adopting amendments to other elements of the City's *General Plan* (e.g., the Framework or Mobility Elements) to ensure consistency, or adopting other land use related ordinances.

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1 *State CEQA Guidelines*, Section 15123: Summary. Available online at: https://www.califaep.org/docs/CEQA_Handbook_2026_final.pdf, accessed on August 17, 2026.

A Community Plan, as a portion of the Land Use Element of the *General Plan*, is a vision statement for the City's desired growth and development of a particular area of the city. As a very general matter, that vision is implemented through zoning ordinances that specifically regulate allowed land uses and standards for development and design for properties throughout the Community Plan's area. In the case of the Proposed Plans, the City will use the "New Zoning Code" established in Chapter 1A of the Los Angeles Municipal Code (LAMC), discussed further below.

The Proposed Plans include adopting changes to re-designate property in the Canoga Park-Winnetka-Woodland Hills-West Hills, Encino-Tarzana, and the Reseda-West Van Nuys-Lake Balboa CPAs using the zone classifications in Chapter 1A of the LAMC, as well as the other required actions to update the Proposed Plans.

The Canoga Park-Winnetka-Woodland Hills-West Hills CPA is approximately 17,906 acres and shares a common boundary along Corbin Avenue with the current Reseda-West Van Nuys CPA and the Encino-Tarzana CPA. The Encino-Tarzana CPA is approximately 13,007 acres and shares a common boundary along Oxnard Street with the current Reseda-West Van Nuys CPA, which is approximately 7,765 acres. The proposed Southwest Valley Community Plans are bordered by Roscoe Boulevard to the north, Sepulveda Boulevard to the northeast, Interstate-405 to the east, and the Santa Monica Mountains to the south. The southwestern and western borders of the Southwest Valley Community Plans align with the city limits of Los Angeles, with the City of Calabasas and City of Hidden Hills to the southwest, and Simi Hills, Ventura County, and unincorporated Los Angeles County to the west. Together, the Southwest Valley Community Plans comprise approximately 61 square miles.

2.2 PROJECT OBJECTIVES

In accordance with CEQA Guidelines Section 15124, the specific project objectives identified below support the underlying purpose of the Proposed Plans, assist the City as Lead Agency in developing a reasonable range of alternatives to evaluate in this EIR, and will ultimately aid the decision maker in preparing findings and overriding considerations, if necessary.

The primary and secondary objectives of the Proposed Plans are the following:

The Primary Objectives of the Proposed Plans are to:

- Accommodate projected population, housing, and employment growth forecasted through the planning horizon year of 2050 consistent with the policies of the City of Los Angeles General Plan Framework Element;

- Strengthen connections between land use and transportation in a manner that is consistent with the City's General Plan, including the Framework Element, the Mobility Plan 2035, the Housing Element, and the Plan for a Healthy Los Angeles, and various sustainability policies;
- Bolster the City's goals, policies, objectives and programs that reduce greenhouse gas emissions and promote climate resiliency;
- Address the housing needs for all income levels and minimize displacement of existing residents by increasing the availability of affordable housing and the variety of housing options within the Plan Areas;
- Encourage mixed-use and equitable transit-oriented development at key locations;
- Preserve appropriate industrial districts and improve their function and visual character through new zoning regulations for improved street frontage, screening, and quality building design;
- Enhance commercial areas through zoning regulations for improved street frontage and pedestrian-oriented design standards and by promoting a diversity of uses;
- Direct growth away from low-density neighborhoods, including hillside areas.

The Secondary Objectives of the Proposed Plans are to:

- Update existing zoning and land use designations to reflect on the ground uses;
- Encourage and promote a variety of mobility options, including walkable streets;
- Develop new standards that create a cohesive design with the surrounding built environment;
- Implement the New Zoning Code Districts and rules as applicable to this geography, through the adoption of the Southwest Valley Community Plans Update;
- Preserve existing and expand open space in the Southwest Valley CPAs and increase access to open space by incorporating active frontages, building breaks, and outdoor amenity space where appropriate;
- Support public infrastructure improvements consistent with other City department and public agencies;
- Protect identified eligible historic resources through new zoning regulations.

2.3 SOUTHWEST VALLEY COMMUNITY PLANS REASONABLY ANTICIPATED DEVELOPMENT

Reasonably anticipated development that is expected to occur through 2050 as a result of the Proposed Plans is shown in **Table 2.0-1, 2050 Reasonably Anticipated Development of the Southwest Valley Community Plans Compared to SCAG Forecast**. The Southwest Valley Community Plans would increase reasonably expected housing, population, and employment compared to SCAG forecasts.

Reasonably anticipated development for the Southwest Valley CPAs was determined based on the acreage of land use designations and allowable densities and intensities of each zone within a given land use designation; its anticipated levels of development during the life of the Proposed Plans; and development constraints, such as topography, land acquisition and construction costs, and historic preservation regulations. The development anticipated under the Southwest Valley Community Plans would accommodate SCAG's 2050 population, housing, and employment projections. Reasonably anticipated development and reasonably expected housing, population, and employment growth are further discussed in **Section 4.13, Population and Housing.**

Table 2.0-1
2050 Reasonably Anticipated Development of the Southwest Valley Community Plans Compared to SCAG Forecast

	2024 Baseline	2050 No Project	2050 Proposed Plans	2050 SCAG Forecast
Dwelling Units	150,177	213,047	265,459	177,629
Population	394,629	509,887	636,288	425,595
Employment	185,659	211,937	270,824	234,461

Source: City of Los Angeles Travel Demand Forecasting Model, SCAG 2024 RTP/SCS
*Note: **See Appendix B Methodology** for further discussion of reasonably anticipated development.*

2.4 AREAS OF KNOWN CONTROVERSY

Potential areas of controversy and issues to be resolved by the City's decision-makers may include those environmental issue areas where the potential for an unavoidable and significant impact has been identified. Based on the NOP comment letters (provided in **Appendix A, NOP and Comment Letters,** of this Draft EIR), issues known to be of concern in the community and therefore, potential areas of controversy, include potential impacts to traffic, aviation, noise, biological resources, tribal resources, and incompatible land uses.

2.5 ISSUES TO BE RESOLVED

The *State CEQA Guidelines* require an EIR to present issues to be resolved by the Lead Agency. These issues include the choice between alternatives and whether or how to mitigate potentially significant impacts. The major issues to be resolved by the City of Los Angeles, as the Lead Agency for the project, include the following:

- Whether the recommended mitigation measures should be adopted or modified;
- Whether additional mitigation measures need to be applied to the project; and
- Whether the project or an alternative should be approved.

The primary issue to be resolved through the planning and environmental review process for the Proposed Plans is whether the City should adopt the updated Southwest Valley Community Plans to replace the existing Community Plans. Options include adopting the Proposed Plans or some variation of it (such as one of the alternatives considered in this EIR) or continuing to have the existing Community Plans and zoning code guide development in the Southwest Valley CPAs.

2.6 ALTERNATIVES TO THE PROJECT

As required by Section 15126.6 of the *CEQA Guidelines*, a range of reasonable alternatives to the Proposed Plans that would attain most of the basic project objectives but would avoid or substantially lessen any of its significant environmental effects must be examined. Alternatives aim to identify and disclose ways to mitigate or avoid significant environmental effects that may result from the Proposed Project. Impacts found to be significant and unavoidable in **Section 4.0, Environmental Analysis**, include the exceedance of criteria air pollutant emission standards including construction related volatile organic compound (VOC), nitrogen oxide (Nox), carbon monoxide (CO), fine particulate matter (PM10), and respirable particulate matter (PM 2.5) emissions, operation-related VOC, Nox, CO, PM10, and PM 2.5 emissions, and distribution and warehouse operation related toxic air contaminants (TAC) impacts, the possible loss of historical resources, temporary construction-related noise and construction-related vibration impacts, deterioration of existing parks and other recreation facilities, traffic safety impacts related to highway off-ramp queuing, and impacts from exposure to wildfire and post-fire landslide and flooding risk. Impacts found to be potentially significant but able to be reduced to less than significant with the imposition of proposed mitigation measures include impacts to sensitive receptors from construction-related activities; impacts to candidate, sensitive, or special status species; impacts to archaeological resources and paleontological resources from construction-related activities; transport of, release of, emission of, and development of a site with hazardous materials; and tribal cultural resources.

The alternatives considered are summarized below. Project alternatives are further discussed in **Section 5.0, Alternatives**.

Alternative 1 – No Project Alternative

The No Project Alternative assumes the continued implementation of the existing 1998 Encino-Tarzana Community Plan, the existing 1999 Reseda-West Van Nuys Community Plan, and the existing 1999 Canoga Park-Winnetka-Woodland Hills-West Hills Community Plans. Under this alternative, the current Community Plans would continue to apply, and existing plans and policies, including the existing zoning, would continue to accommodate development in accordance with existing General Plan Land Use designations. Density, Floor Area Ratio (FAR), and height bonuses accessible under the State's Density Bonus Law and the local Citywide Housing Incentive Program (CHIP) would continue to be available to parcels currently eligible for these programs in the Plan Areas. Similarly, FAR, density, and height above what is allowed through the base zoning accessible through the program established by Senate Bill (SB) 79 would continue to be available to eligible parcels within specified distances of TOD stops in the Plan Areas. This alternative would assume that the Proposed Plans, and the new zoning and land use designations included therein, are not adopted for the Southwest Valley CPAs.

Alternative 2 – Exclude Select Single Family Rezoning Alternative

Alternative 2 would not include the Proposed Plans' rezoning of existing single-family zoned residential areas, which include alley-loaded lots located on major corridors, and lots in proximity to transit. In comparison to the Proposed Plans, Alternative 2 would apply land use designations (Very Low Residential and Low Residential) that are comparable to the existing land use designations (Very Low I Residential, Very Low II Residential, Low I Residential, and Low II Residential) along these residential corridors. This alternative would apply zoning districts with allowable FAR ranging from 0.35:1 to 0.47:1 (depending on the size of the lot), a maximum height of 33 feet, and a density of one unit per lot in lieu of the Proposed Plans' proposed Low Neighborhood Residential and Low Medium Residential land use designations, which correspond to FAR ranging from 0.45:1 to 2.0:1, a maximum height of 33 to 36 feet or up to three stories, and density allowing up to four units per lot or one unit per 1,500 square feet of lot area. This alternative would not include the introduction of small-scale commercial uses limited to 2,000 square feet in these select residential areas. FAR, density, and height above what is allowed through the base zoning accessible through the program established by SB 79 would continue to be available to existing single-family zoned parcels within specified distances of TOD stops in the Plan Areas. Alternative 2 reduces the expected development of existing single-family zoned areas not eligible for SB 79. This alternative reduces the reasonably anticipated development compared to the Proposed Plans, specifically in areas that include alley-loaded single-family-zoned corridors, such as Victory Blvd., Vanowen St., Sherman Way, Saticoy St.,

Roscoe Blvd, Fallbrook Ave., Shoup Ave., Lindley Ave., White Oak Ave., and Louise Ave.; and select residential areas in proximity to transit. For example, Alternative 2 would not rezone the existing single-family zoned lots along corridors such as Lindley Ave., White Oak Ave., Louise Ave., Roscoe Blvd., and Saticoy St., as demonstrated in **Figure 5.0-1, Low Neighborhood Residential GPLU along Lindley, White Oak, and Louise Avenues in Reseda and Lake Balboa**. As previously noted, Alternative 2 would not rezone the existing single-family zoned lots in proximity to Metro G Line Stations, designated as Low Residential, as shown in **Figure 5.0-2**, which shows the Sherman Way Metro G Line station area.

Alternative 3 – Proposed Project and Proposed Mobility Network Changes Alternative

This alternative assumes the adoption of the Proposed Project in conjunction with changes to select Enhanced Networks included in the Mobility Element (Mobility Plan 2035) of the City of Los Angeles General Plan. This alternative contains the same land use and zoning recommendations as the Proposed Plans but also includes changes to the Enhanced Networks aimed at improving connectivity between networks and reducing existing conflicting or duplicative designations, whereas the Proposed Plans do not include any proposed changes to the Mobility Element's Enhanced Networks. In 2024, Los Angeles City voters approved The Healthy Streets L.A. (HLA) ballot measure, which mandates that the City install its Mobility Plan 2035 Enhanced Mobility Network, when implementing qualifying street improvements. Alternative 3 includes additions to these Network Enhancements which would implement the City's Mobility Plan 2035 to a greater degree than the Proposed Plans. This alternative was included because it was anticipated to potentially result in the substantial reduction of the significant project impacts, possibly related to air quality and criteria pollutants. Other impact categories, although not found to be significant, would also be incrementally reduced including greenhouse gases, and total vehicle miles traveled (VMT). It was concluded that Alternative 3 would result in slightly lower greenhouse gas emissions per capita in comparison to the Proposed Plans. Implementing these infrastructure improvements across the Southwest Valley to reflect the Mobility Plan's network enhancements is a public investment and also requires significant funding, which agencies and departments outside of City Planning would have to finance. That being said, Alternative 3 was identified because it provides decisionmakers discretion to implement HLA as it relates to expanding the Enhanced Networks in the CPAs either incrementally over the course of time with the Proposed Plan, or mandated in the CPAs via Alternative 3.

The types of Enhanced Networks include:

- Neighborhood Enhanced Network (NEN), which consist of local streets that benefit from pedestrian and bicycle related safety enhancements including shared lane sharrow markings to mini-roundabouts (see **Figure 5.0-3**);
- Bicycle Lane Network (BLN), which consist of specific bicycle facilities and improvements, such as striped bike lanes (see **Figure 5.0-4**); and

- Bicycle Enhanced Network (BEN), which consist of improvements such as physically-protected bike lanes and off-street bicycle facilities (see **Figure 5.0-5**).

2.7 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires identification of the environmentally superior alternative among the options studied. In general, the environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. Based on the ability to reduce environmental impacts, specifically a lower total daily VMT, and meet project objectives, the Proposed Plans with Changes to the Mobility Network Alternative (Alternative 3) is the Environmentally Superior Alternative for the respective CPAs.

2.8 SUMMARY OF PROJECT IMPACTS

A summary of the environmental impacts associated with the Proposed Plans is included in **Table 2.0-2**. If necessary, mitigation measures are included to avoid or decrease the severity of significant impacts. As noted throughout this EIR, where applicable, Environmental Protection Measures (EPM/EPMs) contained within the City of Los Angeles' Environmental Protection Measures Handbook have been incorporated into the Project to mitigate potential impacts. EPMs have an applicability threshold and a standard and many also have best management practices that are applied to all discretionary projects, as well as notices for ministerial projects. The corresponding EPM is noted within the mitigation measure. The level of significance before and after mitigation measures are also identified in **Table 2.0-2, Summary of Proposed Project Impacts, Mitigation Measures, and Residual Impacts**.

Table 2.0-2
Summary of Proposed Project Impacts, Mitigation Measures, and Residual Impacts

Impact Category and Checklist Threshold	Mitigation Measures	Residual Impact
AESTHETICS		
Impact 4.1-1: Would implementation of the Proposed Plans have a substantial adverse effect on a scenic vista?	No mitigation measures are required.	Less than significant.
Impact 4.1-2: Would the Proposed Plans substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No mitigation measures are required.	No Impact.
Impact 4.1-3: If the Proposed Plans are in an urbanized area, would the Proposed Plans conflict with applicable zoning and other regulations governing scenic quality, or where it proposes to change the applicable zoning and other regulations governing scenic quality would it degrade the visual character of the CPAs and its surrounding area?	No mitigation measures are required.	Less than significant.
Impact 4.1-4: Would the Proposed Plans create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No mitigation measures are required.	Less than significant.
AGRICULTURE & FORESTRY RESOURCES		
Impact 4.2-1: Would implementation of the Proposed Plans 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 non-agricultural use?	No mitigation measures are required.	Less than significant.
Impact 4.2-2: Would implementation of the Proposed Plans conflict with existing zoning for agricultural use, or a Williamson Act contract?	No mitigation measures are required.	Less than significant.
Impact 4.2-3: Would implementation of the Proposed Plans conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?	No mitigation measures are required.	Less than significant.

Impact Category and Checklist Threshold	Mitigation Measures	Residual Impact
Impact 4.2-4: Would implementation of the Proposed Plans result in the loss of forest land or conversion of forest land to non-forest use?	No mitigation measures are required.	Less than significant.
Impact 4.2-5: Would implementation of the Proposed Plans involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	No mitigation measures are required.	Less than significant.
AIR QUALITY		
Impact 4.3-1: Would implementation of the Proposed Plans conflict with or obstruct implementation of the applicable air quality plan?	No mitigation measures are required.	Less than significant.
Impact 4.3-2: Would the Proposed Plans 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?	Upon adoption of the Proposed Plans, project applicants are required to comply with the environmental protection measures (EPMs) provided in Chapter 1A as applicable. The following EPMs and associated best management practices (incorporated herein by reference) are applicable to the Proposed Plans. **MM AQ-1:** Dust Control Compliance with SCAQMD Rule 403 requires that any project whose construction activities involve the use of construction equipment and require a permit from Los Angeles Department of Building and Safety (LADBS) to comply with Rule 403 of the SCAQMD, implement best available dust control measures during Ground Disturbance Activities and active construction operations to negate dust. **MM AQ-2:** Equipment Maintenance ensures that projects whose construction activities involve the use of construction equipment and require a permit from the LADBS maintain construction equipment in good, properly tuned operating condition, as specified by the manufacturer, to minimize exhaust emissions. Documentation demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications shall be maintained per the proof of compliance requirements in Sec. 1.D.6. (Additional Requirements). All construction equipment shall achieve emissions reductions that are no less than what could be achieved by a Tier 3 diesel emissions control strategy for a similarly sized engine as defined by California Air Resources Board regulations. **MM AQ-3: Vehicle Idling Limit and Notification Signs** limits vehicle idling during project construction activities to five minutes as set forth in the California Code of Regulations, Title 13, Section 2449 for projects whose construction activities involve the use of construction vehicles and require a permit from LADBS. Signs must be posted in areas where they will be seen by vehicle operators stating idling time limits. **MM AQ-4: Non-Diesel Fueled Electrical Power** requires the use of electricity from power poles rather than temporary gasoline or diesel-powered generators to the extent available and feasible for any project whose construction activities that involve the use of construction equipment and require a permit from LADBS.	Significant and Unavoidable.

Impact Category and Checklist Threshold	Mitigation Measures	Residual Impact
	MM AQ-5: Emissions Standards for Off-Road Construction Equipment Greater than 50 Horsepower requires any project whose construction activities involve the use of construction equipment, require a permit from LADBS, and involve at least 5,000 cubic yards of on-site cut/fill on any given day, meet the U.S. Environmental Protection Agency's (USEPA) Tier 4 emission standards for off-road diesel-powered construction equipment equal to or greater than 50 horsepower during construction. Operators shall maintain records of all off-road equipment associated with Project construction to document that each piece of equipment used meets these emission standards per the proof of compliance requirement in Sec. 1.D.6. (Additional Requirements). In lieu of compliance with this requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that Project construction activities would not exceed the SCAQMD's regional and localized construction thresholds. **MM AQ-6: Use of Low Polluting Fuels** requires that any project whose construction activities involve the use of construction equipment, requires a permit from LADBS, and involves at least 5,000 cubic yards of on-site cut/fill on any given day, that uses construction equipment that is less than 50 horsepower, use low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline). In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that Project construction activities would not exceed the SCAQMD's regional and localized construction thresholds. **MM AQ-7: Emission Standards for On-Road Haul Trucks** requires that for projects whose construction activities involve the use of construction equipment, require a permit from LADBS, and involve more than 90 round-trip haul truck trips on any given day for demolition debris and import/export of soil, construction haul truck operators for demolition debris and import/export of soil use trucks that meet the California Air Resources Board's (CARB) 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of nitrogen oxides (NOX) emissions. Operators shall maintain records of all trucks associated with Project construction to document that each truck used meets these emission standards per the proof of compliance requirements in Sec. 1.D.6. **MM AQ-8: Routes for On-Road Haul Trucks** requires that for projects whose construction activities involve the use of construction vehicles and require a permit from LADBS, construction contractors shall reroute construction trucks away from congested streets or sensitive uses, as feasible.	
Impact 4.3-3: Would implementation of the Proposed Plans expose sensitive receptors to substantial pollutant concentrations?	Construction: See **MM AQ-1** through **AQ-8** above. **Operations: MM AQ-9:** For applicants for distribution centers in the Southwest Valley CPAs within 1,000 feet of sensitive uses that require discretionary permits and/or would accommodate more than 100 truck trips or 40 TRUs per day, prepare HRAs in accordance with SCAQMD and OEHHA guidance to identify the potential for cancer and non-cancer health risks. If cancer risks exceeding SCAQMD standards are identified, the Applicant shall identify opportunities to reduce emissions and associated risks. Methods may	Construction: Less than significant with mitigation measures MM AQ-1 through AQ-8. Operations: Significant and unavoidable for TAC-related impacts

Impact Category and Checklist Threshold	Mitigation Measures	Residual Impact
	include, but are not limited to, limiting the number of trucks/TRUs accessing the site on a daily basis, locating distribution center entry and exist points as far as possible from sensitive land uses, and routing truck traffic away from sensitive land uses.	associated with distribution centers and warehouse.
Impact 4.3-4: Would implementation of the Proposed Plans result in other emissions (such as those leading to odor) adversely affecting a substantial number of people?	No mitigation measures are required.	Less than significant.
BIOLOGICAL RESOURCES		
Impact 4.4-1: Would implementation of the Proposed Plans have a substantial adverse effect, 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 CDFW or USFWS?	Upon Proposed Plans adoption, project applicants are required to comply with the environmental protection measures (EPMs) provided in Chapter 1A as applicable. The best management practices listed in the EPM Handbook are not mandated and are to be implemented based on the Applicant's discretion and responsibility. The following EPMs and associated best management practices (incorporated herein by reference) are applicable to the Proposed Plans. **MM BIO-1**: Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **BR 3.1: Restriction of Ground Disturbance Activity** For all projects for which an active bird nest has been discovered on-site, if any active bird nest is found during a pre-construction nesting bird survey or is discovered inadvertently during earthwork or construction-related activities, a Qualified Biologist shall be retained by the Applicant or Owner to determine an appropriate avoidance buffer which shall be no less than is necessary to protect the nest, eggs and/or fledglings, from damage or disturbance in consideration of the following factors: the bird species, the availability of suitable habitat within the immediate area, the proposed work activity, and existing disturbances associated with surrounding land uses. The buffer shall be demarcated using bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary of the buffer. All construction personnel shall be notified of the buffer zone and shall avoid entering the protected area. No Ground Disturbing Activities or vegetation removal shall occur within this buffer area until the Qualified Biologist has confirmed that breeding/nesting is complete and the young have fledged the nest and/or that the nest is no longer an Active Nest. The Qualified Biologist shall prepare a report prior to the issuance of any building permit detailing the results of the nesting bird survey and subsequent monitoring, which shall be maintained pursuant to the proof of compliance requirements in Sec. 1.D.6. (Additional Requirements) of the City's Zoning Code. **MM BIO-2**: Pursuant to the City of Los Angeles Zoning Code Chapter 1A Environmental Protection Measures Handbook - Section 2. Required Notices, B. Projects Requiring Grading, Excavation, or Building. Prior to issuance of a permit for grading, excavation, or building, Applicants and Owners shall read the following notices: 1. Nesting Bird Notice. Under the federal Migratory Bird Treaty Act, among other prohibitions, it is unlawful to destroy migratory birds or remove bird nests. Under California Fish and Game Code Section 3503, et seq., among other prohibitions, it is unlawful to destroy nests and eggs of any bird.	Less than significant with mitigation.

Impact Category and Checklist Threshold	Mitigation Measures	Residual Impact
Impact 4.4-2: Would implementation of the Proposed Plans have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	No mitigation measures are required.	Less than significant.
Impact 4.4-3: Would implementation of the Proposed Plans have a substantial adverse effect on federally-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No mitigation measures are required.	Less than significant.
Impact 4.4-4: Would implementation of the Proposed Plans 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?	No mitigation measures are required.	Less than significant.
Impact 4.4-5: Would implementation of the Proposed Plans conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	No mitigation measures are required.	Less than significant.
Impact 4.4-6: Would implementation of the Proposed Plans conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No mitigation measures are required.	No Impact.
CULTURAL RESOURCES		
Impact 4.5-1: Would implementation of the Proposed Plans cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	The City has identified multiple processes that can mitigate potential impacts related to historical resources. These include the City's robust review process, the Individual Historic Resource (IHR) review process specific to the Southwest Valley CPAs, documentation of resources in accordance with Historic American Building Survey (HABS), and compliance with CEQA to identify historical resources. Because additional review would be implemented as part of the Proposed Plans, the City finds that requiring even further additional review of projects otherwise undergoing discretionary review would be undesirable due to the delays it could result in for projects. Additionally, as a policy matter, the City finds that it is undesirable to put additional regulations or processes, beyond existing state or local laws, on projects involving historical resources that are designated under the Historic Cultural Monuments (HCM), including ministerial projects. Notwithstanding the above, there remains the potential that even the City's existing policies and procedures would not prevent the demolition or substantial alteration of currently unidentified historical resources	Significant and unavoidable.

Impact Category and Checklist Threshold	Mitigation Measures	Residual Impact
Impact 4.5-2: Would implementation of the Proposed Plans cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5	**MM CR-1**: Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **CR1-1: Inadvertent Discovery**: For any project that requires a permit for grading or excavation; if a possible archaeological resource is uncovered during earthwork or construction, all work shall cease within a minimum distance of 50 feet from the find until a Qualified Archaeologist has been retained to evaluate the find in accordance with National Register of Historic Places and California Register of Historical Resources criteria. The Qualified Archaeologist may adjust this avoidance area, ensuring appropriate temporary protection measures of the find are taken while also considering ongoing construction needs in the surrounding area. Temporary staking and delineation of the avoidance area shall be installed around the find in order to avoid any disturbance from construction equipment. Ground Disturbance Activities may continue unimpeded on other portions of the site outside the specified radius Any potential archaeological resource or associated materials that are uncovered shall not be moved or collected by anyone other than an Archaeological Monitor or Qualified Archaeologist unless the materials have been determined to be non-unique archaeological resources, as defined in Public Resources Code Section 21083.1(h), by the Qualified Archaeologist. The Qualified Archaeologist shall determine if the resources are unique archeological resources as defined in Public Resources Code Section 21083.2(g). Consistent with Public Resources Code Section 21083.2, the handling, treatment, preservation, and recordation of unique archaeological resources shall occur as follows: The find should be preserved in place or left in an undisturbed state unless the Project would damage the resource. When preserving in place or leaving in an undisturbed state is not possible, excavation and recovery of the find for scientific study should occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a Qualified Archaeologist. Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed by a Qualified Archaeologist. A report that describes the resource(s) and its disposition, as well as the assessment methodology, shall be prepared by the Qualified Archaeologist according to current professional standards and maintained pursuant to the proof of compliance requirements in Sec. 1.D.6. (Additional Requirements). If appropriate, the report should also contain the Qualified Archaeologist's recommendations for the preservation, conservation, and curation of the resource at a suitable repository, such as the Natural History Museum of Los Angeles County, with which the Applicant or Owner must comply. **MM CR-2**: Pursuant to the City of Los Angeles Zoning Code Chapter 1A Environmental Protection Measures Handbook – Section 2. Required Notices, prior to issuance of a permit for grading or excavation, Applicants and Owners shall read the following notices:	Less than significant with mitigation.

Impact Category and Checklist Threshold	Mitigation Measures	Residual Impact
	Several laws regulate the treatment of archaeological, paleontological, and tribal cultural resources and make it a criminal violation to destroy those resources. These regulations include, but are not limited to: California Penal Code Section 622½ provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor. Public Resources Code Section 5097.5(a) provides: "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." A violation of Section 5097.5 is a misdemeanor subject to a fine up to $10,000 and/or a year in jail, and potential restitution.	
Impact 4.5-3: Would implementation of the Proposed Plans disturb human remains, including those interred outside of dedicated cemeteries?	No mitigation measures are required.	Less than significant.
ENERGY		
Impact 4.6-1: Would implementation of the Proposed Plans result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	No mitigation measures are required.	Less than significant.
Impact 4.6-2: Would implementation of the Proposed Plans result in a conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No mitigation measures are required.	Less than significant.
GEOLOGY AND SOILS		
Impact 4.7-1: Would implementation of the Proposed Plans directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the 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?	No mitigation measures are required.	Less than significant.
Impact 4.7-2: Would implementation of the Proposed Plans directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?	No mitigation measures are required.	Less than significant.

Impact Category and Checklist Threshold	Mitigation Measures	Residual Impact
Impact 4.7-3: Would implementation of the Proposed Plans directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction and/or landslides?	No mitigation measures are required.	Less than significant.
Impact 4.7-4: Would implementation of the Proposed Plans result in substantial soil erosion or the loss of topsoil?	No mitigation measures are required.	Less than significant.
Impact 4.7-5: Would implementation of the Proposed Plans 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, or collapse?	No mitigation measures are required.	Less than significant.
Impact 4.7-6: Would implementation of the Proposed Plans 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?	No mitigation measures are required.	Less than significant.
Impact 4.7-7: Would implementation of the Proposed Plans 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?	No mitigation measures are required.	No impact.
Impact 4.7-8: Would implementation of the Proposed Plans directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Upon Proposed Plans adoption, project applicants are required to comply with the environmental protection measures (EPMs) provided in Chapter 1A as applicable. The best management practices listed in the EPM Handbook are not mandated and are to be implemented based on the Applicant's discretion and responsibility. The following EPMs and associated best management practices (incorporated herein by reference) are applicable to the Proposed Plans. **MM GEO-1**: Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure (EPM) **CR3-1**: **Inadvertent Discovery:** For any project that requires a permit for grading or excavation, if a probable paleontological resource is uncovered during earthwork or construction, all work shall cease within a minimum distance of 50 feet from the find until a Qualified Paleontologist has been retained to evaluate the find in accordance with the Society of Vertebrate Paleontology's Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Temporary flagging shall be installed around the find in order to avoid any disturbance from construction equipment. Any paleontological materials that are uncovered shall not be moved or collected by anyone other than a Qualified Paleontologist or his/her designated representative such as a Paleontological Monitor. If cleared by the Qualified Paleontologist, Ground Disturbance Activities may continue unimpeded on other portions of the site. The found deposit(s) shall be treated in accordance with the Society of Vertebrate Paleontology's Standard Procedures. Ground	Less than significant with mitigation.

Impact Category and Checklist Threshold	Mitigation Measures	Residual Impact
	Disturbance Activities in the area where resource(s) were found may re-commence once the identified resources are properly assessed and processed by a Qualified Paleontologist. A report that describes the resource and its disposition, as well as the assessment methodology, shall be prepared by the Qualified Paleontologist according to current professional standards and maintained pursuant to the proof of compliance requirements in Sec. 1.D.6. (Additional Requirements). If appropriate, the report should also contain the Qualified Paleontologist's recommendations for the preservation, conservation, and curation of the resource at a suitable repository, such as the Natural History Museum of Los Angeles County, with which the Applicant or Owner must comply. **MM GEO-2**: In accordance with the City's Chapter 1A EPM Handbook, for all projects not subject to **MM-GEO-1** that are seeking excavation or grading permits, prior to issuance of a permit for grading or excavation, Applicants and Owners shall read the following notices: Several laws regulate the treatment of archaeological, paleontological, and tribal cultural resources and make it a criminal violation to destroy those resources. These regulations include, but are not limited to: California Penal Code Section 622½ provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor. Public Resources Code Section 5097.5(a) provides: "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." A violation of Section 5097.5 is a misdemeanor subject to a fine up to $10,000 and/or a year in jail, and potential restitution.	
GREENHOUSE GASES		
Impact 4.8-1: Would the Proposed Plans be consistent with AB 32, SB 32, and AB 1279 (through demonstration of conformance with 2022 Scoping Plan), SB 375 (through demonstration of conformance with Connect SoCal 2024 RTP/SCS), the Sustainable City pLAn, GreenLA, Mayor Bass' Climate Action Plan, and relevant components of the City's General Plan?	No mitigation measures are required.	Less than significant.
HAZARDS AND HAZARDOUS MATERIALS		
Impact 4.9-1: Would implementation of the Proposed Plans create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Upon Proposed Plans adoption, project applicants are required to comply with the EPMs provided in Chapter 1A as applicable. The best management practices listed in the Handbook are not mandated and are to be implemented based on the Applicant's discretion and responsibility. The following EPMs and associated best management practices (incorporated herein by reference) are applicable to the Proposed Plans:	Less than significant with mitigation incorporated.

Impact Category and Checklist Threshold	Mitigation Measures	Residual Impact

MM HAZ-1: Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **HM1-1: Unanticipated Hazards**

Any Project that requires a grading, excavation, or building permit from LADBS in the event that suspected Hazardous Materials, contamination, debris, or other features or materials that could present a threat to human health or the environment are discovered during earthwork or construction, such activities shall cease immediately until the affected area is evaluated by a Qualified Environmental Professional. If the Qualified Environmental Professional determines that a hazard exists, a remediation plan shall be developed by the Qualified Environmental Professional in consultation with the appropriate regulatory agency, and the remediation identified shall be completed. Work shall not resume in the affected area until appropriate actions have been implemented in accordance with the remediation plan, to the satisfaction of the regulatory agency.

A report that describes the Hazardous Materials, contamination or debris and its disposition, shall be prepared by the Qualified Environmental Professional, according to current professional standards and maintained pursuant to the proof of compliance requirements in Sec. 1.D.6. (Additional Requirements).

MM HAZ-2: Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **HM1-2: Environmental Site Assessment(s)**
Any Project that requires a grading, excavation, or building permit from LADBS and which is:

i. Located on or within 500 feet of a Hazardous Materials site listed in any of the following databases:
   - State Water Resources Control Board GeoTracker (refer to https://geotracker. waterboards.ca.gov);
   - DTSC EnviroStor (refer to https://www.envirostor.dtsc.ca.gov/public);
   - DTSC Hazardous Waste Tracking System (refer to https://hwts.dtsc.ca.gov);
   - LAFD Certified Unified Program Agency (refer to the active, inactive, and historical inventory lists at https://www.lafd.org/fire-prevention/cupa/public-records);
   - Los Angeles County Fire Department Health Hazardous Materials Division (refer to the active and inactive facilities, site mitigation, and California Accidental Release Prevention inventory lists at https://fire.lacounty.gov/public-records-requests)
   - SCAQMD Facility Information Detail (refer to https://xappprod.aqmd.gov/find); or

ii. Located on or within 500 feet of a Hazardous Materials site designated as a Resource Conservation and Recovery Act (RCRA) Small Quantity Generator or Large Quantity Generator (refer to the USEPA Envirofacts database at https://enviro.epa.gov/index.html); or

iii. Located in an Oil Drilling District (O) or located on or within 50 feet of a property identified as having an oil well or an oil field (active or inactive) by

Impact Category and Checklist Threshold	Mitigation Measures	Residual Impact

the California Geologic Energy Management Division (refer to https://www.conservation.ca.gov/calgem/Pages/ WellFinder.aspx); or

iv. Located on land currently or previously designated with an industrial use class or industrial zoning, in whole or in part; or

v. Located on land currently or previously used for a gas station or drycleaning facility.

Or:

i. The Applicant or Owner are aware or have reason to be aware that the Project site was previously used for an industrial use, gas station or dry cleaner.

ii. The site has not been previously remediated to the satisfaction of the relevant regulatory agency/agencies for any contamination associated with the above uses or site conditions.

A Phase I Environmental Site Assessment shall be prepared by a Qualified Environmental Professional in accordance with State standards/guidelines and current professional standards, including the American Society for Testing and Materials' (ASTM) Standard Practice for Environmental Site Assessments, to evaluate whether the site, or the surrounding area, is contaminated with hazardous substances from any past or current land uses, including contamination related to the storage, transport, generation, or disposal of toxic or Hazardous Waste or materials.

MM HAZ-3: Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **HM1-3 Environment Sites Assessment(s) for Residential Projects**

Any Housing Development Project that results in the construction of five or more dwelling units, and requires a grading or excavation permit from LADBS; and which is:

i. Located on or within the following buffers as identified by the by the California Geologic Energy Management Division (refer to https://www.conservation.ca.gov/calgem/Pages/ WellFinder.aspx):

- 1,000 feet of a property identified as having an active oil well or an oil field; or
- 200 feet of a property identified as having an idle oil well or field; or
- 100 feet of a property identified as having a plugged oil well or field.

And:

ii. The site has not been previously remediated to the satisfaction of the relevant regulatory agency/agencies for any contamination associated with the above uses or site conditions, or the site was not previously assessed in a Phase I Environmental Site Assessment (ESA) in the prior two years, which found no Recognized Environmental Conditions (REC), or a subsequent Phase II that concluded there are no RECs.

iii. Additionally, sites within 100 feet of an active, idle, or plugged oil well or field shall have a Phase I Environmental Site Assessment and/or additional studies reviewed in consultation with the Department of City Planning.

Impact Category and Checklist Threshold	Mitigation Measures	Residual Impact
	After this initial review, the Department of City Planning reserves the right to request a Phase II Environmental Site Assessment, and/or additional studies, for a more extensive review of hazardous substances on the project site. Sites within 100 feet of an idle or plugged oil well shall be required to submit a Soils Management Plan approved by a Qualified Environmental Professional. Sites within 100 feet of an active, idle, or plugged oil well shall also be referred to the appropriate regulatory agency for any applicable review, as determined by the Department of City Planning, prior to issuance of any permit from LADBS. **MM HAZ-4**: Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **HM1-4 County Fire Department Oversight** For any Project that generates or handles Hazardous Material(s) and/or Hazardous Waste of quantities at any one time during a year equal to or greater than a volume of 55 gallons, a total weight of 500 pounds, or a total of 200 cubic feet of a compressed gas. Prior to the issuance of a building permit, the Project Applicant and Owner shall report the required operator, site, training, emergency response and contingency information in the California Environmental Reporting System (CERS), in coordination with the Los Angeles County Fire Department Health Hazardous Materials Division. Documentation of all CERS reporting shall be maintained pursuant to the proof of compliance requirements in Sec. 1.D.6. (Additional Requirements).	
Impact 4.9-2: Would implementation of the Proposed Plans create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	See **MM HAZ-1** through **MM HAZ-4**, above.	Less than significant with mitigation.
Impact 4.9-3: Would implementation of the Proposed Plans emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	See **MM HAZ-1**, **MM HAZ-2**, and **MM HAZ-4**, above.	Less than significant with mitigation.
Impact 4.9-4: Would development under the Proposed Plans 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?	See **MM HAZ-1** through **MM HAZ-4**, above.	Less than significant with mitigation.

Impact Category and Checklist Threshold	Mitigation Measures	Residual Impact
Impact 4.9-5: Would development under the Proposed Plans be 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, result in a safety hazard or excessive noise for people residing or working in the Project Area?	No mitigation measures are required.	Less than significant.
Impact 4.9-6 Would the Proposed Plans impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No mitigation measures are required	Less than significant.
HYDROLOGY AND WATER QUALITY		
Impact 4.10-1: Would implementation of the Proposed Plans violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	No mitigation measures are required.	Less than significant.
Impact 4.10-2: Would implementation of the Proposed Plans substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the plans may impede sustainable groundwater management of the basin?	No mitigation measures are required.	Less than significant.
Impact 4.10-3: Would implementation of the Proposed Plans substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would: i) Result in substantial erosion or siltation on-or-off-site? ii) Substantially increase the rate or amount 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? iv) Impede or redirect flood flows?	No mitigation measures are required.	Less than significant.
Impact 4.10-4: Would implementation of the Proposed Plans in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No mitigation measures are required.	Less than significant.

Impact Category and Checklist Threshold	Mitigation Measures	Residual Impact
Impact 4.10-5: Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No mitigation measures are required.	Less than significant.
LAND USE AND PLANNING		
Impact 4.11-1: Would implementation of the Proposed Plans physically divide an established community?	No mitigation measures are required.	No Impact
Impact 4.11-2: Would implementation of the Proposed Plans 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 effect?	No mitigation measures are required.	Less than significant.
NOISE		
Impact 4.12-1: Would implementation of the Proposed Plans result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Plans in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Upon Proposed Plans adoption, project applicants are required to comply with the environmental protection measures (EPMS) provided in Chapter 1A as applicable. The following EPMs (incorporated herein by reference) are applicable to the Proposed Plans. **MM NOI-1**: Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **NV1-1: Noise Shielding and Muffling**. This EPM is required for any project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS. Powered exterior construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers' standards or the Best Available Control Technology. All equipment shall be properly maintained, and the Applicant or Owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications. Construction hours shall be posted on-site along with a contact for any issues related to construction. **MM NOI-2:** Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **NV1-2: Use of Driven Pile Systems.** This EPM is required for any project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS. Driven (impact) pile systems shall not be used, except in locations where the underlying geology renders drilled piles, sonic, or vibratory pile drivers infeasible, as determined by a soils or geotechnical engineer and documented in a soils report. **MM NOI-3:** Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **NV1-3: Enclosure or Screening of Outdoor Mechanical Equipment.** This EPM is required for any project whose earthwork or construction activities involve the use of powered construction equipment and require a permit from LADBS. All outdoor mechanical equipment (e.g., generators, compressors) shall be enclosed or visually screened. The equipment enclosure or screen shall be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line of sight between the equipment and any off-site Noise-Sensitive Uses.	Construction: Significant and Unavoidable Operations: Less than significant.

Impact Category and Checklist Threshold	Mitigation Measures	Residual Impact
	MMNOI-4: Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **NV1-4: Location of Construction Staging Areas.** This EPM is required for any project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS. Construction staging areas, including those related to constructing a mat pour foundation, shall be located as far from Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving that compliance is technically infeasible shall be upon the Applicant or Owner. Technical infeasibility shall mean that noise barriers cannot be located between construction activities and Noise-Sensitive Uses due to site boundaries, topography, intervening roads and uses, and/or operational constraints. **MM NOI-5:** Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **NV1-5: Temporary Walls.** This EPM is required for any project whose earthwork or exterior construction activities involve the use of powered construction equipment and require a permit from LADBS; and whose construction activities are located within a line of sight to and within 500 feet of Noise-Sensitive Uses, with the exception of Projects limited to the construction of 2,500 square feet or less of floor area. Noise barriers, such as temporary walls (minimum ½-inch thick plywood) or sound blankets (minimum STC 25 rating),2 that are a minimum of eight feet tall, shall be erected between construction activities and Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving that compliance is technically infeasible shall be upon the Applicant or Owner. Technical infeasibility shall mean that noise barriers cannot be located between construction activities and Noise-Sensitive Uses due to site boundaries, topography, intervening roads and uses, and/or operational constraints. **MM NOI-6**: Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **NV1-6: Noise Study.** This EPM is required for any project whose earthwork or exterior construction activities involve the use of powered construction equipment and require a permit from LADBS; are located within 500 feet of Noise-Sensitive Uses; and have one or more of the following characteristics: • Two or more subterranean levels • 20,000 cubic yards or more of excavated material; • Simultaneous use of five or more pieces of construction equipment; or • Construction duration (excluding architectural coatings) of 18 months or more; Or • Any project whose construction activities involve pile driving or the use of 300 horsepower equipment. A Noise Study, prepared by a qualified noise expert shall be required and prepared prior to obtaining any permit by LADBS. The Noise Study shall characterize expected sources of	

2 At a Sound Transmission Class (STC) rating of 25, soft speech can be heard and understood.

Impact Category and Checklist Threshold	Mitigation Measures	Residual Impact
	earthwork and construction noise that may affect identified noise-sensitive uses, quantify expected noise levels at these noise-sensitive uses, and recommend measures to reduce noise exposure to the extent noise reduction measures are available and feasible, and to demonstrate compliance with any noise requirements in the Los Angeles Municipal Code. **MM NOI-7:** Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **NV1-7: LAUSD Notification.** This EPM is required for any project located within 200 feet of an LAUSD facility whose earthwork or construction activities involve the use of powered exterior construction equipment and require a permit from LADBS. This EPM requires that the LAUSD be notified of future construction activities.	
Impact 4.12-2: Would the Proposed Plans result in generation of excessive ground-borne vibration or ground-borne noise levels?	Upon adoption of the Proposed Plans, project applicants will be required to comply with the environmental protection measures (EPMS) provided in Chapter 1A as applicable. The best management practices listed in the Handbook are not mandated and are to be implemented based on the Applicant's discretion and responsibility. The following EPMs and associated best management practices (incorporated herein by reference) are applicable to the Proposed Plans. **MM NOI-8:** Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **NV2-1: Baseline Survey and Vibration Control Plan.** This EPM is required for any project, with the exception of projects limited to the construction of 2,500 square feet or less of floor area dedicated to residential uses, whose earthwork or construction activities: (1) involve the use of construction equipment, including Heavy Construction Equipment, that produces 0.12 PPV or more of vibration at a distance of 25 feet; (2) require a permit from LADBS; and (3) which occur: • Within 25 feet of any building extremely susceptible to vibration damage, including unreinforced masonry buildings, tilt-up concrete wall buildings, wood-frame multi-story buildings with soft, weak or open front walls, and non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources Survey; or • Within 15 feet of non-engineered timber and masonry buildings Or any project whose construction activities involve the use of pile drivers within 135 feet of any building extremely susceptible to vibration damage, including existing unreinforced masonry buildings, existing tilt-up concrete wall buildings, existing wood-frame multi-story buildings with soft, weak or open front walls, and existing non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources Survey. Prior to demolition, grading/excavation, or construction, a Qualified Structural Engineer shall prepare a survey establishing baseline structural conditions of potentially affected structures and a Vibration Control Plan, which shall include methods to minimize vibration, including, but not limited to:	Construction: Significant and Unavoidable Operations: Less than significant.

Impact Category and Checklist Threshold	Mitigation Measures	Residual Impact

i. A visual inspection of the potentially affected structures to document (by video and/or photography) the apparent physical condition of the building (e.g., cracks, broken panes, etc.);

ii. A shoring design to protect the identified structures from potential damage;

iii. Use of drilled piles or a sonic vibratory pile driver rather than impact pile driving, when the use of vibrating equipment is unavoidable;

iv. Use of rubber-tired equipment rather than metal-tracked equipment; and

v. Avoiding the use of vibrating equipment when allowed by best engineering practice.

MM NOI-9: Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **NV2-2: Repair of Damage.** This EPM is required for any project, with the exception of projects limited to the construction of 2,500 square feet or less of floor area dedicated to residential uses, whose earthwork or construction activities: (1) involve the use of construction equipment, including Heavy Construction Equipment, that produces 0.12 PPV or more of vibration at a distance of 25 feet; (2) require a permit from LADBS; and (3) which occur:

- Within 25 feet of any building extremely susceptible to vibration damage, including unreinforced masonry buildings, tilt-up concrete wall buildings, wood-frame multi-story buildings with soft, weak or open front walls, and non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources survey; or
- Within 15 feet of non-engineered timber and masonry buildings;

Or any project whose construction activities involve the use of pile drivers within 135 feet of any building extremely susceptible to vibration damage, including existing unreinforced masonry buildings, existing tilt-up concrete wall buildings, existing wood-frame multi-story buildings with soft, weak or open front walls, and existing non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic resources Survey.

In the event of damage to any non-historic building due to construction vibration, as verified by the Qualified Structural Engineer, a letter describing the damage to the impacted building(s) and recommendations for repair shall be prepared by the Qualified Structural Engineer within 60 days of the time when damage occurred. Repairs shall be undertaken and completed, at the Owner's or Applicant's expense, in conformance with all applicable codes.

In the event of vibration damage to any building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources survey, a letter describing the damage to the impact building(s) and recommendations for repair shall be prepared by the Qualified Historian within 60 days of the time when damage occurred. Repairs shall be undertaken and completed, at the owner's or applicant's expense, in conformance with the

Impact Category and Checklist Threshold	Mitigation Measures	Residual Impact
	California Historical Building Code (Title 24, Part 8) as well as the Secretary of the Interior's Standards for the Treatment of Historic Properties and associated guidelines, as applicable and as determined by the Qualified Historian. **MM NOI-10**: Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **NV2-3 Vibration Sensitive Uses**. This EPM applies to any project with the exception of Projects limited to the construction of 2,500 square feet or less of floor area, whose earthwork or construction activities involve the use of equipment with high vibration levels in close proximity to vibration sensitive uses including hospital and veterinary operating centers, imaging facilities, and recording studios. Specifically, this includes use of a vibratory roller within 250 feet of such uses or use of a large bulldozer or drill-rig within 150 feet of such uses. i. Prior to demolition, grading/excavation, or construction, a Qualified Vibration Consultant shall prepare a vibration impact analysis at the vibration sensitive use and shall prepare a vibration control plan, to minimize vibration impacts. ii. The qualified vibration consultant shall take vibration monitoring measurements during use of the vibratory roller within 250 of the vibration sensitive use and during use of the large bulldozer or drill-rig within 150 feet of the vibration sensitive use in order to assess the actual impact of vibration on the structures and to incorporate and adjust techniques as necessary to reduce vibration. To the extent the adjacent vibration sensitive use allows the applicant to conduct monitoring within the adjacent sensitive use, baseline monitoring prior to construction and monitoring during these construction activities shall be conducted at the sensitive use. The engineer shall insure the incorporation of measures that reduce vibration at the sensitive use. iii. Noticing of the scheduling of various phases of construction will be submitted to the adjacent vibration-sensitive use 45 days in advance of activities and shall identify the dates of activity, the hours of activity, types of equipment to be used and the anticipated noise and vibration levels.	
Impact 4.12-3: Would the Proposed Plans be 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, would the Proposed Plans expose people residing or working in the project area to excessive noise levels?	No mitigation measures are required.	Less than significant.
POPULATION AND HOUSING		
Impact 4.13-1: Would the Proposed Plans induce substantial unplanned population growth in any area, either directly (by proposing new homes and businesses) or indirectly (by extending roads and other infrastructure)?	No mitigation measures are required.	Less than significant.

Impact Category and Checklist Threshold	Mitigation Measures	Residual Impact
Impact 4.13-2: Would the Proposed Plans displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No mitigation measures are required.	Less than significant.
PUBLIC SERVICES AND RECREATION		
FIRE SERVICES		
Impact 4.14-1: Would the Proposed Plans result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection 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?	No mitigation measures are required.	Less than significant.
POLICE SERVICES		
Impact 4.14-2: Would the Proposed Plans result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?	No mitigation measures are required.	Less than significant.
SCHOOLS		
Impact 4.14-3: Would the Proposed Plans result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school 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?	No mitigation measures are required.	Less than significant.
LIBRARY		
Impact 4.14-4: Would the Proposed Plans result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library 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?	No mitigation measures are required.	Less than significant.

Impact Category and Checklist Threshold	Mitigation Measures	Residual Impact
RECREATION		
Impact 4.14-5: Would the Proposed Plans 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?	The City has conducted the Community Needs Assessment and has prepared the Parks Condition Assessment Report to address issues with recreational facilities and plans to use these assessments as a way to manage the status of current and future recreational facilities. Further, the Proposed Plans include requirements and incentives related to open space for new construction and policies to maintain open space areas. As discussed above, the City also collects fees, under its updated fee and Quimby program. However, the cost of land and construction in the City has outpaced the City's ability to collect fees and subsequently purchase land to construct new parks and maintain existing parks. The City has not identified any feasible mitigation beyond the collection of fees and the inclusion of policies related to open space preservation to address the impact related to deterioration of existing parks.	Significant and unavoidable as to deterioration of existing parks.
Impact 4.14-6: Would the Proposed Plans include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No mitigation measures are required.	Less than significant.
TRANSPORTATION AND TRAFFIC		
Impact 4.15-1: Would implementation of the Proposed Plans conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?	No mitigation measures are required.	Less than significant.
Impact 4.15-2 Would implementation of the Proposed Plans conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	No mitigation measures are required.	Less than significant.
Impact 4.15-3: Would implementation of the Proposed Plans substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Significant and unavoidable impacts may result from project-specific ramp queuing as growth occurs pursuant to the Proposed Plans. Potential mitigation may include transportation demand management strategies to reduce an individual project's trip generation, investments to active transportation infrastructure, or transit system amenities, and/or operational changes to the ramp terminal such as lane reassignment, traffic signalization, signal phasing or timing modifications, etc. It is anticipated that subsequent land use development projects that are seeking approval under the Proposed Plans will be required to study freeway queuing and safety impacts in more detail per the Interim Guidance for Freeway Safety Analysis. However, without specific information on where safety impacts may occur as a result of freeway off-ramp queuing, it is not possible to identify appropriate mitigation measures. Therefore, no feasible mitigation can be identified for the Southwest Valley CPAs at this time.	Significant and unavoidable with respect to freeway off-ramp queuing.
Impact 4.15-4: Would implementation of the Proposed Plans result in inadequate emergency access?	No mitigation measures are required.	Less than significant.
TRIBAL CULTURAL RESOURCES		
Impact 4.16-1: Would the project cause a substantial adverse change in the significance of a tribal cultural	See **MM CR-1** and **MM CR-2**, above.	Less than significant with mitigation.

Impact Category and Checklist Threshold	Mitigation Measures	Residual Impact
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: a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or b) 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, the lead agency shall consider the significance of the resource to a California Native American tribe?	Upon Proposed Plans adoption, project applicants are required to comply with the environmental protection measures (EPMs) provided in Chapter 1A as applicable. The best management practices listed in the Handbook are not mandated and are to be implemented based on the Applicant's discretion and responsibility. The following EPMs and associated best management practices (incorporated herein by reference) are applicable to the Proposed Plans. **MM TCR-1:** Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure CR 4-1: Inadvertent Discovery of Tribal Cultural Resources. For any project that requires a permit for grading or excavation: If a possible tribal cultural resource is uncovered during earthwork or construction, all work shall cease within a minimum distance of 50 feet from the find until a Qualified Tribal Monitor or Archaeological Monitor has been retained to evaluate the find. Following discovery, the Applicant or Owner shall immediately contact all Native American tribes that have informed the City of Los Angeles they are traditionally and culturally affiliated with the geographic area of the Project, as well as the Department of City Planning, Office of Historic Resources (OHR). If a Qualified Tribal Monitor or Archaeological Monitor determines, pursuant to Public Resources Code Section 21074(a)(2), that the object or artifact appears to be a potential tribal cultural resource, in its discretion and supported by substantial evidence, the Applicant and Owner shall provide any affected tribe a reasonable period of time, not less than five business days, to conduct a site visit and make recommendations to the Applicant or Owner and OHR regarding the monitoring of future Ground Disturbance Activities and the treatment and disposition of any discovered tribal cultural resources. The Applicant or Owner shall implement the tribe's recommendations if the Qualified Tribal Monitor or Archaeological Monitor reasonably concludes such recommendations are reasonable and feasible. Consistent with Public Resources Code Section 21083.2, the handling, treatment, preservation, and recordation of tribal cultural resources should occur as follows: • The find should be preserved in place or left in an undisturbed state unless the Project would damage the resource. • When preserving in place or leaving the find in an undisturbed state is not possible, excavation and recovery of the find for scientific study should occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a Qualified Tribal Monitor or Qualified Archaeologist. All collected artifacts and fieldwork notes, if not human remains or other mortuary objects, shall be curated at the Natural History Museum of Los Angeles County or another appropriate curatorial facility for educational purposes. If cleared by the Qualified Tribal Monitor or Archaeological Monitor, Ground Disturbance Activities may continue unimpeded on other portions of the site. Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed. A report that describes the resource and its disposition, as well as the assessment methodology shall be prepared by the Qualified Tribal Monitor or	

Impact Category and Checklist Threshold	Mitigation Measures	Residual Impact
	Archaeological Monitor, according to current professional standards and maintained pursuant to the proof of compliance requirements in Sec. 1.D.6. (Additional Requirements). A copy of the report shall be submitted to OHR, the South Central Coastal Information Center at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File. If requested by the City, OHR may review and approve any monitoring or mitigation plan prior to implementation. **MM TCR-2**: Notices for Non-Discretionary Projects Pursuant to the City of Los Angeles Zoning Code Chapter 1A Environmental Protection Measures Handbook - Section 2. Required Notices, for projects requiring grading or excavation, prior to issuance of a permit for grading or excavation Applicants and Owners shall read the following notices: • Archaeological, Paleontological, and Tribal Cultural Resources Notice: Several federal and state laws regulate the treatment of archeological, paleontological, and tribal cultural resources and make it criminal violation to destroy those resources. These include, but are not limited to: – California Penal Code Section 622.5 - Unlawful Disfigurement of Archeological or Historical Objects provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor." – Public Resources Code Section 5097.5(a) states: "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." A violation of Section 5097.5 is a misdemeanor subject to a fine up to $10,000 and/or a year in jail, and potential restitution.	
UTILITIES AND SERVICE SYSTEMS		
Impact 4.17-1: Would implementation of the Proposed Plans require or result in the relocation or construction of new or expanded water facilities, the construction of which could cause significant environmental effects?	No mitigation measures are required.	Less than significant.
Impact 4.17-2: Would implementation of the Proposed Plans have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	No mitigation measures are required.	Less than significant.

Impact Category and Checklist Threshold	Mitigation Measures	Residual Impact
Impact 4.17-3: Would implementation of the Proposed Plans require or result in the relocation or construction of new or expanded wastewater treatment facilities the construction of which could cause significant environmental effects?	No mitigation measures are required.	Less than significant.
Impact 4.17-4: Would implementation of the Proposed Plans 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?	No mitigation measures are required.	Less than significant.
Impact 4.17-5: Would implementation of the Proposed Plans require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	No mitigation measures are required.	Less than significant.
Impact 4.17-6: Would implementation of the Proposed Plans 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?	No mitigation measures are required.	Less than significant.
Impact 4.17-7: Would implementation of the Proposed Plans comply with federal, state, and local statutes and regulations related to solid waste?	No mitigation measures are required.	Less than significant.
Impact 4.17-8: Would implementation of the Proposed Plans require or result in the relocation or construction of new or expanded electricity, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	No mitigation measures are required.	Less than significant.
WILDFIRE		
Impact 4.18-1: Would implementation of the Proposed Plans substantially impair an adopted emergency response plan or emergency evacuation plan?	See Threshold 4.9-6	

Impact Category and Checklist Threshold	Mitigation Measures	Residual Impact
Impact 4.18-2: Would implementation of the Proposed Plans exacerbate wildfire risks, due to slope, prevailing winds, and other factors, thereby expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	**MM WF-1:** For any discretionary development project located within a Very High Fire Hazard Severity Zone (VHFHSZ) where the Los Angeles Fire Department (LAFD) determines that existing regulations are not adequate based on unusual site-specific conditions, roadway conditions, or project characteristics, the Applicant shall prepare a Hillside Construction Staging and Parking Plan, subject to review and approval by the Department of Building and Safety and the LAFD. The plan shall identify where construction materials, equipment, and vehicles will be stored during construction and where contractor, subcontractor, and employee vehicles will park so as not to impede emergency access or evacuation routes. The plan shall include, but not be limited to, the following: • No construction equipment or material shall be stored within the public right-of-way. • On designated Red Flag days, if the project fronts a Red Flag Restricted Parking street, construction workers shall be shuttled from an off-site location to maintain emergency access. • During excavation and grading, only one truck hauler shall be permitted on-site at any one time unless otherwise approved by the City. • Truck deliveries shall occur during off-peak traffic hours, Monday through Friday. • Deliveries shall be coordinated so only one delivery vehicle is present on-site at a time unless otherwise approved. • A construction supervisor or designated traffic coordinator shall be present during major deliveries to maintain emergency access. • Construction vehicle parking and queuing shall comply with the approved Construction Staging and Parking Plan and all applicable requirements of the Department of Building and Safety and LAFD	Significant and unavoidable.
Impact 4.18-3: Would implementation of the Proposed Plans 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?	See **MM WF-1,** above. **MM WF-2:** For all discretionary development projects located within or adjacent to a Very High Fire Hazard Severity Zone, or within one mile of a Very High Fire Hazard Severity Zone or a State Responsibility Area, new electrical distribution and service lines shall be placed underground to the maximum extent feasible unless underground installation is determined by the responsible utility to be infeasible or would conflict with other public safety or engineering requirements.	Significant and unavoidable.
Impact 4.18-4: Would implementation of the Proposed Plans 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?	See **MM WF-1, MM WF-2,** above.	Significant and unavoidable.
Impact 4.18-5: Would implementation of the Proposed Plans expose people or structures either directly or indirectly to a significant risk of loss, injury, or death involving wildland fire?	See **MM WF-1, MM WF-2,** above.	Significant and unavoidable.

3.0 PROJECT DESCRIPTION

Consistent with the provisions of the *California Environmental Quality Act (CEQA) Guidelines* Section 15124, this chapter provides information regarding the Proposed Plans, including the Southwest Valley Community Plans Update and related adoption of the New Zoning Code (Chapter 1A of the City of Los Angeles Municipal Code).

This Project Description is required to include the following information: the location of the Proposed Plans; a statement of project objectives; a general description of the Proposed Plans' technical, economic, and environmental characteristics; and a statement briefly describing the intended uses of the Draft Environmental Impact Report (EIR). The *CEQA Guidelines* state a project description need not be exhaustive but should provide the level of detail needed for the evaluation and review of potential environmental impacts.

The Project Description is the starting point for all environmental analysis required by the *CEQA Guidelines*. Section 15146 of the *CEQA Guidelines* states that the degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity, which is described in the EIR.

3.1 PROJECT OVERVIEW

There are 34 Community Plans and two special district plans (LAX and Port of LA) that make up the Land Use Element of the City's *General Plan*. The Southwest Valley Community Plans Update includes the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys-Lake Balboa Community Plan (hereinafter, collectively referred to as the "Southwest Valley Community Plans," "Southwest Valley Plans," or "Proposed Plans"), located in the southwest valley subregion of the City of Los Angeles. The Proposed Plans update will require: (i) amending the text of the Southwest Valley Community Plans, including the goals, policies, and programs; (ii) amending the designations on the *General Plan* Land Use Maps for the Southwest Valley Community Plan Areas (CPAs), which express a range of development intensities, distribution of land uses, and provide zoning consistency tables; (iii) adopting implementing zoning ordinances, including adopting zone changes to amend the Zoning Map, as well as amendments to the City's zoning regulations; and (iv) any other necessary and related actions to implement the amendments to the Proposed Plans, including adopting amendments to other elements of the City's *General Plan* (e.g., the Framework or Mobility Elements) to ensure consistency, or adopting other land use related ordinances.

A community plan, as a portion of the Land Use Element of the *General Plan*, is a vision statement for the City's desired growth and development of a particular area of the City. As a very general matter, that vision is implemented through zoning ordinances that specifically regulate allowed land uses and standards for development and design for properties throughout the community plan's area. In the case of the Proposed Plans, the City will utilize the "New Zoning Code" established in Chapter 1A of the Los Angeles Municipal Code (LAMC), discussed further below.

The Proposed Plans, include adopting changes to re-designate property in the Canoga Park-Winnetka-Woodland Hills-West Hills, Encino-Tarzana, and the Reseda-West Van Nuys-Lake Balboa Community Plan Areas utilizing the zone classifications in Chapter 1A of the LAMC, as well as the other required actions to update the community plans, referred to in this EIR as the "Southwest Valley Community Plans," "Southwest Valley Plans," or "Proposed Plans." In some instances, redesignating property is the result of nomenclature changes and will not substantially change development regulations, including authorizing new uses or prohibiting current uses.

This chapter of the EIR provides an overview of the Proposed Plans, their location, the background for the Proposed Plans, the Project objectives, a broad description of the existing environment, and a description of the Plan components, including how they respond to growth trends, and the proposed land use and zone changes.

Southwest Valley Community Plans Update

The Proposed Plans include amending both the text (Policy Documents) and the General Plan Land Use Maps for the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys-Lake Balboa Community Plan. The Proposed Plans would also adopt several zoning ordinances to implement the updates to the Community Plans, including rezoning all parcels in the Southwest Valley Community Plan Areas (CPAs) to regulate specific uses and apply development standards (such as the height of structures, Floor Area Ratios (FARs), and site configuration) using Chapter 1A of the Los Angeles Municipal Code, which is also referred to as the New Zoning Code. In addition to extending application of the New Zoning Code to the Southwest Valley Community Plan Areas, increases in development potential may be provided in exchange for a percentage of affordable housing units as part of future proposed projects through the Public Benefits Systems included in Article 9 of Chapter 1A.

The amendments to the Policy Documents and the General Plan Land Use Maps for the Southwest Valley Community Plans are intended to guide development through the year 2050 by establishing the City's broad planning goals, policies, and objectives, the arrangement of land uses and intensities, as well as specific development standards for the Southwest Valley CPAs. The Proposed Plans are intended to improve the link between land use and transportation in a manner that is consistent with the City's adopted General Plan Framework and Mobility Elements, Senate Bill 375 ("SB 375"), and other state laws.

No new development would be entitled or built as a direct result of the Proposed Plans. Future development projects would require additional discretionary and/or administrative approvals, or ministerial review. Ministerially approved projects, as well as new construction, major remodel, site modification, or demolition are also subject to Environmental Protection Measures (EPMs) included in Chapter 1A of the Zoning Code, which are best practices designed to avoid environmental impacts and support public health and safety. These future development projects are expected to occur over the next several decades. The exact type, place, and intensity of each new development cannot be assured through the adoption of the Proposed Plans, as the level of activity will be determined largely by private investment in the Southwest Valley CPAs and local economic and market conditions.

Section 3.9 of this chapter discusses how the Proposed Plans would change or generally not change regulations set forth in existing overlays, including specific plans, located in the Plan Areas.

Chapter 1A of the New Zoning Code

Realizing the objectives of the Proposed Plans as envisioned requires the application of New Zoning Code regulations, specified as Chapter 1A of the New Zoning Code, developed through the comprehensive revision of the City's zoning code. The Chapter 1A regulations include provisions for the new zone modules,[1] (a range of Form Districts, Frontage Districts, Use Districts, Development Standards Districts, and Density Districts).

Even when adopted into the LAMC, the New Zoning Code districts are not effective until they are implemented through zone changes that apply the New Zoning Code districts to specific properties through amendments to the City's Zoning Map as part of the Southwest Valley Community Plans update. The New Zoning Code was adopted in large part prior to the recommended adoption of the Proposed Plans through the adoption of the Downtown Community Plan Update, and subsequent community plan

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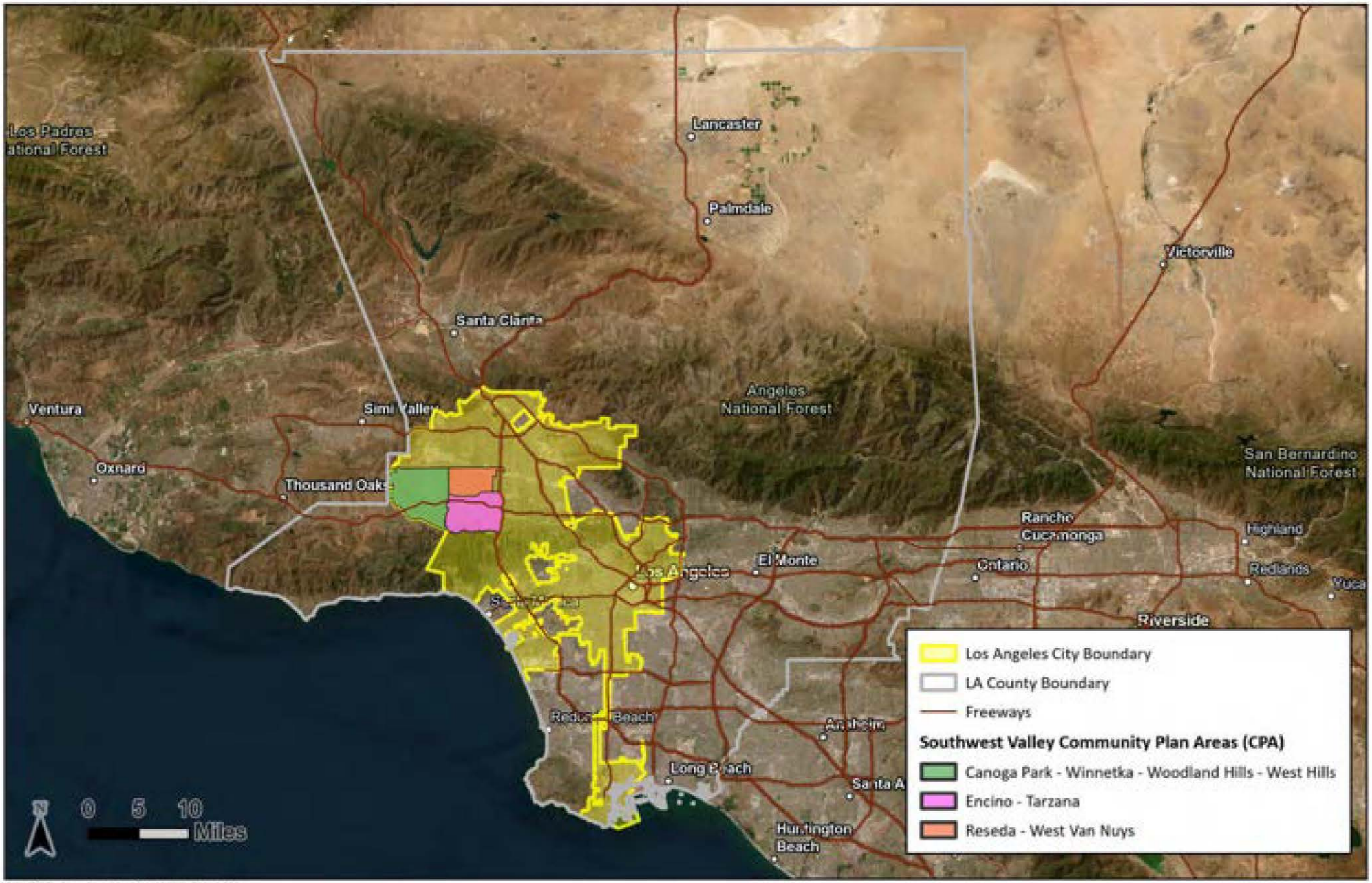
1 Note for clarity, throughout this document, "zone module type" refers to the structural or organizational components of the new zone string: Form Districts, Frontage, Use Districts, Development Standards, and Density limitations. "Zone modules" refer to specific Form Districts, Frontages, Use Districts, Development Standard Sets, or Density Limit Indicators that can be applied to a property. For example, a 'Very-Low Rise 1' is a zone module within the Form District zone module type that regulates lot size minimums, building mass, and other standards.

updates including the Boyle Heights Community Plan Update and the Harbor LA Community Plans Update.

The timing of the City's New Zoning Code initiative in relation to the Proposed Plans provides an opportunity to use the New Zoning Code structure as part of the Proposed Plans and to implement the New Zoning Code in the Southwest Valley CPAs. The Proposed Plans will extend the application of the New Zoning Code to the Southwest Valley CPAs. The application of the New Zoning Code outside of Southwest Valley CPAs is an incremental process that is being implemented over time through each community plan update and other policy projects.

While the majority of the New Zoning Code was adopted prior to the recommended adoption of the Southwest Valley Community Plans (i.e., through the Downtown Community Plan, and subsequent community plan updates previously noted), the Proposed Plans will likely include adding one or more new zoning modules or types to the New Zoning Code. These additions to the New Zoning Code regulations adopted with the Proposed Plans could be applied or implemented elsewhere in the City as other community plans are updated or amended to utilize the new zoning. This would require future legislative action to adopt plan amendments and zoning changes, as well as environmental review. Thus, any amendments to the New Zoning Code regulations could affect other areas within the City's jurisdictional boundaries, see **Figure 3.0-1 Regional Context**, as other community plans are updated or amended to utilize the new zoning. Ultimately, the New Zoning Code is intended to apply to the entire City of Los Angeles when all community plans and other applicable planning and regulatory documents are amended and adopted through the Department of City Planning's Community Plan Update Program. However, even when adopted into the LAMC, the New Zoning Code is not effective in a geographic area until it is implemented through zone changes that apply the New Zoning Code zoning designations, through a community plan update process or separate planning process. Therefore, it is speculative to determine where else in the City the zones implemented through the Proposed Plans may be applied through future planning processes. See **Section 3.2, Project Background**, and **Section 3.7, Project Components**, for more details about the New Zoning Code.



SOURCE: City of Los Angeles, 2025; Esri, 2025

FIGURE **3.0-1**

IMPACT SCIENCES

Regional Context

1264.015•7/25

Proposed Plan Areas

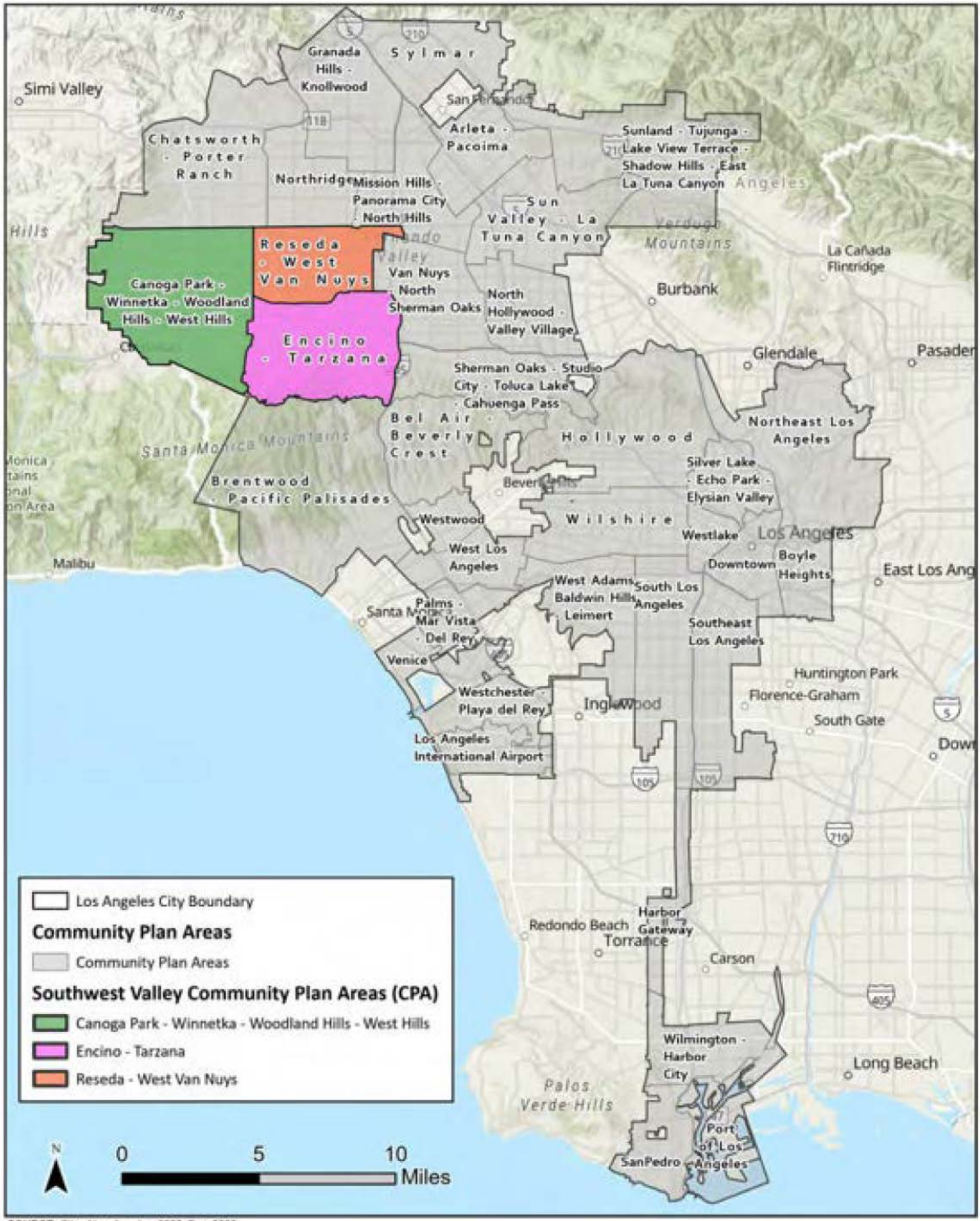
In this Draft EIR, any of the following terms, "Project area," "Community Plan Areas," "CPAs," "Proposed Plan Areas," or "Plan Areas" shall mean all properties within the boundaries of the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys Community Plan, and areas added by the boundary changes discussed below. If the Draft EIR is discussing an area smaller than the Project Area, it will be as it is otherwise particularly described. The three CPAs are geographically contiguous and comprise the southwest portion of the San Fernando Valley. The Project Location is outlined in **Figure 3.0-2, Southwest Valley Community Plan Areas**.

The Canoga Park-Winnetka-Woodland Hills-West Hills CPA is approximately 17,906 acres and shares a common boundary along Corbin Avenue with the Reseda-West Van Nuys CPA and the Encino-Tarzana CPA. The current Encino-Tarzana CPA is approximately 13,007 acres and shares a common boundary along Oxnard Street with the Reseda-West Van Nuys CPA, which is approximately 7,765 acres. The current Southwest Valley Community Plans are bordered by Roscoe Boulevard to the north, Sepulveda Boulevard to the northeast, Interstate-405 to the east, and the Santa Monica Mountains to the south. The southwestern border of the Southwest Valley Community Plans aligns with the city limits of Los Angeles, with the City of Calabasas and City of Hidden Hills to the southwest, and unincorporated Los Angeles County to the west. The current Southwest Valley Community Plans Areas are approximately 61 square miles.

The Community Plan Areas of Chatsworth-Porter Ranch, Northridge, and Mission Hills-Panorama City-North Hills are located to the north, Van Nuys-North Sherman Oaks, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass to the east, and Brentwood-Pacific Palisades to the south of the Proposed Plan areas.

Proposed Boundary Changes

The Proposed Plans propose amending the existing physical boundaries of the Community Plan Areas, as described below, and shown in **Figure 3.0-3, Proposed Boundary Changes**. These proposed amendments are described below and would extend the existing Southwest Valley CPA boundaries.



SOURCE: City of Los Angeles, 2025; Esri, 2025

FIGURE 3.0-2

IMPACT SCIENCES

Southwest Valley Community Plan Areas

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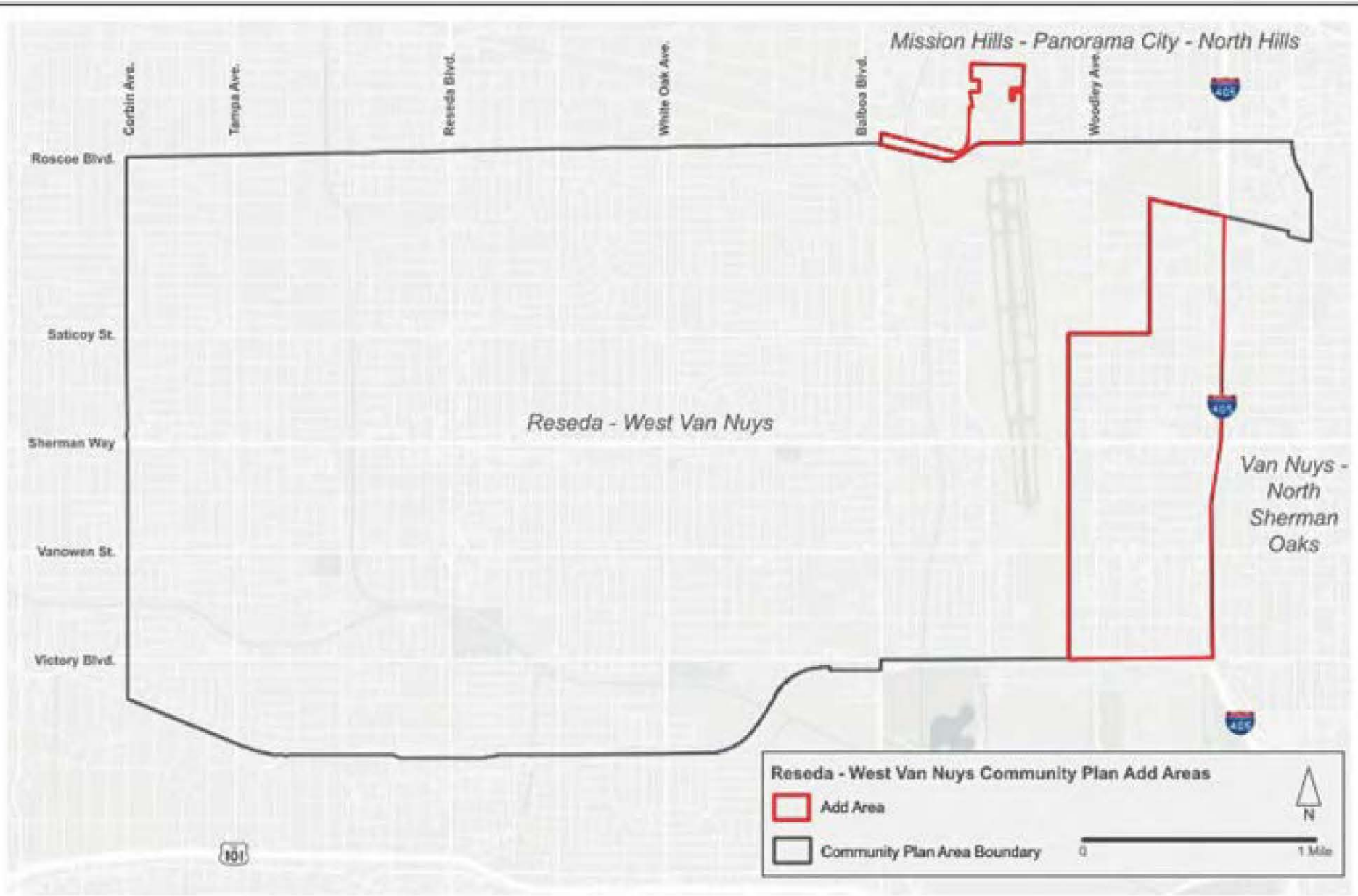

SOURCE: City of Los Angeles, 2025; Esri, 2025

FIGURE **3.0-3**

IMPACT SCIENCES

Proposed Boundary Changes

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Proposed Boundary Change 1: The Reseda-West Van Nuys Community Plan and the Van Nuys–North Sherman Oaks Community Plan share a north to south boundary that follows Gloria Avenue and Valjean Avenue, which represents the eastern border of the existing Reseda-West Van Nuys Community Plan and the western border of the existing Van Nuys-North Sherman Oaks Community Plan. The Proposed Plans would study the impacts of a proposed boundary change which would extend the Reseda-West Van Nuys Community Plan boundary east to Interstate-405 (I-405). This area encompasses 960 acres and is generally bounded by the Southern Pacific Railroad right-of-way to the north, I-405 to the east, Victory Boulevard to the south, and Gloria and Valjean Avenues to the west. An amendment to both Community Plan Maps would be proposed to reallocate land from the Van Nuys-North Sherman Oaks Community Plan to the Reseda-West Van Nuys Community Plan. This proposed boundary change would align the shared boundary with the Freeway right-of-way, as it is the most linear and physically dividing feature demarcating the two Community Plans.

Proposed Boundary Change 2: The Van Nuys Airport is located primarily within the Reseda-West Van Nuys Community Plan. However, there is land located within the Van Nuys Airport Plan boundary that extends outside the boundaries of the Reseda-West Van Nuys Community Plan, and into the Mission Hills-Panorama City-North Hills Community Plan. An amendment to the Mission Hills-Panorama City-North Hills Community Plan Map and the Reseda-West Van Nuys Community Plan Map would be proposed to reallocate land from the Mission Hills-Panorama City-North Hills Community Plan to the Reseda-West Van Nuys Community Plan. This area encompasses 54 acres and is generally bound by Napa Street to the north, Gothic Avenue to the east, Roscoe Boulevard to the south, and Hayvenhurst Place to the west. This boundary adjustment is proposed as it would allow the entire portion of the Van Nuys Airport Plan Boundary to be located within the Reseda-West Van Nuys Community Plan.

Proposed Boundary Change 3: As discussed above, the Van Nuys Airport is located primarily within the Reseda-West Van Nuys Community Plan. There is land located within the Van Nuys Airport Plan boundary that extends outside the boundaries of the Reseda-West Van Nuys Community Plan, and into the Northridge Community Plan. An amendment to the Northridge Community Plan and the Reseda-West Van Nuys Community Plan is proposed to reallocate land from the Northridge Community Plan to the Reseda-West Van Nuys Community Plan. This area encompasses 2.6 acres and is generally bounded by the Southern Pacific Railroad right-of-way to the north, Roscoe Boulevard to the east and south, and Balboa Place to the west. This boundary adjustment is proposed as it would allow the entire portion of the Van Nuys Airport Plan Boundary to be located within the Reseda-West Van Nuys Community Plan.

Proposed Community Plan Name Change

The Proposed Plans also includes a name change for the Reseda-West Van Nuys Community Plan to the Reseda-West Van Nuys-Lake Balboa Community Plan. Hereafter, the two names may be used interchangeably, Reseda-West Van Nuys Community Plan will mainly be used when discussing the existing Plan, whereas Reseda-West Van Nuys-Lake Balboa Community Plan will be used when specifically referring to one of the three Proposed Plans.

3.2 PROJECT BACKGROUND

City of Los Angeles General Plan

California State law (Government Code Section 65300) requires that each city and county, including charter cities and counties, adopt a comprehensive, integrated, long-term General Plan to direct future growth and development and accommodate projected increases in population and employment. The General Plan is a fundamental policy document. It defines how a city should use and manage its physical and economic resources over time. State law requires eight General Plan Elements: land use, circulation, housing, conservation, open space, noise, safety, and environmental justice. Government Code Section 65302(a) requires the General Plan to include a land use element described as follows:

> *(a) A land use element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The location and designation of the extent of the uses of the land for public and private uses shall consider the identification of land and natural resources pursuant to paragraph (3) of subdivision (d). The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan…*

The State requires that the General Plan be periodically revised to reflect new conditions, community input, and technological advances.

The Los Angeles Charter also requires that the City adopt a General Plan:

> *Sec. 554. General Plan – Purpose and Contents.*
>
> *The General Plan shall be a comprehensive declaration of goals, objectives, policies and programs for the development of the City and shall include, where applicable, diagrams, maps and text setting forth those and other features.*
>
> *a) Purposes. The General Plan shall serve as a guide for:*

1. *the physical development of the City;*

2. *the development, correlation and coordination of official regulations, controls, programs and services; and*

3. *the coordination of planning and administration by all agencies of the City government, other governmental bodies and private organizations and individuals involved in the development of the City.*

b) *Content. The General Plan shall include those elements required by state law and any other elements determined to be appropriate by the Council, by resolution, after considering the recommendation of the City Planning Commission.*

The General Plan's guiding document for the City of Los Angeles is the Framework Element, which provides a strategy for long-range growth and development focused on the following guiding principles:

- grow strategically.
- balance the distribution of land uses;
- revitalize economically depressed areas;
- conserve existing residential neighborhoods;
- enhance neighborhood character through better development standards;
- create more small parks, pedestrian districts, and public plazas;
- focus growth around transit stations;
- improve mobility and access; and
- identify a hierarchy of commercial districts and centers.

The Framework Element, adopted in 1996, establishes a long-range land use strategy to support the City's viability and to accommodate projected growth. Framework Element policies reflect that where growth occurs, it is accommodated in a sustainable manner that protects residential neighborhoods and commercial districts, while guiding growth to higher-intensity commercial and mixed-use centers that are served by transportation infrastructure. The City's Long-Range Land Use Diagram depicts this growth strategy with land use categories, including Neighborhood District, Community Center, Regional Center, Downtown Center, and Mixed-Use Boulevard, which reflect a conceptual relationship between land use patterns and transportation. The big-picture goals established in the Framework Element are then further refined in other planning documents such as the Community Plans and zoning code. In the City of Los Angeles, the Land Use Element is composed of 34 Community Plans—although the Los Angeles International Airport (LAX) Specific Plan and the Port of Los Angeles's Dual Coastal Plan Zone are also

components of the Land Use Element, these two plans specifically focus on uses associated with the airport and port. The 34 Community Plans guide the physical development of neighborhoods by establishing goals and policies for land use within each CPA. The community plans implement, at a community level, the citywide goals and policies established in the overarching Framework Element and all other elements of the General Plan.

Existing Southwest Valley Community Plans

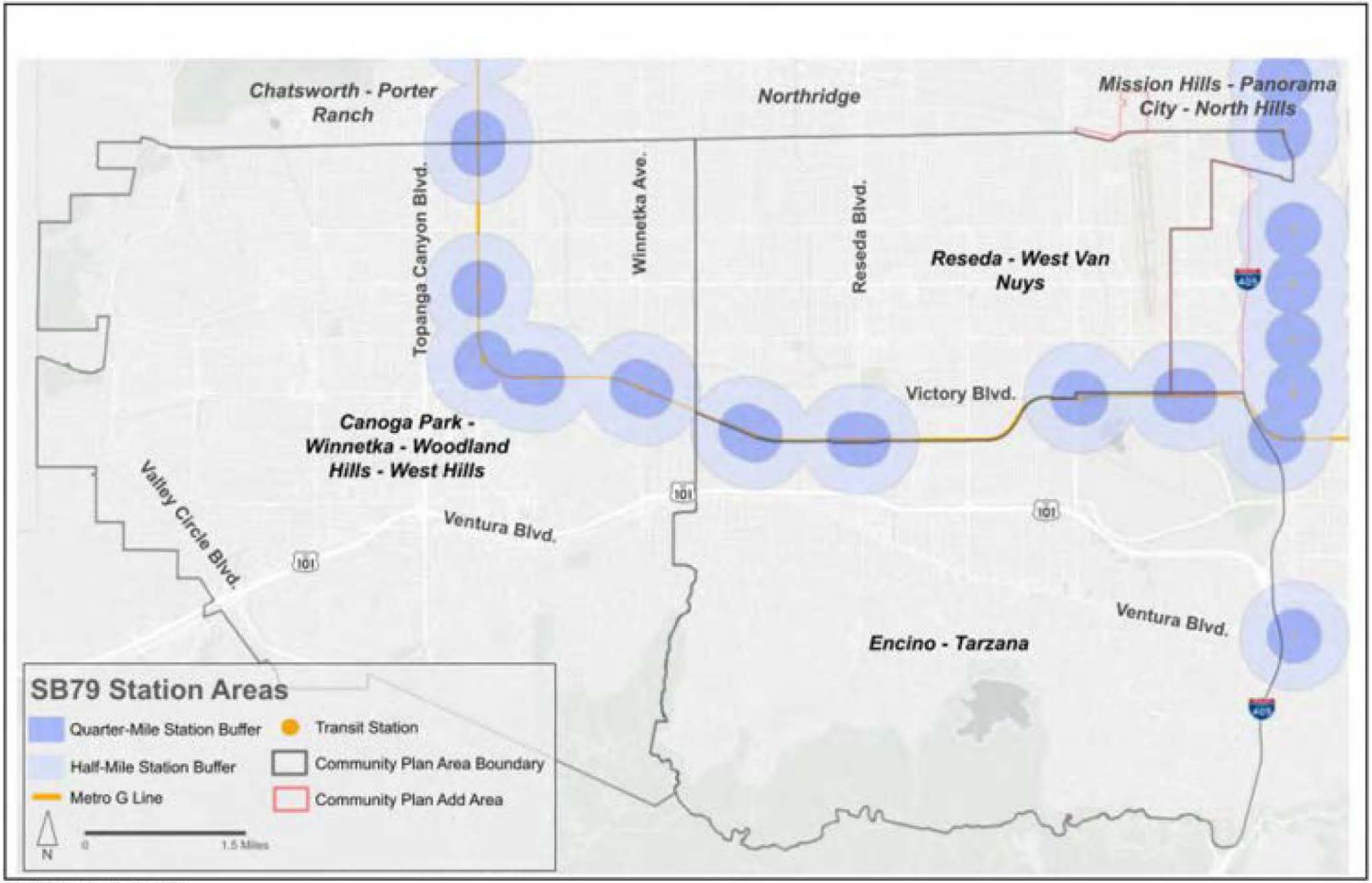
The Southwest Valley Community Plans were last updated in the late 1990s. The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan was last updated in 1999, the Encino-Tarzana Community Plan was last updated in 1998, and the Reseda-West Van Nuys Community Plan was last updated in 1999. The existing goals and policies were created to guide development through the year 2010. Since then, several important changes have occurred within the Southwest Valley CPAs, as well as within the greater South Valley area. The South Valley has benefited from significant investment in public transit over the past 20 years, including the Metro G (Orange) Line, which is a bus rapid transit line that operates between the North Hollywood B (Red) Line station to Chatsworth. There are eight (8) Metro G Line Stations within the Southwest Valley CPAs, including the Reseda and Canoga Stations. Plans are in progress for the future East San Fernando Valley and Sepulveda Blvd. transit corridors including the future Sepulveda Transit Corridor project and improvements to the G Line (Orange). The Plan Area has also received investments for streetscapes and public open space access projects from regional and local agencies, and community and neighborhood organizations. These include the Upper LA River and Tributaries Revitalization Plan which aims to restore natural habitat and green areas that have been cemented over by recommending multi-benefit projects that improve natural resources and increase public open space. The Cabrillo Creek Confluence Park and the Los Angeles River and Aliso Creek Confluence Park improvement projects also aim to increase public access to open spaces. Notable streetscape projects include the Reimagine Ventura Boulevard project, the Reseda Boulevard Complete Streets project, the Sherman Way streets initiative, and the Tarzana Crossing project.

Further, the following issues have substantially evolved or been prioritized since the last plan updates: sustainability (including through the 2006 California Global Warming Solutions Act, or Assembly Bill [AB] 32, and 2008 Sustainable Communities Act, or Senate Bill [SB] 375); mobility (the 2008 Complete Streets Act, or AB 1358, and the City's revised Mobility Element known as Mobility Plan 2035); housing (the City's updated 2021-2029 Housing Element and Assembly Bills [AB] 2221, 976, 1033, 1332, and 2553 and Senate Bills [SB] 897, 1211, and 477 for accessory dwelling units); health and wellness (the City's Plan for a Healthy Los Angeles); and historic preservation.

In order to keep the Southwest Valley Community Plans up to date, the existing Community Plans are being revised to guide development through the year 2050. The update process for these Community Plans involves determining anticipated residential and employment growth and where new growth or infill should occur in a manner that improves the quality of life of existing and future residents of the Southwest Valley CPAs and the City of Los Angeles. In arriving at these determinations many factors are accounted for, including a variety of community preferences, housing demand, leveraging investment in infrastructure, opportunities for economic development, and the potential for environmental impacts.

Senate Bill 79

Senate Bill 79 (SB 79) is a State law that was signed into law in October 2025 and is anticipated to go into effect in July 2026. Local jurisdictions have the ability to delay the effectuation date of SB 79 for sites or station areas that meet specified criteria in the law. Before and after the effective date of July 1, 2026, local jurisdictions have the ability to adopt a local transit-oriented development (TOD) Alternative Plan that meets certain requirements in terms of allowable density and floor area. SB 79 establishes new development standards on land zoned for residential, mixed, or commercial uses within specified distances of "transit-oriented development (TOD) stops" (as defined in SB 79). Specifically, the bill provides guaranteed height, floor area ratio (FAR), and density standards for multi-family housing to encourage five to nine story developments near transit, with development standards scaled based on a project site's proximity within a half-mile of an eligible TOD stop. Besides offering additional development standards, SB 79 includes affordability requirements for projects with more than 10 units; labor requirements for buildings over 85 feet in height; and eligibility restrictions on industrial land, projects with hotels, and lots with more than two rent-controlled units that have been occupied in the last seven years. **Figure 3.0-4 –SB 79 Eligible Transit-Oriented Development Stops in the Plan Area** identifies areas within the Plan Area that are subject to SB 79, which identifies height, floor area ratio (FAR), and density limits for properties within a TOD stop as identified in Government Code Section 65912.156(p).



SOURCE: City of Los Angeles, 2026

FIGURE **3.0-4**

IMPACT SCIENCES

SB 79 Eligible Transit-Oriented Development Stops in the Plan Areas

1264.015•9/26

Under this law, jurisdictions are allowed to delay the full effectuation of SB 79 and to exclude qualifying sites from eligibility until one year after they adopt a 7th cycle Housing Element (approximately 2030 for the City of Los Angeles), if the jurisdiction adopts a local ordinance that partially implements SB 79 while also expanding zoning capacity in areas exempt from delayed effectuation. The delayed effectuation is intended to allow jurisdictions time to analyze the legislation and technical guidance from the California Department of Housing and Community Development (HCD), and to complete the necessary detailed parcel-level analysis for a potential local Alternative Plan. At the time of the publication of this DEIR, the City's initial response to implementing SB 79 involved two ordinances that work together and took effect in June 2026. The first is the Phased Implementation Ordinance, which consistent with SB 79, permits local jurisdictions to temporarily pause SB 79 in certain areas if it can demonstrate it already has sufficient zoning development potential and needs more time to assess sensitive sites. The second ordinance is the Low-Rise Ordinance, which expands the Citywide Mixed-Income Incentive Program's (MIIP) Corridor Transition incentives to include all residential zones, including single-family residential zones, within half a mile of an "Opportunity Station Area," which covers TOD stops in areas mostly classified as Moderate/Higher Opportunity according to the state's Tax Credit Allocation Committee (TCAC) Maps. The Low Rise Ordinance allows approximately 4 to 16 units per site, incremental FAR up to 2.9:1, and buildings generally ranging from two to four stories in height. If a TOD Alternative Plan is not adopted within the required timeline (adoption of an Alternate Plan by 2030), then SB 79 regulations and development standards would apply to all eligible sites. The Proposed Project and No Project scenarios and their associated analysis in this Draft EIR take a conservative approach and consider the SB 79 regulations in its entirety.

Los Angeles Department of City of Planning Community Plan Update Program

The intent of the community plan updates is to encourage smart growth, identify appropriate locations for new development, minimize lengthy discretionary approvals, and provide certainty and predictability for developers, homeowners and anyone else concerned with the future development of the City of Los Angeles. One of the goals of the Community Plan Update (CPU) Program is to accommodate projected growth consistent with the Framework Element (Framework Element, Page 1). The CPU Program also establishes an ongoing method to revise community plans with civic engagement and other participatory efforts in order to address prevailing neighborhood and community issues. Recommended changes to community plans and their goals, policies and programs are based on public input, as well as collaboration with other City departments and governmental agencies.

3.3 LOCATION, CURRENT LAND USE AND REGULATORY SETTING

The areas within the Proposed Plans contain a variety of residential, commercial, industrial, cultural, civic, and open space uses. While the specific names and boundaries of these neighborhoods are subject to interpretation and can vary widely across sources, they are identified here for the purpose of describing the areas of the Proposed Plans (**Figures 3.0-5a, Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area; 3.0-5b, Encino-Tarzana Community Plan Area; and 3.0-5c, Reseda-West Van Nuys Community Plan Area**). These neighborhoods are categorized based on their unique characteristics and mix of uses and are independent of the General Plan designations. Nevertheless, they represent the existing compositions of the Areas within the Proposed Plans and are largely recognized by the general public. Consequently, existing uses, zoning and other regulatory controls within the Plan Areas are described within the context of these neighborhoods as follows:

Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area

- **Canoga Park** is in the flats of the southwestern San Fernando Valley, with Roscoe Boulevard to the north, De Soto Avenue to the east, Victory Boulevard to the south, and Shoup Avenue to the west. This community contains Topanga Canyon Boulevard and Vanowen Street.

- **Winnetka**, also in the flats of the southwestern San Fernando Valley, borders Canoga Park to the east. Its boundaries are Roscoe Boulevard to the north, Victory Boulevard to the south, Corbin Avenue to the east, and De Soto Avenue to the west, and includes Vanowen Street and Victory Boulevard.

- **Woodland Hills-Warner Center** extends north and south of U.S. Route 101 (the Ventura Freeway). Its southern boundary in the Santa Monica Mountains roughly coincides with Mulholland Drive. Victory Boulevard marks its northern limit, Corbin Avenue its eastern limit. It is bordered to the southwest and west by the cities of Calabasas and Hidden Hills, and includes Ventura Boulevard, Topanga Canyon Boulevard and Victory Boulevard.

- **West Hills** is in the westernmost reaches of the south San Fernando Valley, extending to Bell Canyon and El Escorpión Park in the Simi Hills. West Hills is generally located west of Shoup Avenue, north of Victory Boulevard, and south of Roscoe Boulevard. The western boundary is irregular and extends slightly west of Valley Circle Boulevard. This community includes Vanowen Street and Victory Boulevard.

Encino-Tarzana Community Plan Area

- **Encino** makes up the eastern half of this Plan Area, bounded by the Sepulveda Basin to the north and Lindley Avenue to the east. Encino has two distinct areas: the flats north of Ventura Boulevard, and the hilly areas to the south of the Boulevard. Some of the neighborhoods in the southeast, adjacent to the Sepulveda Pass through the Santa Monica Mountains, have historically identified as part of the Sherman Oaks neighborhood. This community contains one of the Plan Area's primary commercial arteries, Ventura Boulevard. Regulated by the Ventura-Cahuenga Boulevard Corridor Specific Plan, Ventura Boulevard is a viable and premier commercial corridor of the San Fernando Valley. It bisects Encino from east to west, stretching from I-405 to Lindley Avenue.

- **Tarzana** makes up the western half of the Plan Area, with boundaries generally west of Lindley Avenue to Corbin Avenue. Like Encino, Tarzana features two distinct areas: the flats to the north of Ventura Boulevard and the hills to the south. This neighborhood includes two main commercial corridors, Ventura Boulevard and Reseda Boulevard. Ventura Boulevard bisects Tarzana from its eastern border, Lindley Avenue, to its western border at Corbin Avenue. Reseda Boulevard, which runs north-to-south from Oxnard Street to Ventura Boulevard. Both corridors provide regional connectivity, and access to the Ventura Freeway (US-101) and the I-405.

Reseda-West Van Nuys Community Plan Area

- **Reseda** makes up a large portion of the Plan Area, between Roscoe Boulevard, Victory Boulevard, Corbin Avenue and White Oak Avenue. It is bordered by Van Nuys to the east and Winnetka to the west, and includes Victory Boulevard, Reseda Boulevard and Sherman Way. Reseda Boulevard is the principal north-south access route to the Ventura Freeway and the 118 Freeway. Victory Boulevard and Sherman Way are the main east-west boulevards through the Central San Fernando Valley. Commercial uses are primarily located along Reseda Boulevard and Sherman Way.

- **West Van Nuys** is bounded by Topham Street and the Southern Pacific Railroad right-of-way to the south; and, Valjean Avenue, Saticoy Street, Roscoe Boulevard, Sepulveda Boulevard, Gloria Avenue and the Southern Pacific Railroad right-of-way to the east. This community contains a significant amount of industrial uses east of Balboa Boulevard and De Celis Place. This area also contains Van Nuys Airport.

- **Lake Balboa** occupies roughly the center of the Plan Area, between Roscoe Boulevard, Victory Boulevard and White Oak Avenue, just west of the Van Nuys Airport. The area occupied by the community of Lake Balboa was originally part of Van Nuys; it was officially renamed in 2007.

It should be noted that the boundaries of the three Community Plans that make up the Southwest Valley Community Plans do not necessarily align with Neighborhood Council boundaries. In the Southwest Valley Community Plan areas, the following neighborhoods span multiple Neighborhood Council areas: Canoga Park, Encino, Lake Balboa, Northridge South, Tarzana, West Hills, and Winnetka.

Canoga Park-Winnetka-Woodland Hills-West Hills CPA

The existing Canoga Park-Winnetka-Woodland Hills-West Hills CPA is composed mainly of single-family neighborhoods in the flat lands and the hillsides and includes commercial centers such as Warner Center and Ventura Boulevard, which serve both the Plan Area and other surrounding communities. Canoga Park has a diversity of land uses and has the only industrial land uses in the Community Plan Area. The Canoga Park commercial area, along Sherman Way, includes the Downtown Canoga Park Community Design Overlay (CDO) District and the Canoga Park Commercial Corridor Community Design Overlay (CDO) District, which were established with the goal of revitalizing the commercial areas while preserving the existing historic commercial character. Canoga Park also has single-family and multi-family areas and is served by the Metro G (Orange) Line with two stops along Canoga Avenue. Winnetka and West Hills are residential areas served by a number of commercial corners that provide neighborhood and community-serving commercial uses within these communities. The CPA also has significant open space located in the West Hills and Woodland Hills hillside areas, and is home to Pierce College, which is located in Woodland Hills.

While existing development regulations in commercial areas such as Ventura Boulevard, commercial corners, and in the historic commercial area of Canoga Park, located on Owensmouth Ave., have led to limited new development in the last decades, the area has undergone a shift from low-rise commercial corridors to denser more residential-focused development, particularly along Ventura Blvd. and in Warner Center. Most of the recent economic and housing growth in the CPA has occurred within the Warner Center Specific Plan area, with the construction of several residential, mixed-use, and commercial developments since the Specific Plan was adopted in 2013.

Existing Residential. The Canoga Park-Winnetka-Woodland Hills-West Hills CPA contains approximately 10,567 acres of residential land uses, which comprises 73 percent of the entire CPA. Ninety-four percent (approximately 9,992 acres) of the residential land is designated for single-family land uses, which include the Minimum, Very Low, Very Low II, and the Low Residential Land Uses. Six percent (approximately 675 acres) of all the residential land allows multi-family residential uses and includes the Low Medium I, Low Medium II, Medium, and High Medium Land Uses.

Existing Commercial. Land designated for commercial uses accounts for 11 percent (1,638 acres) of the CPA. Most of the commercial land use is concentrated in Warner Center, which is designated as Regional Commercial and accounts for 59 percent (approximately 961 acres) of the commercial land. Fourteen percent of the commercial land (approximately 222 acres) is located within the Ventura-Cahuenga Boulevard Corridor Specific Plan and has a mix of commercial land uses, including Neighborhood Commercial, Limited Commercial, General Commercial and Community Commercial. The rest of the

commercial land (approximately 455 acres or 28 percent) is located throughout the CPA in commercial corners and some commercial corridors and include a mix of Neighborhood Commercial (approximately 104 acres, or 23 percent), Limited Commercial (approximately 4 acres or one percent), General Commercial (approximately 79 acres or 17 percent) and Community Commercial (268 acres or 59 percent).

Existing Industrial. Industrial land comprises only one percent (190 acres) of the CPA and is located entirely in Canoga Park. Two thirds of the industrial land is under the Limited Manufacturing land use (66 percent) with half of the land used for light manufacturing and half used for a mix of auto oriented uses, warehousing, institutional, and commercial uses. A third of the industrial area has a Light Manufacturing land use (34 percent) with half of uses under the light manufacturing category and the other half composed of auto oriented uses, warehousing and parking uses.

Existing Open Space. Approximately 10 percent (1,519 acres) of the Plan Area is designated for open space, the majority of which is located within Pierce College and in hillside areas in Woodland Hills and West Hills. The Woodland Hills Country Club located in the Girard Tract is also designated for open space, as well as a number of parks throughout the CPA.

Existing Public Facilities. The CPA includes approximately 497 acres of Public Facilities or three percent of the CPA area. Existing uses include schools, land owned by Los Angeles County Metropolitan Transportation Authority (LACMTA) and a portion of Pierce College. An additional 75 acres (one percent of the CPA) is used for freeways and has a land use designation of Public Facilities-Freeways.

Existing Transportation System. The existing transportation system includes a network of freeways, highways, and surface roadways; a public transit system; bicycle routes; and a pedestrian circulation system of sidewalks and crosswalks.

The street network is composed of arterial streets (Boulevards and Avenues), collectors, industrial local, local streets and hillside local standard and substandard streets. The streets are laid out in a mix of grid patterns and cul de sacs in the flat lands and winding patterns in the hillsides.

The Metro G (Orange) Line Busway provides local and regional transit connections between the San Fernando Valley and downtown Los Angeles, and there are five G Line stations within the CPA. Other regional transit service is provided by Dash Commuter Express (Line 423 and Line 422), Santa Clarita Transit (Line 791 and Line 796 to Warner Center) and Antelope Valley Transit Authority (Line 787 to West San Fernando Valley). Metro serves the CPA with Local Bus Lines 150, 152, 161, 162, 164, 165, 169, 243, 244, and 601.

A network of bicycle facilities includes the Class I Metro G Line Bikeway, Class II Bike Lanes, Class III Bike Routes, and Class IV Separated Bike Lanes along portions of Variel and Platt Avenue.

The Metro Orange Line Bike Path runs parallel to the Metro G Line route and provides cyclists with a Class I bike path that is separate from vehicular traffic, traversing the entire Plan Area. Class II bike lanes, identified by pavement markings, provide cyclists with dedicated lanes, however they do not offer physical barriers separating cyclists from automobiles. Class III Bicycle Routes, which are travel lanes shared by bikes and cars, are typically identified by sharrows. Class IV Bike Lanes are located on roads, however, provide exclusive lanes for bicycles and also offer some type of physical protection, such as bollards.

Encino-Tarzana CPA

The existing Encino-Tarzana Community Plan Area is characterized primarily by single-family residential neighborhoods and multi-family residential developments as the predominant land uses. Open Space represents the secondary land use within the Plan Area, notably including the Sepulveda Basin and scenic public trails situated within the Santa Monica Mountains. Commercial, Industrial and Public Facilities land uses represent a smaller amount of the land uses. The topography is bifurcated, encompassing both flatland and hillsides extending from the northern slope of the Santa Monica Mountains. The flatland areas feature a structured grid of streets, delineated by commercial corners and corridors. Ventura Boulevard traverses the central portion of the CPA and functions as the principal east-west commercial artery. U.S. Route 101 traverses the Plan Area in an east-west direction, while I-405 runs north-south along the eastern boundary of the Plan Area.

Substantial changes have occurred since the adoption of the existing Encino-Tarzana Community Plan in 1998, including the construction of the Metro G (Orange) Line Busway, which extends across the entire width of this Community Plan. Three Metro G Line Stations are situated within the Encino-Tarzana Community Plan Area: Balboa Station, Reseda Station, and Tampa Station. Several significant projects completed over the last couple of decades have significantly impacted Encino-Tarzana's standing within the City. The most recent residential milestone, a five-story mixed-use senior housing development in Encino, expanded the Plan Area's assisted living capacity to meet shifting demographic needs. Tarzana experienced the completion of two major developments in 2023; the Providence & Cedars-Sinai Tarzana Medical Center-a five-story, 200,000-square-foot tower that elevated the facility to a premier regional medical campus-and a 100,000-square-foot medical manufacturing center that solidified Tarzana's standing as a strategic biotech and pharmaceutical hub. Finally, the Village Walk project, completed in two phases, marked the beginning of substantial change in this community. Beginning in 2008 as a 150,000-square-foot commercial catalyst for walkable retail, it reached full realization in 2017 with the addition of luxury townhomes and apartments, successfully fulfilling the development's live-work-play vision.

The Ventura-Cahuenga Boulevard Corridor Specific Plan (VCSP), established in 1991 and subsequently amended in 1996, 2001, and 2026, constitutes a comprehensive regulatory framework governing land use and development across five major Los Angeles communities, including Encino and Tarzana. The VCSP imposes stringent building limitations designed to harmonize commercial expansion with the needs of adjacent residential communities. Furthermore, the VCSP mandates a Project Impact Assessment (PIA) Fee to secure funding for infrastructure enhancements and traffic reduction initiatives.

Existing Residential. The predominant land use within the Encino-Tarzana Community Plan Area (CPA) is exclusively for residential uses, accounting for approximately 65 percent (7,397 acres) of the CPA's total area. These existing residential areas within the CPA are primarily designated for single-family land use, covering 61 percent of the CPA's total area. The remaining 4 percent of residential land is designated for multi-family residential use. Low-density areas include the Minimum, Very Low I, Very Low II, Low I, and Low II Residential Land Use designations. Multi-family areas consist of Low Medium I, Low Medium II, and Medium Residential Land Use designations.

Existing Commercial. Commercial Land constitutes three percent (339 acres) of the land within the Community Plan Area (CPA). The majority of the Commercial Land Use (85%) is situated within the VCSP, which serves as the principal commercial corridor within the Plan Area. The remaining commercial land is distributed among commercial corners throughout the CPA. Commercial Land Uses include Neighborhood and Office Commercial, General Commercial, Community Commercial, and Regional Commercial Land Use.

Existing Industrial. Industrial land constitutes a minor component of the CPA, comprising less than one percent of the total land area, or approximately 27 acres. Industrial land uses are concentrated along the south side of Oxnard Boulevard between Wilbur Avenue and Etiwanda Avenue. This industrial area along the northern edge of the CPA, bordering a major transportation corridor, characterizes the area as a small, localized pocket dedicated to small-scale industrial uses. Industrial land uses include Commercial Manufacturing and Limited Manufacturing.

Existing Open Space. Approximately 27 percent of the Plan Area is designated for Open Space (3,129 acres), encompassing the majority of the Sepulveda Basin, which features three public golf courses, cricket fields, an archery range, a wildlife reserve, and numerous other uses. The north slope of the Santa Monica Mountains contains two private golf courses along with several public hiking trails. Additionally, various neighborhood pocket parks are situated throughout the CPA.

Existing Public Facilities. Public facilities encompass 578 acres within the Encino-Tarzana Community Plan Area (CPA), constituting approximately five percent of the total Plan Area. These designated uses include public libraries, educational institutions, police and fire department facilities, and city owned maintenance yards.

Existing Transportation System. (freeways, street designations, public transportation options). The Encino-Tarzana Community Plan's transportation system includes a circulation network of freeways, highways, and surface roadways; a public transit system; bicycle routes; and a pedestrian circulation system of sidewalks and crosswalks.

The street network is composed of arterial streets (Boulevards and Avenues), collectors, industrial local, and local streets. In the flatland topography the streets are laid out in a grid pattern, oriented primarily along compass points.

Metro's G (Orange) Line Busway provides local and regional transit connections between the San Fernando Valley and downtown Los Angeles. Other public transit services within the Plan area include Metro Local Bus Lines 242, 240, 237, 236, 235 and 150. Additionally, the Los Angeles Department of Transportation (LADOT) Commuter Express Route 423 and 422 provides local and regional transit connections between the San Fernando Valley and Ventura County; Route 549 offers connectivity to the San Gabriel Valley; and Routes 573 and 574 establish links to LAX and El Segundo.

A network of bicycle facilities includes the Metro G (Orange) Line Bike Path, a Class I Bike Path, separated from vehicles; Class II Protected Bicycle Lanes, which are exclusive lanes for bicycles identified by pavement markings; and Class III Bicycle Lanes, which are travel lanes shared by bikes and cars, typically identified by sharrows. In addition to the Metro G (Orange) Line Bike Path, a Class I Bike Path runs within the Sepulveda Basin on Balboa Avenue and Burbank Boulevard, and Class II Bicycle Lanes runs north to south along Reseda Boulevard, White Oak Avenue, and Balboa Boulevard.

Reseda-West Van Nuys CPA

The existing Reseda-West Van Nuys Community Plan Area contains large single-family residential neighborhoods and multi-family residential developments. The multi-family residential developments are located primarily along the Plan Area's major corridors of Reseda Boulevard, Sherman Way, and Vanowen Street. Van Nuys Airport is located on the eastern portion of the Plan Area and contains most of the industrial activity in the Plan Area. The topography is primarily flatland and consists of a regular grid of streets lined with commercial corners and corridors. The Reseda Central Business District is located in the central/western portion of the Plan Area and is identified by the General Plan Framework element as a Community Center. A Community Center is a focal point for surrounding residential neighborhoods and

contains a diversity of uses such as small offices and overnight accommodations, cultural and entertainment facilities, schools, and libraries, in addition to neighborhood-oriented services. Interstate-405 runs through a small portion of the northeastern part of the Plan Area.

Substantial changes have occurred since the adoption of the existing Reseda-West Van Nuys Community Plan in 1999, including the development of the Metro G (Orange) Line Busway, which runs the width of this Community Plan. There are three Metro G Line Stations located within the Reseda-West Van Nuys Community Plan Area, including the Balboa Station, Reseda Station, and Tampa Station. The Reseda Central Business District Community Design Overlay (CDO) was adopted in 2005 at the intersection of Reseda Boulevard and Sherman Way. The CDO established design guidelines and standards for commercial projects within the Reseda Central Business District. The CDO promotes small-scale commercial retail character and pedestrian-friendly design.

Existing Residential. The Reseda-West Van Nuys Community Plan Area contains approximately 3,990 acres of land that are designated exclusively for residential use, which is equivalent to approximately 65 percent of the land area for the Plan Area. Single-family neighborhoods comprise approximately 57 percent of the Plan Area, and multi-family neighborhoods comprise approximately 8 percent of the Plan area.

Existing Commercial. Land designated for commercial use represents approximately three percent or 309 acres of the Reseda-West Van Nuys Community Plan area. The intersection of Reseda Boulevard and Sherman Way is known as the Reseda Central Business District and is one of the primary commercial corridors in the Plan Area. Neighborhood-serving commercial uses are present on most major intersections throughout the Plan Area, including Roscoe Boulevard, Saticoy Street, Sherman Way, Vanowen Street, and Victory Boulevard in the east-west direction; and Tampa Avenue, Reseda Boulevard, White Oak Avenue, and Balboa Boulevard in the north-south direction.

Existing Industrial. Industrial land comprises approximately 13 percent, or 1,059 acres, of the Reseda-West Van Nuys Community Plan Area. The primary industrial area is Van Nuys Airport and the surrounding industrial land, located on the eastern portion of the Plan Area. Van Nuys Airport (VNY) is approximately 730 acres and is one of the world's busiest general aviation airports that is dedicated to noncommercial air travel. VNY is one of two airports owned by Los Angeles World Airports (LAWA), and houses more than 100 businesses, including four major fixed-base operators: Castle & Cooke Aviation, Clay Lacy Aviation, Jet Aviation, and Signature Aviation.

Existing Open Space. Approximately four percent of the Plan Area is designated for open space, which includes Reseda Park, a portion of the Sepulveda Basin Recreation Area (Sepulveda Basin Off-Leash Dog Park and Pedlow Field Skate Park), the Los Angeles River, the Van Nuys Golf Course, and various neighborhood pocket parks.

Existing Public Facilities. The Reseda-West Van Nuys Community Plan Area includes 422 acres of public facilities, approximately five percent of the Plan Area. Uses designated as public facilities include public libraries, schools, police and fire stations, and city-owned maintenance yards.

Existing Transportation System. The Reseda-West Van Nuys Community Plan's transportation system includes a circulation network of freeways, highways, and surface roadways; a public transit system; bicycle routes; and a pedestrian circulation system of sidewalks and crosswalks.

The street network is composed of arterial streets (Boulevards and Avenues), collectors, industrial local, and local streets. The streets are laid out in a grid pattern, oriented primarily along compass points.

Metro's G (Orange) Line Busway provides local and regional transit connections between the San Fernando Valley and downtown Los Angeles. Other public transit services within the Plan Area include Metro Local Bus Lines 240, 162, 163, and 152, and Metro Rapid Bus Line 744. LADOT's DASH Northridge Bus Line also traverses the Plan Area, providing a local connection to California State University, Northridge. Additionally, LADOT Commuter Express Route 573 provides local and regional transit connections between the San Fernando Valley and West Los Angeles.

A network of bicycle facilities includes the Metro G (Orange) Line Bike Path, a Class I Bike Path, separated from vehicles; Tier I Protected Bicycle Lanes, which are exclusive lanes for bicycles identified by pavement markings; and Tier 2 and Tier 3 Bicycle Lanes, which are travel lanes shared by bikes and cars. In addition to the Metro G (Orange) Line Bike Path, there is another Class I Bike Path along Reseda Boulevard, going north to south. Tier 2 Bicycle Lanes run north to south along White Oak Avenue and Balboa Boulevard.

In 2020, LADOT and the Bureau of Engineering (BOE) began construction to redesign a portion of Reseda Boulevard between Victory Boulevard and Parthenia Avenue. This project, the Reseda Boulevard Street Improvement Project, was completed in the Spring of 2024, and aims to improve traffic safety, improve transit, enhance the Downtown Reseda area, improve access to schools and parks, and maintain infrastructure.

Reseda-West Van Nuys CPA Add Areas (as described in Section 3.1):

The section below describes the existing land use development in the Reseda-West Van Nuys CPA (referred to as the Reseda-West Van Nuys-Lake Balboa CPA when discussing the Proposed Project or Proposed Plans) within the area identified in the existing and proposed boundary change. The following section refers to this area as the "Van Nuys Add Area."

Existing Residential. The predominant land use in the Van Nuys Add Area (VNY Add Area) is residential. Approximately 59 percent (368 acres) of the VNY Add Area is zoned residential. Existing residential areas within the VNY Add Area are primarily designated for single-family land use designations covering 67 percent of all residential areas within the VNY Add Area. The remaining 33 percent of residential land is designated for multi-family residential use. Low density areas include Very Low and Low Residential land uses while multifamily areas include Medium, Low Medium I, and Low Medium II land uses.

Existing Commercial. Commercial land accounts for approximately 5 percent (32 acres) of land in the VNY Add Area. Most of the Commercial Land Use is located on commercial corners, such as at the intersection of Vanowen Street and Haskell Avenue and the intersection of Victory Boulevard and Woodley Avenue. Commercial Land Uses include Neighborhood Office Commercial, General Commercial, and Community Commercial.

Existing Industrial. Industrial land accounts for approximately 24 percent (150 acres) of land in the VNY Add Area. Industrial uses are concentrated in the northern portion of the VNY Add Area, located in between Van Nuys Airport and I-405. Industrial Land Uses include Commercial Manufacturing, Light Manufacturing, and Limited Manufacturing.

In addition to the VNY Add Area, the Reseda-West Van Nuys Community Plan Area is also absorbing portions of the Northridge Community Plan Area and of the Mission Hills-Panorama City-North Hills Community Plan Area. Industrial land accounts for 100 percent (2.6 acres) of land in the Northridge Add Area (NRD Add Area) and 11 percent (6 acres) of land in the Mission Hills-Panorama City-North Hills Add Area (MSS Add Area). Both the NRD Add Area and the MSS Add Area are part of the Van Nuys Airport. Both Add Areas include Light Manufacturing industrial land uses.

Existing Open Space. Open Space land accounts for approximately 0.5 percent (3.5 acres) of land in the VNY Add Area. The only land designated as Open Space in the VNY Add Area is the landscaped Sherman Way median, which traverses the VNY Add Area from east to west and features concrete pavement, grass, shrubs, and trees.

Additionally, Open Space land accounts for approximately 89 percent (48 acres) of land in the MSS Add Area. This land is located immediately to the north of the airport and remains largely undeveloped.

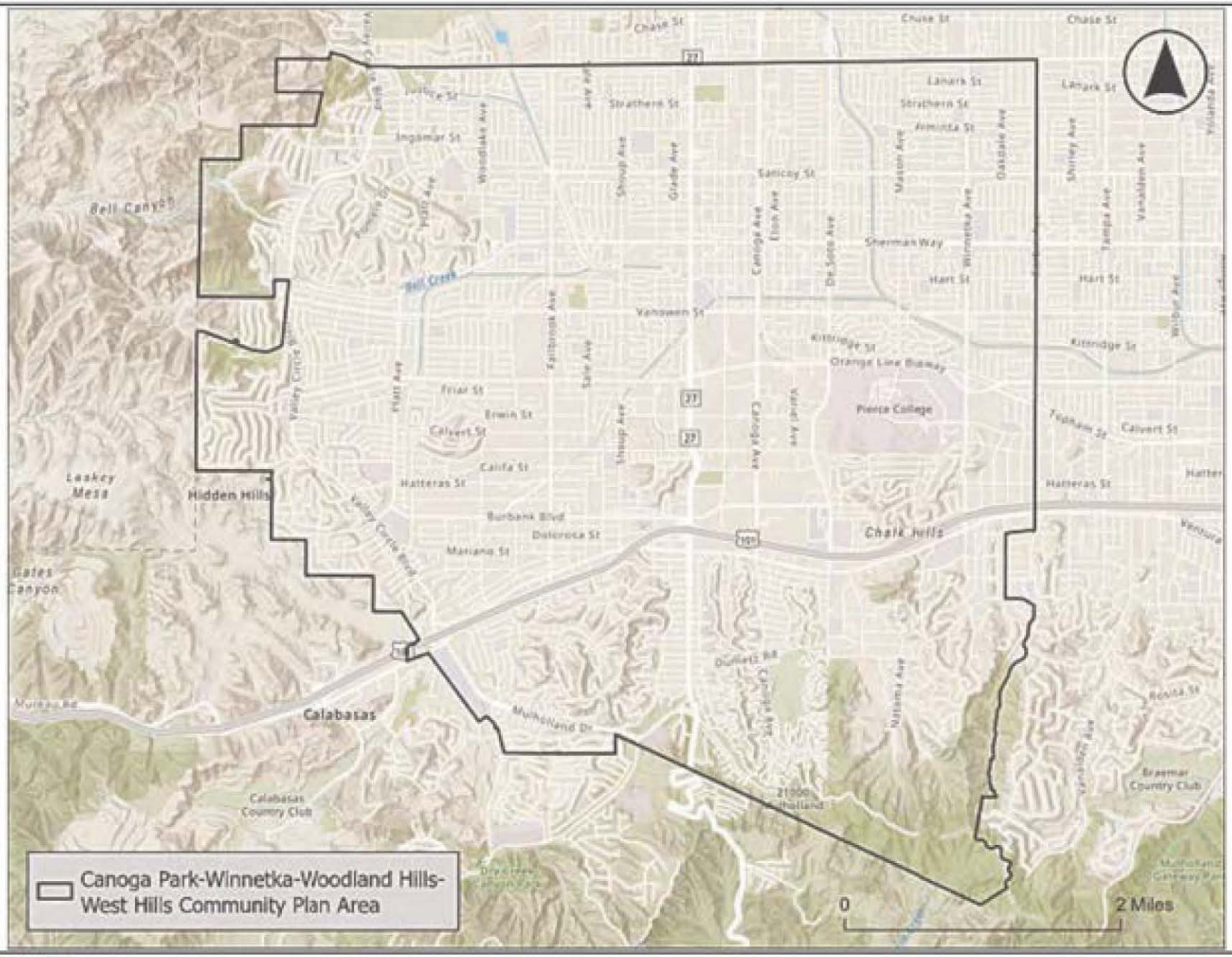
Existing Public Facilities. Public Facilities land accounts for approximately 11 percent (71 acres) of land in the VNY Add Area. Approximately 30 percent of existing Public Facilities are identified under the Public Facilities - Freeways land use and make up a segment of I-405. The remaining 70 percent of existing Public Facilities within the VNY Add Area are made up of uses such as a US Post Office, schools, and Los Angeles Department of Water and Power infrastructure sites.

Existing Transportation System. (freeways, street designations, public transportation options). The VNY Add Area's transportation system includes a circulation network of freeways, highways, and surface roadways; a public transit system; bicycle routes; and a pedestrian circulation system of sidewalks and crosswalks.

The street network is composed of arterial streets (Boulevards and Avenues), collectors, industrial local, and local streets. The streets are laid out in a grid pattern, oriented primarily along compass points. The eastern boundary of the VNY Add Area is defined by I-405, which can be accessed from the VNY Add Area via on- and off-ramps at Victory Boulevard and Sherman Way.

Metro's G (Orange) Line Busway provides local and regional transit connections between the San Fernando Valley and downtown Los Angeles. The G (Orange) Line's Woodley Station is located at the intersection of Victory Boulevard and Woodley Avenue, to the immediate south of the VNY Add Area. Other public transit services within the Plan area include Metro Local Bus Lines 162, 164, 165, 169, and 237. In addition, Los Angeles World Airports (LAWA) operates the Van Nuys FlyAway bus service, which provides direct connections in both directions between Los Angeles International Airport (LAX) and the Van Nuys FlyAway Bus Terminal, which is located just outside the VNY Add Area at the intersection of Woodley Avenue and Saticoy Street.

A network of bicycle facilities includes the Class I Metro G Line Bikeway, Class II Protected Bicycle Lanes, which are exclusive lanes for bicycles identified by pavement markings, and Class III Bicycle Routes, which are travel lanes shared by bikes and cars, typically identified by sharrows. The Metro G (Orange) Line Bike Path runs parallel to Victory Boulevard, which is the southern boundary of the VNY Add Area. Class II bicycle lanes run north to south along Woodley Avenue from Saticoy Street to Victory Boulevard.



SOURCE: City of Los Angeles, 2026

FIGURE **3.0-5a**

IMPACT SCIENCES

Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area

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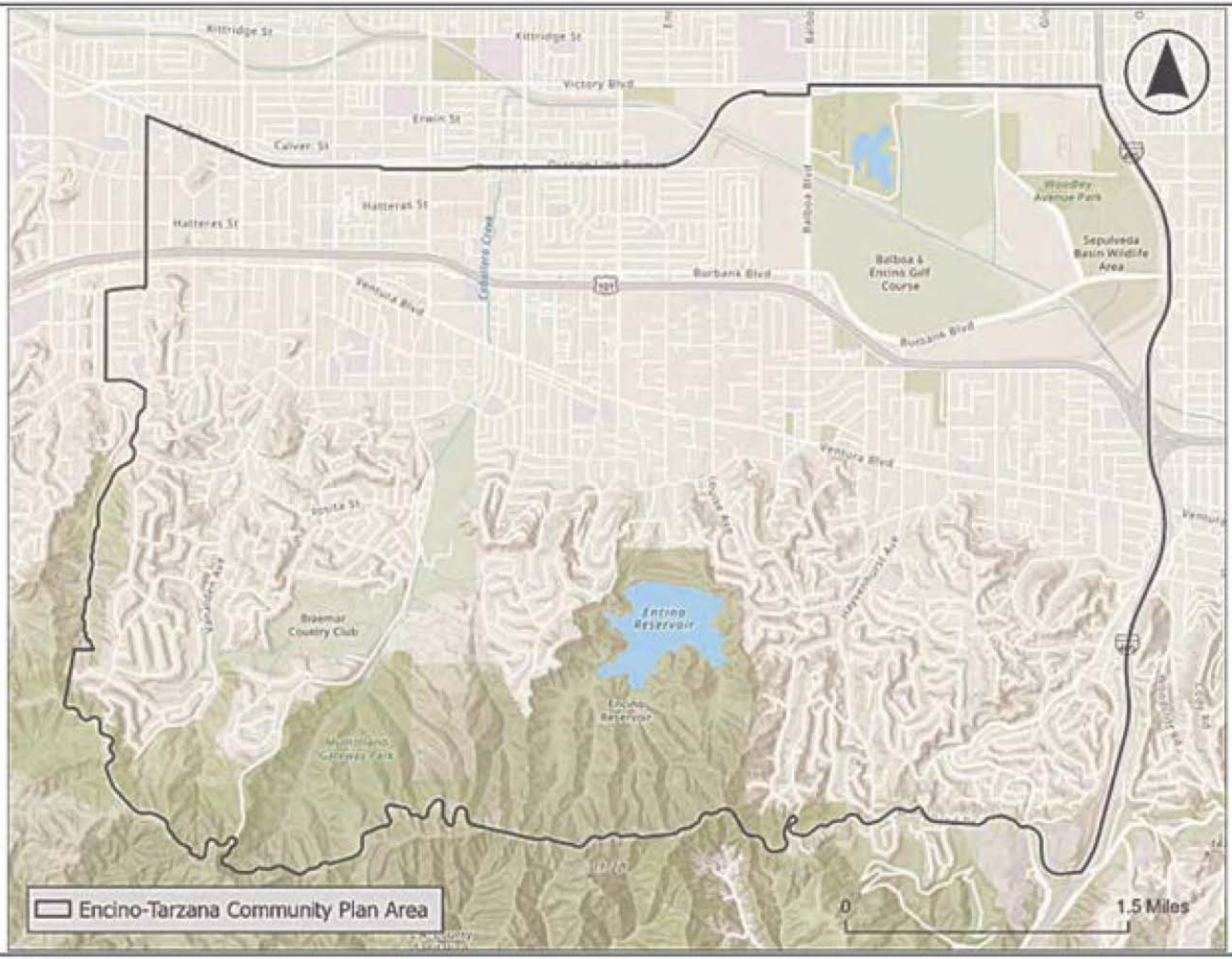

SOURCE: City of Los Angeles, 2026

FIGURE **3.0-5b**

IMPACT SCIENCES

Encino-Tarzana Community Plan Area

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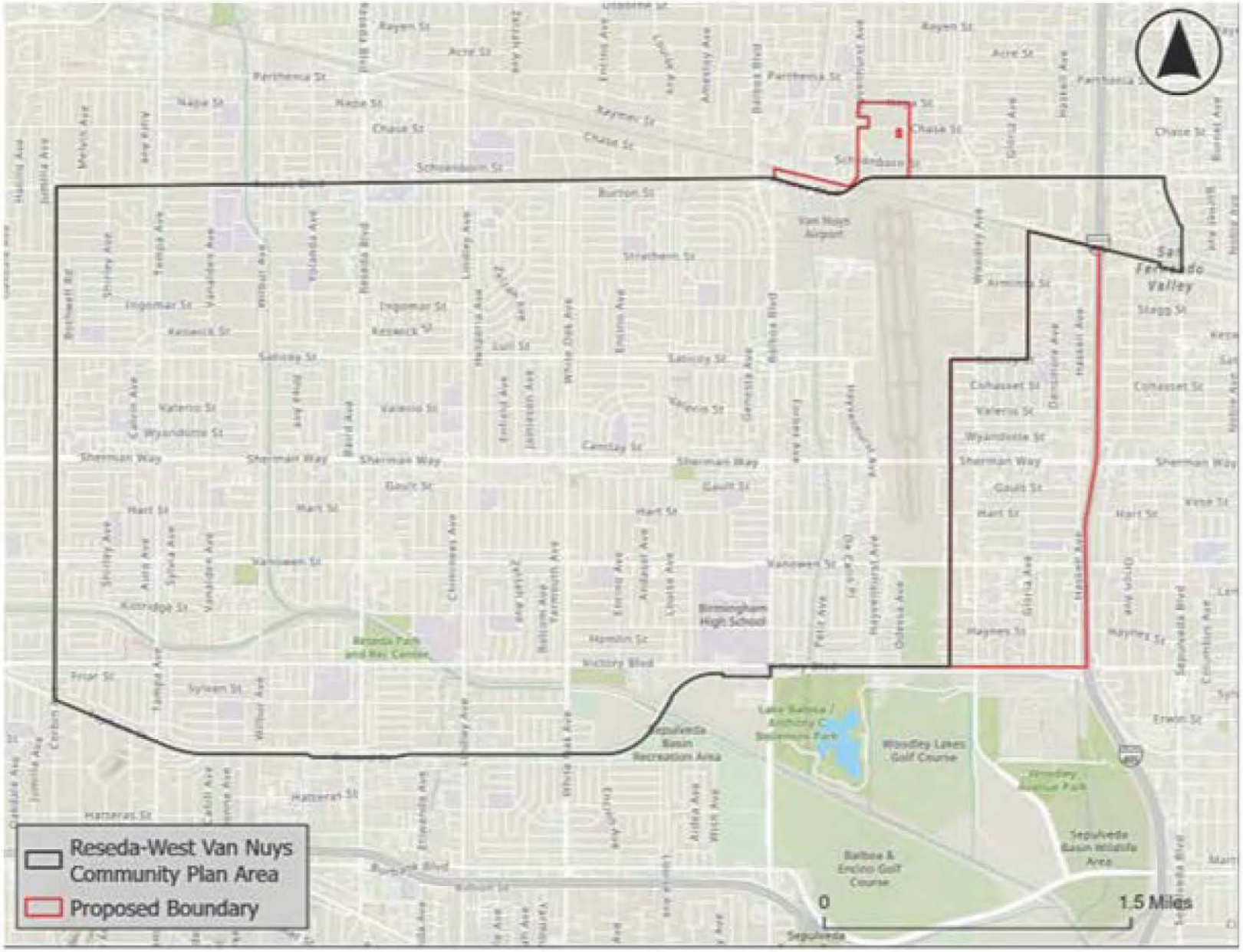

SOURCE: City of Los Angeles, 2026

FIGURE **3.0-5c**

IMPACT SCIENCES

Reseda-West Van Nuys Community Plan Area – Existing and Proposed Boundary

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Regulatory Setting: Specific Plans, Overlays, and Areas Under Other Jurisdictions

Specific plans and planning overlays allow zoning regulations to be tailored to local areas and include several types of regulatory limitations. Examples of these limitations include land use restrictions, maximum heights, building form and massing requirements, intensity limits, etc. **Figures 3.0-6a to 3.0-6i, Specific Plans and Overlays in the Southwest Valley Community Plan Area** shows the specific plans, and overlays that currently exist in the Southwest Valley CPA. Below are descriptions of the existing specific plans, overlays, and other such plans and guidelines within the Plan Areas. In addition, there are three land use areas within the Plan Areas that are outside of the direct jurisdiction of the City of Los Angeles, these areas are also described below.

Specific Plans (SP)

- **Ventura-Cahuenga Boulevard Corridor SP**: The Ventura-Cahuenga Boulevard corridor spans more than 17 miles in length, includes more than 1,200 acres of land, and regulates over 4,300 individual parcels of land. It comprises parcels that front Ventura Boulevard as well as adjacent boulevards including Topanga Canyon Boulevard, Reseda Boulevard, Sepulveda Boulevard, and Van Nuys Boulevard. The SP designates these parcels as Regional Commercial, Community Commercial, and Neighborhood Commercial serving land uses, with some segments of the corridor designated as Pedestrian Oriented Area and the easternmost segment designated as a Regionally Impacted Area. The Corridor is split into five sections. The Encino, Tarzana, and Woodland Hills sections are within the SP Area. The purpose of the SP is to ensure that an equilibrium is maintained between the transportation infrastructure and land use development in the Corridor and within each separate community of the Ventura-Cahuenga Boulevard Corridor SP area. The SP includes building and site design guidelines and development limitations to regulate multi-family and commercial development and a local circulation system of streets and alleys that are minimally impacted by the regional circulation system and reduce conflicts among motorists, pedestrians, and transit riders.

- **Warner Center 2035 SP**: The Warner Center Specific Plan area is generally bounded by the Los Angeles River to the north, the Ventura Freeway to the south, De Soto Avenue to the east, and the west side of Topanga Canyon Boulevard to the west and comprises approximately 1,100 acres of area designated by the City of Los Angeles as Regional Center. The Warner Center 2035 SP's mixed-use transit-oriented development approach is intended to strengthen the City's Sustainable Community Strategy and in turn help the region in attaining its adopted goals and targets to reduce greenhouse gas emissions by concentrating development near transit infrastructure.

- **Mulholland Scenic Parkway SP**: Constructed in 1922, Mulholland Drive was designed to offer the public scenic views of the terrain, open space, and natural character of its mountain setting. In 1992, the Mulholland Scenic Parkway Specific Plan, Ordinance No. 167,943, was adopted by the Los Angeles City Council in response to public concerns that the majestic views and natural character of the Mulholland Drive setting were threatened by unrestricted development. The ordinance created the Mulholland Scenic Parkway, including both the Inner and Outer Corridors, which established land use controls and a design review process tailored to ensure that development within the Parkway is compatible with the unique character of the Santa Monica Mountains.

- **Girard Tract SP**: The Girard Tract SP area is bound by Dumetz Road to the north, Topanga Canyon Boulevard to the west, Mullholland Drive to the west and south, and the Serrania Avenue Park to the east. The SP provides uniform development standards for hillside lots in the Girard Tract.

- **Valley Circle/Plummer Street Scenic Corridor SP**: The Valley Circle/Plummer Street Scenic Corridor SP area generally includes a portion of Valley Circle Boulevard from Roscoe Boulevard to Plummer Street and a portion of Plummer Street from Valley Circle Boulevard to Topanga Canyon Boulevard. The SP includes width and improvement standards for the portions of Valley Circle Boulevard within the SP area.

Planning Overlays

- **Canoga Park Commercial Corridor Community Design Overlay (CDO)**: The approximate boundaries of the Canoga Park Commercial Corridor are along Sherman Way from Eton Avenue on the west to De Soto Avenue on the east. The Canoga Park Commercial Corridor CDO is intended to improve the appearance and enhance the identity of the Canoga Park Commercial Corridor through application of design guidelines and standards. The Canoga Park Commercial Corridor CDO is complemented by the Canoga Park Commercial Corridor Streetscape Plan which incorporates streetscape design guidelines and standards that provide direction in the design of projects in the public right-of-way. Together these two plans encourage the integration of public and private space and direct development towards a more cohesive design concept by providing the community with tools for ongoing participation in the revitalization and development of the Canoga Park Commercial Corridor CDO.

- **Downtown Canoga Park CDO**: The Downtown Canoga Park CDO is the area framed by Topanga Canyon Boulevard on the west, Canoga Boulevard on the east, Wyandotte Street on the north, and Gault Street on the south. The Design Guidelines and Development Standards of the Downtown Canoga Park CDO fall within an overall design concept for Downtown Canoga Park based on pedestrian-oriented design and is consistent with the "Main Street" character of traditional downtowns. The Downtown Canoga Park CDO is complemented by the Downtown Canoga Park Streetscape Plan, which provides standards for improvements to the public right-of-way to promote coordination of public and private investment in the pedestrian environment.

- **Reseda Central Business CDO**: The Reseda Central Business District CDO establishes design guidelines and standards for projects dealing with commercial properties. It aims to promote small scale commercial retail character and provide the community with a planning tool for ongoing participation in the revitalization of their business district. The Reseda Central Business District CDO is complemented by the Reseda Central Business District Streetscape Plan, which provides standards for improvements to the public right-of-way to promote coordination public and private investment in the pedestrian environment. The Reseda Central Business District CDO boundaries generally encompass the commercial designated properties along Sherman Way just west of Wilbur Avenue and just east of Lindley Avenue, and, along Reseda Boulevard between Kittridge Street and north of Saticoy Street.

- **River Improvement Overlay District**: The River Improvement Overlay (RIO) District is a proposed special use district that requires new projects to achieve points in three design categories: Watershed, Urban Design, and Mobility. The RIO also provides guidelines for new "complete" streets and includes a mobility strategy to ensure that the needs of pedestrians, bicyclists, transit riders, and vehicle drivers are considered when major projects or street improvements are undertaken. The RIO will enable the

City to better coordinate land use development all along the 32-mile corridor of the Los Angeles River that flows within the City's boundaries. The RIO includes all of the neighborhoods within the City of Los Angeles that are adjacent to the Los Angeles River.

See Section 3.9. for a discussion of how these overlays and specific plans will be addressed in the Proposed Plans.



SOURCE: City of Los Angeles, 2026

FIGURE 3.0-6a

IMPACT SCIENCES

Ventura-Cahuenga Boulevard Specific Plan

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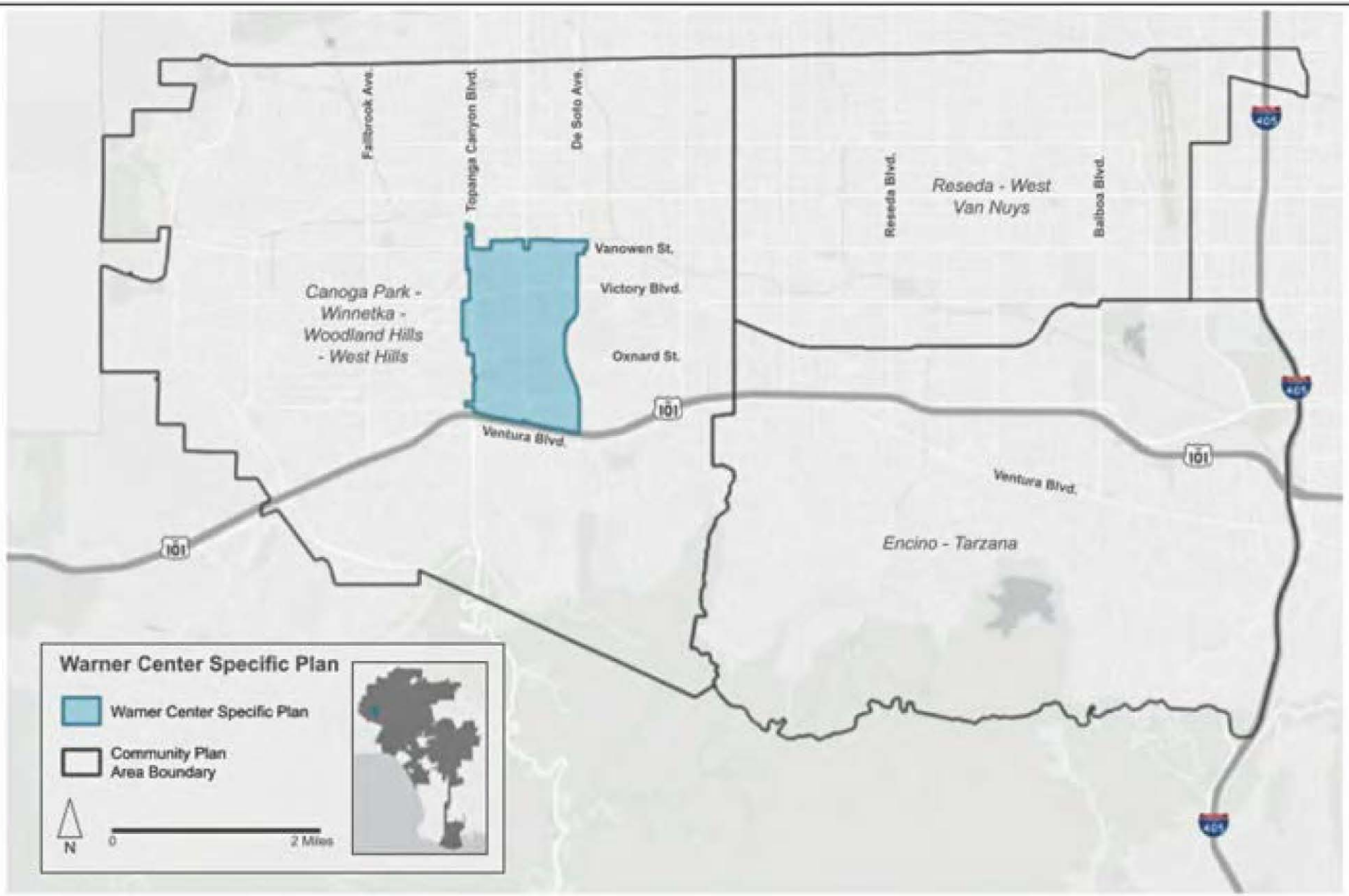

SOURCE: City of Los Angeles, 2026

FIGURE **3.0-6b**

IMPACT SCIENCES

Warner Center Specific Plan

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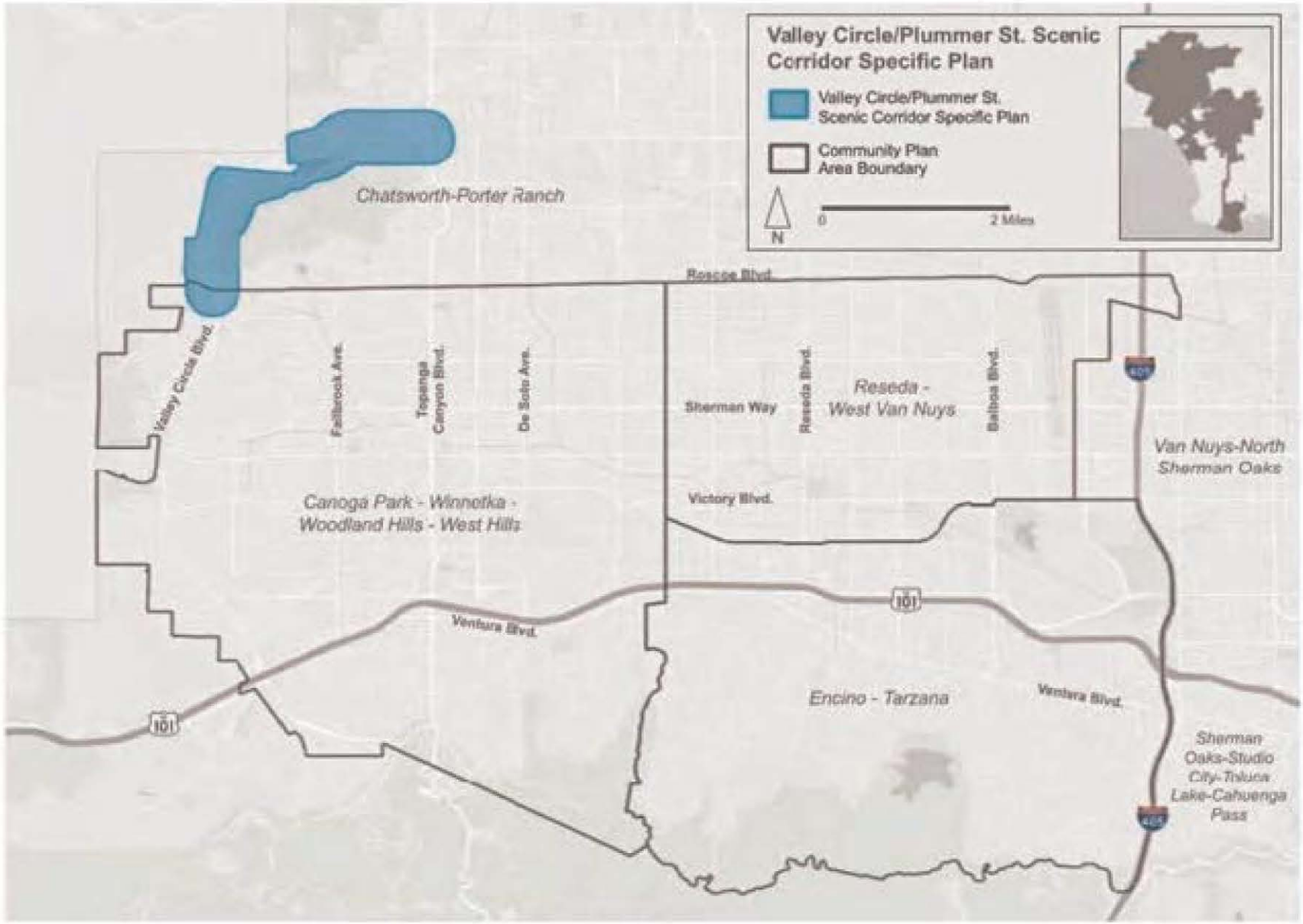

SOURCE: City of Los Angeles, 2026

FIGURE **3.0-6c**

IMPACT SCIENCES

Valley Circle/Plummer St. Scenic Corridor Specific Plan

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SOURCE: City of Los Angeles, 2026

FIGURE **3.0-6d**

IMPACT SCIENCES

Girard Tract Specific Plan

1264.015•9/26



SOURCE: City of Los Angeles, 2026

FIGURE 3.0-6e

IMPACT SCIENCES

Mulholland Scenic Parkway Specific Plan

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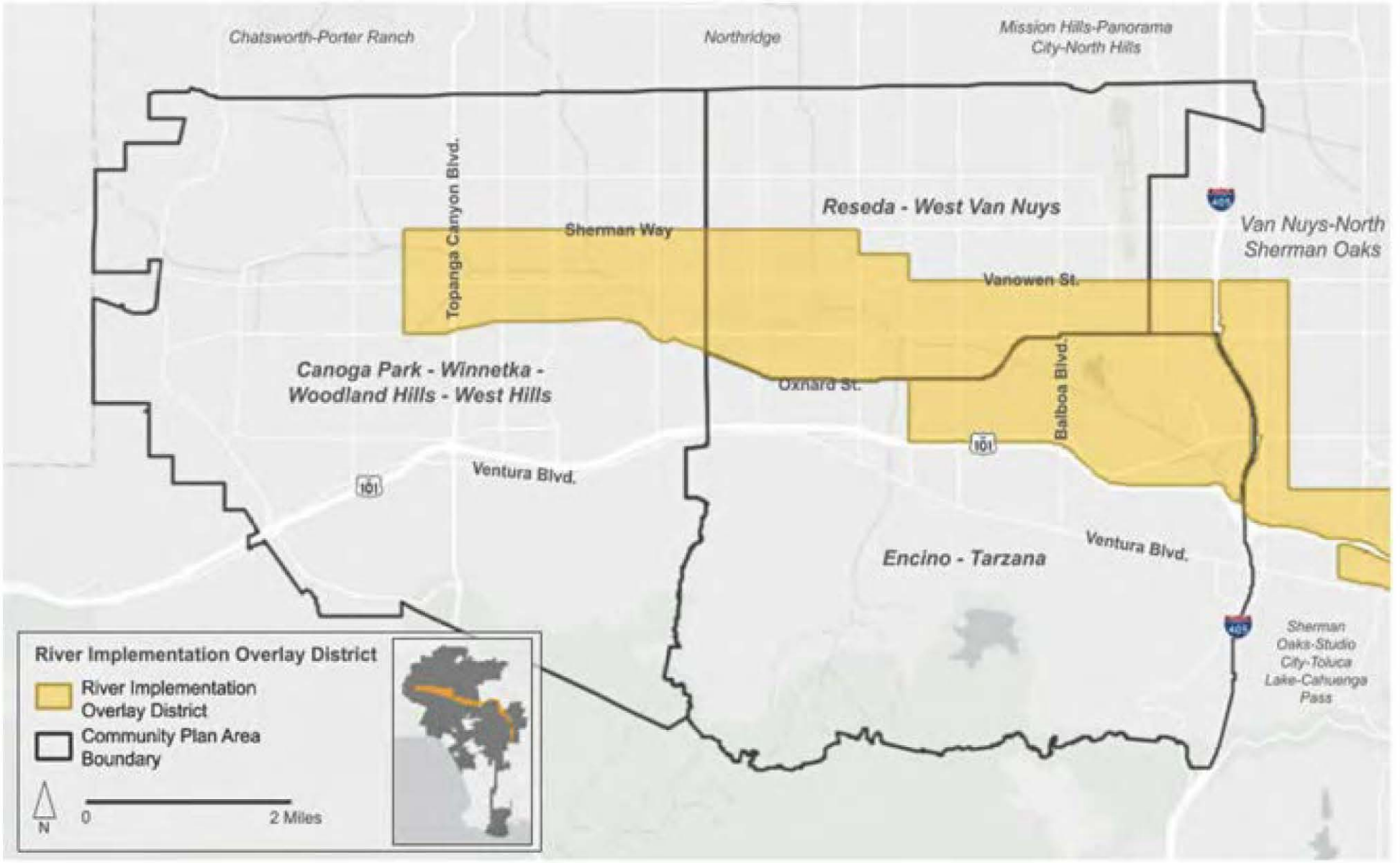

SOURCE: City of Los Angeles, 2026

FIGURE **3.0-6f**

IMPACT SCIENCES

River Implementation Overlay District

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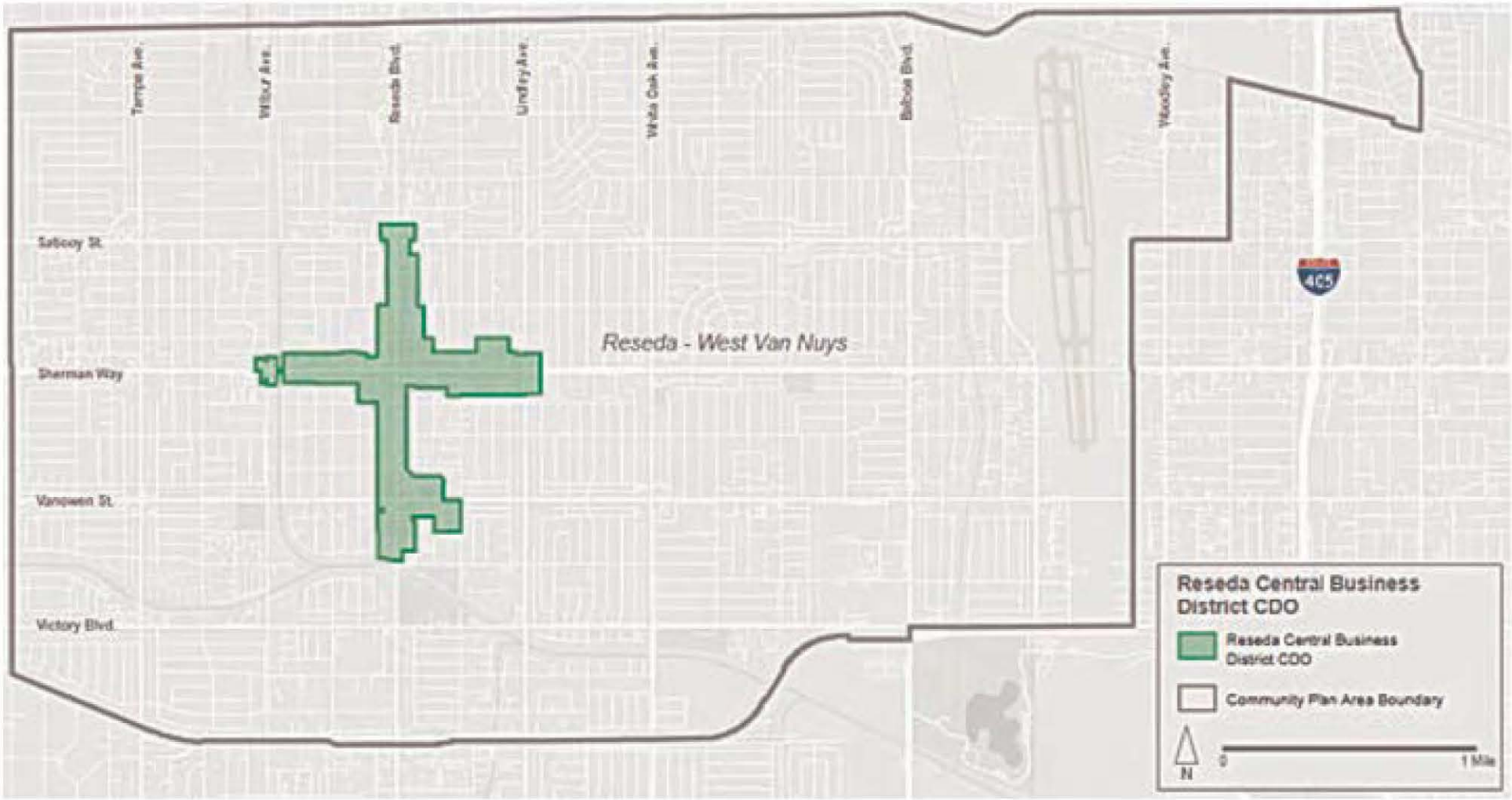

SOURCE: City of Los Angeles, 2026

FIGURE **3.0-6g**

IMPACT SCIENCES

Reseda Central Business District CDO

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SOURCE: City of Los Angeles, 2026

FIGURE **3.0-6h**

IMPACT SCIENCES

Downtown Canoga Park CDO

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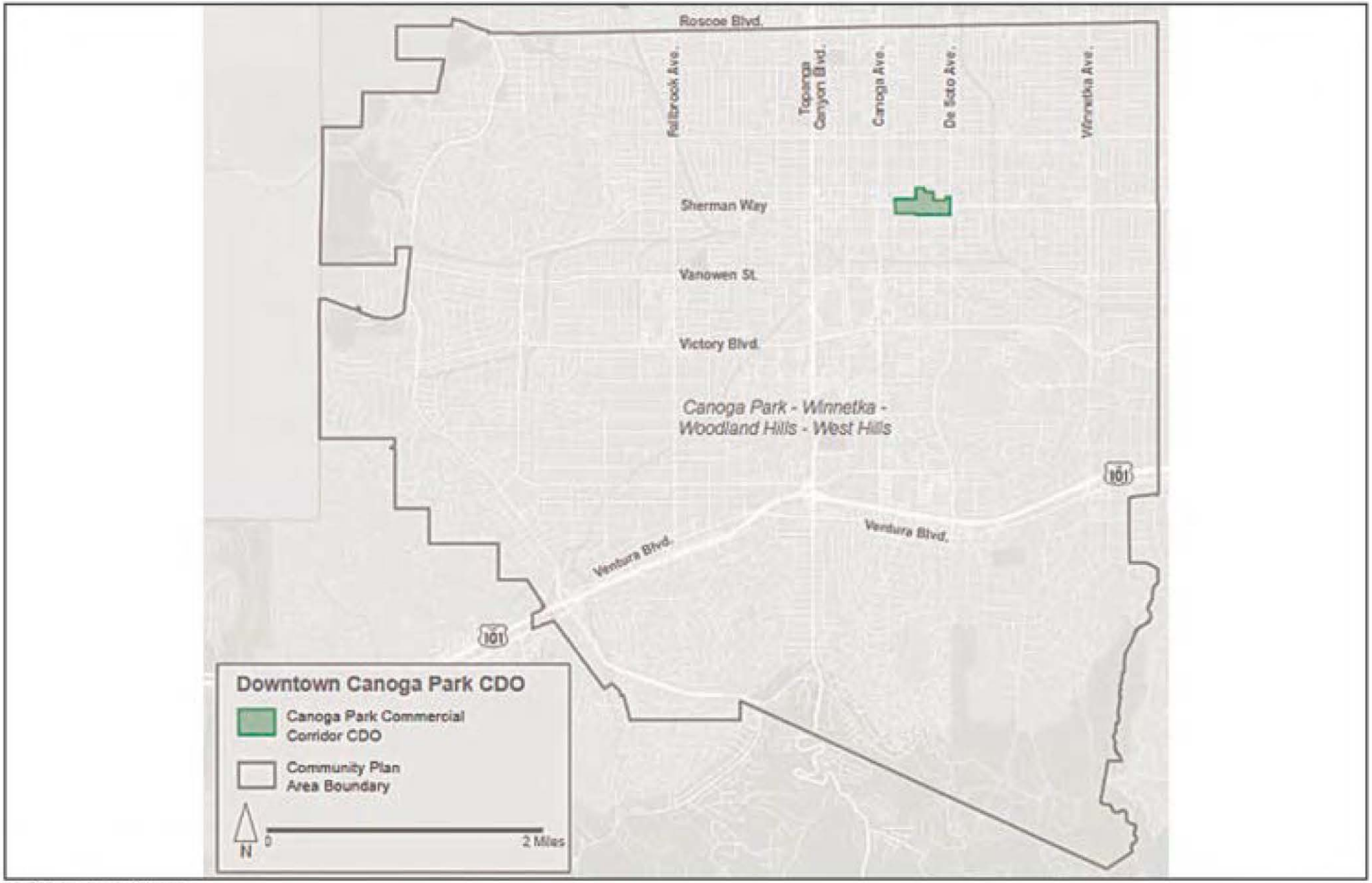

SOURCE: City of Los Angeles, 2026

FIGURE **3.0-6i**

IMPACT SCIENCES

Canoga Park Commercial Corridor CDO

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Design Guidelines and Streetscape Plans

- **Mulholland Scenic Parkway Design and Preservation Guidelines**: These design guidelines, prepared pursuant to the Mulholland Scenic Parkway SP, state the policies, interpretations, and precedents used by the City's Design Review Board (DRB) in implementing the Specific Plan. The intent of this document is to guide (1) applicants in designing projects that will be compatible with the Scenic Parkway environment, (2) the Department of City Planning personnel in counseling applicants and evaluating application files, and (3) the Departments of Public Works and Transportation, utility companies and others regarding projects proposed for construction in the right-of-way of Mulholland Drive.

- **Canoga Park Commercial Corridor Streetscape Plan**: The goal of the Canoga Park Commercial Corridor Streetscape Plan is to promote a long-term, coordinated program of public and private investment in the pedestrian environment that will enhance the area's role as the focus of community activity. The Streetscape Plan establishes a plan for the Plan area's public right-of-way, which includes sidewalks and streets.

- **Downtown Canoga Park Streetscape Plan**: The principal objective of the Downtown Canoga Park Streetscape Plan is to promote a long-term, coordinated program of public and private investment in the pedestrian environment that will enhance the Plan area's role as the focus of community activity. The Downtown Canoga Park Streetscape Plan establishes design standards for the Downtown Canoga Park public right-of-way. This is the area within which pedestrian activity will take place in Downtown Canoga Park.

- **Reseda Central Business Streetscape Plan**: The Reseda Central Business District Streetscape Plan establishes a plan for the Plan area's public right-of-way, which includes sidewalks and streets. Design considerations for this space include streetscape elements such as landscape, street lighting, public art, street furniture, infrastructure, and signage elements.

- **Tarzana Streetscape Plan**: The Tarzana Streetscape Plan is mandated by the Ventura-Cahuenga Boulevard Corridor SP. The Streetscape Plan develops a comprehensive program for the creation of an aesthetic, scenic, and functional sector along Ventura Boulevard. The intent is to enhance the appearance, comfort, safety level, and usage of the Boulevard for pedestrians- particularly in the Pedestrian Oriented Area.

- **Woodland Hills Streetscape Plan**: The Woodland Hills Streetscape Plan is intended to enhance the aesthetics of the Ventura-Cahuenga Boulevard environment and create a more pedestrian-friendly atmosphere. The Streetscape Plan governs the design standards for street furniture, equipment, paving materials, and lighting placed in the public sidewalk areas for the community.

- **Encino Streetscape Plan and Design Guidelines**: The Encino Streetscape Plan expands on the Ventura-Cahuenga Boulevard Corridor Specific Plan. The Streetscape Plan provides general design guidelines for the community, then further identifies the planting and landscape features desired for the particular subarea in which a project is to be located.

Sign Supplemental District

- **Warner Center 2035 Plan Sign District**: The Sign District ordinance established signage regulations within Warner Center. The goal of the ordinance was to support land uses and urban design objectives of the Warner Center 2035 Plan and reinforce the pedestrian-oriented character of Warner Center's streets by allowing and encouraging pedestrian-oriented signs.

Areas Under Other Jurisdictions

- **Sepulveda Basin**: Primarily located in the Encino-Tarzana Community Plan Area, the 2,131.9-acre Sepulveda Basin (Basin) is the largest public open space in the San Fernando Valley. The Basin is owned by the Federal government and operated under the aegis of the United States Army Corps of Engineers (USCOE). The USCOE acquired the land for construction, operation, and maintenance of the dam to provide flood protection in the San Fernando Valley after the catastrophic Los Angeles Flood of 1938; the dam was completed in December of 1941.

  The Basin includes parks and recreational facilities managed primarily by the Los Angeles City Department of Recreation and Parks (LADRP), including three golf courses, an 80-acre sports field, an archery range, playgrounds, bike paths, hiking trails, tennis courts, a velodrome, Balboa Lake with boat rentals and fishing, the Balboa Park and Sports Center, a Japanese garden, cricket grounds, a model aircraft field and a dog park. Other facilities in the Basin include a park and ride lot managed by LADOT, the Donald C. Tillman Water Reclamation Plant managed by the City of Los Angeles Bureau of Sanitation (LABOS), a fire station managed by LAFD, and facilities managed by the California National Guard, the U.S. 6th Army, the Department of the Navy, and the California Air National Guard. All these facilities operate under long-term lease agreements with the USCOE. An unpaved stretch of the Los Angeles River (LA River) flows through the Basin surrounded by vegetation and is a home to wildlife.

  In 2024, the City of Los Angeles, led by the Bureau of Engineering, in partnership with the Santa Monica Mountains Conservancy and the Mountains Recreation and Conservation Authority, published a Vision Plan for the future of the Basin with a significant focus on the LA River and tributary natural systems, habitat, climate change, recreation, access, and cultural and arts programming. Although the Sepulveda Basin Vision Plan does not regulate land use or zoning, it sets out to establish a long-term strategic plan for the future of the Basin meant to:

  - Increase resilience of the Basin and surrounding neighborhoods.
  - Increase ecosystem function within the Basin using nature-based solutions.
  - Create natural functioning of the LA River and Tributaries.
  - Improve interface between recreation and ecological areas.
  - Improve water quality of streams and outlets entering the Basin.
  - Improve multi-modal transportation access to the Basin and within the Basin.
  - Enhance recreational, educational and cultural programming.

- **Van Nuys Airport (VNY):** Primarily located in the Reseda-West Van Nuys Community Plan Area, VNY is one of two airports owned and operated by LAWA, the other being LAX. The airport system operates under the direction of a policy-making Board of Airport Commissioners appointed by the Mayor of Los Angeles. The 730-acre, two runway VNY is classified as "general aviation", which encompasses all flying other than scheduled commercial air carrier service or the military. The VNY property also accommodates fire and police stations, a bus terminal, more than 200 businesses, including four major fixed-base operators (FBOs), Castle & Cooke Aviation, Clay Lacy Aviation, Jet Aviation, and Signature Flight Support, and the Van Nuys Golf Course in the clear zone at the south end of the airport, which is managed by Van Nuys Golf Management Partners, LLC, under a lease agreement.

  In late 2022, Los Angeles World Airports (LAWA) began work on a vision study for the Van Nuys Airport, however this effort concluded without an alternative being adopted as it was decided to pivot towards the creation of the Van Nuys Airport (VNY) Specific Plan. It is important to note that the preparation of this Specific Plan is a separate process from the Reseda-West Van Nuys-Lake Balboa Community Plan Update, which is currently underway as part of the Proposed Project. The VNY Specific Plan is its own independent work program, and the Proposed Project would not result in any changes to the existing regulations that currently apply to the Van Nuys Airport.

- **Los Encinos State Historic Park:** Located in the Encino-Tarzana Community Plan Area, the approximately 5-acre Los Encinos State Historic Park is owned and operated by the California Department of Parks and Recreation. Once the site of the village of Siutcanga, home to Chumash, Tongva, and Tataviam people, it later became the hub for Rancho Los Encinos. The property passed through many hands between the 1840s and the early 20th century, including Mexican Californio, French, and French Basque families. The site includes the original eight-room De La Ossa Adobe, the two-story stone masonry Garnier building, a blacksmith shop, a natural spring, and a pond, originally constructed in 1874.

3.4 GROWTH TRENDS

The Proposed Plans are intended to plan for and guide growth and development. This section discusses how the City identifies forecasted growth in population, housing, and employment and why the Southern California Association of Governments (SCAG) is the City's primary source for current and forecasted population, housing, and employment numbers. It also describes the growth trends for the City of Los Angeles and the Project Area.

As discussed above in Section 3.2, the Proposed Plans are growth accommodating and not growth inducing. Therefore, while the Proposed Plans direct where anticipated growth will go, the Proposed Plans are not expected to result in or cause growth. However, for the purposes of conservative environmental impact analysis, this Draft EIR will analyze impacts from reasonably foreseeable growth in the Southwest Valley CPAs, including to the extent feasible, how it is anticipated to be directed by the Proposed Plans' policies.

The following discussion will identify the baseline and forecasted socioeconomic data (population, households, and employment) used in this Draft EIR to analyze the impacts of growth. However, the reader should be cautioned about overreliance on quantitative data in the context of analyzing impacts on a long-term plan. While this quantitative data is necessary to model a handful of impacts (i.e., transportation, greenhouse gas emissions, air quality, and energy) and discuss population, it is important to realize most of the impact sections in this Draft EIR do not rely on socio-economic data. Additionally, as is discussed below and in **Appendix B, Methodology**, determining baseline and forecasted population, employment, and household numbers is not an exact science. It requires reliance on professional demographers and best available methodologies. Different sources, including the top sources, can provide numbers that are several percentage points apart. Even the U.S. Census, which is considered the best source of data and is intended to capture existing population numbers cannot be relied on to capture in its survey every person living in a census tract. Additionally, existing population, employment, and number of households, as one would expect, is an ever-fluctuating condition. Major events, such as recessions or pandemics, or unforeseen trends, can have significant impacts on these numbers. Based on this, as discussed in **Appendix B**, the City is using the best reasonable and feasible socioeconomic data it has determined is available to the City.

2050 Regional Transportation Plan (RTP) SCAG Citywide Population Growth Projections

SCAG is designated as a Metropolitan Planning Organization (MPO) responsible for carrying out federal and state statutory duties within its region which encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles with over 18 million residents.

Federal and state laws require SCAG to develop regional plans for transportation, growth management, hazardous waste management and air quality.[2] SCAG is responsible for producing socio-economic estimates and projections at multiple geographic levels. The socio-economic estimates and projections are used for federal and state mandated long-range planning efforts, such as the RTP. The RTP is a 20-year transportation plan for the region that addresses regional growth, air quality and other issues, based on an analysis of past and future regional trends.

Federal laws require that land use allocation in an RTP reflect development patterns most likely to be built in the region. While federal and state laws do not mandate consistency with the RTP, state law does require SCAG to identify and quantify housing needs for the region, prepare the Regional Housing Needs Assessment (RHNA), and for local agencies to update their Housing Elements to plan and zone to

2 Government Code Section 65080(b)(2)(B); Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations.

accommodate the agency's RHNA. SB 375 coordinates land use and transportation planning to reduce greenhouse gas (GHG) emissions and, to that end, requires SCAG to prepare a Sustainable Communities Strategy (SCS) as an integral part of the RTP. SB 375 also requires the RHNA process to be consistent with an SCS, and that RHNA must be coordinated every eight years (the RTP is updated every four years).[3]

A function of SCAG, in preparing the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), is to forecast or prepare population, housing and employment projections in consultation with cities in the region. These projections are derived from a combination of sources and consider factors such as birth rates; migration rates; historical trends; household size; market and economic projections; existing and planned land uses; and consistency with relevant adopted local, regional, and state land use policies and growth strategies. The development of the growth forecast is driven by collaboration between SCAG and local jurisdictions. The integration of the regional and local forecasts is achieved through joint efforts and collaboration among the various contributors. The 2024-2050 RTP/SCS is the most recently adopted RTP/SCS. [4]

Many municipalities and government agencies (including public service providers and other City departments) rely on the same source, i.e., the most current SCAG RTP/SCS data, for purposes of planning, both for estimates of current population, housing and employment, as well as for projections of future population, housing, and employment. Use of such data is a consistent and best practice for local governments. It is also the Department of City Planning's practice to use SCAG RTP/SCS data as a benchmark or as a reference point for estimates and projections locally. For more information about SCAG, see **Appendix B**.

Citywide Population Projections

The City of Los Angeles is approximately 469 square miles and has a population of approximately 3.9 million. The population is anticipated to increase by 12% percent from the 2024 estimate to 4.31 million persons by the year 2050, according to the SCAG's 2024-2050 RTP/SCS (**Table 3.0-1, Projected Population Growth for the City**). Every four years, SCAG prepares socioeconomic projections that are used by various City departments and agencies for their long-range planning efforts. The growth projection for the City of Los Angeles is based on several factors, including historical development trends, land values, as well as

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3 Government Code Section 65080(b)(2)(B).

4 Southern California Association of Government (SCAG). Connect SoCal 2024. https://scag.ca.gov/connect-SoCal-2024

smart growth strategies to direct development to areas in proximity to rail and major bus stations, community centers, regional centers, and downtown Los Angeles.[5]

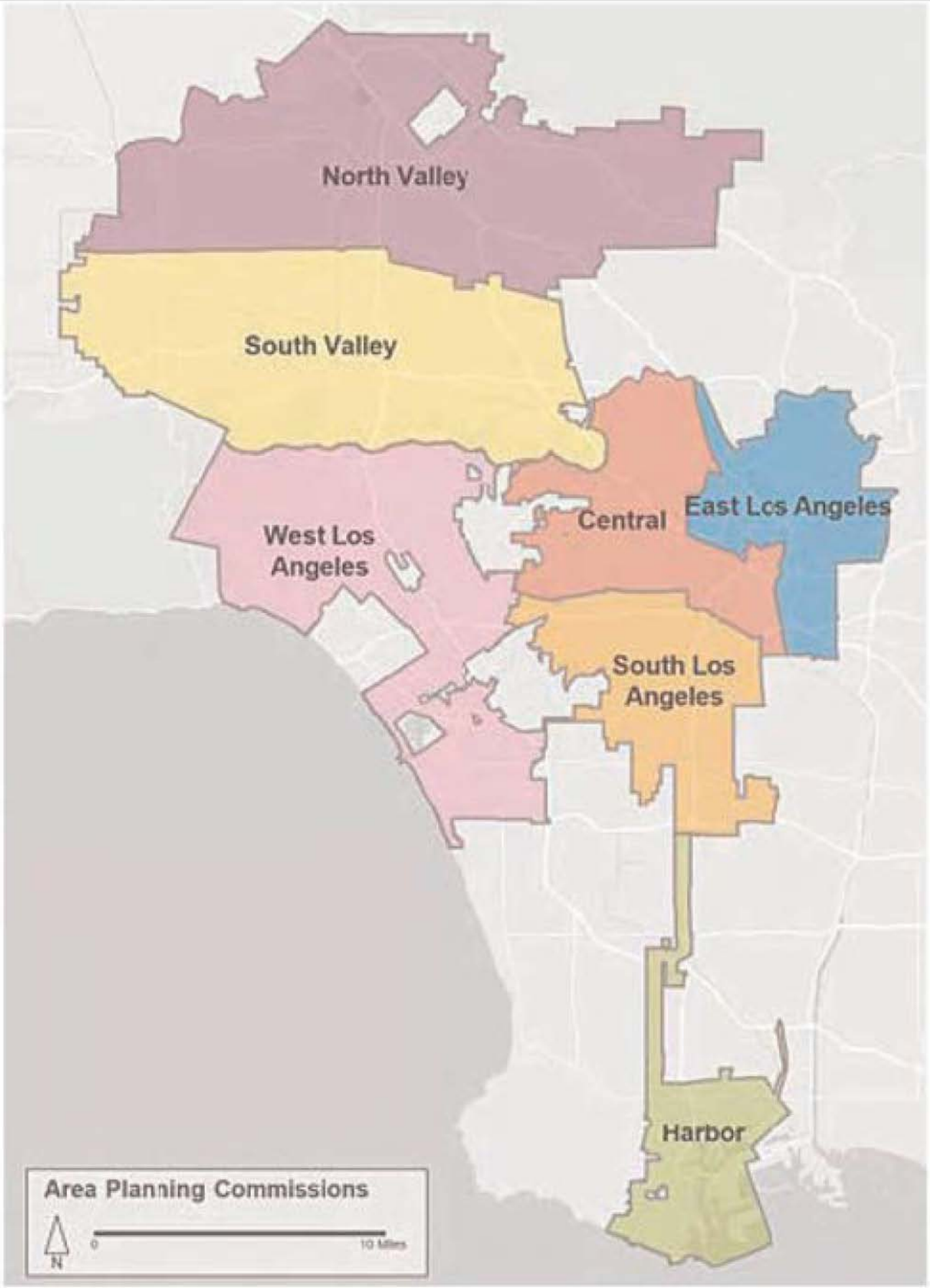
Table 3.0-1
Projected Population Growth for the City

Geographic Planning Area	2024 Population /a/	2050 Projected Population /a/	Projected Population Growth (2024 – 2050) /a/
South Valley	763,204	838,247	75,223
North Valley	703,140	734,565	31,423
West Los Angeles	421,953	484,748	62,795
Central Los Angeles	659,764	904,516	244,752
East Los Angeles	378,571	378,153	-418
South Los Angeles	731,154	778,942	47,788
Harbor	200,466	196,798	-3,668

Note: /a/ The 2024 estimated population and the 2050 projected population are based on SCAG's 2024-2050 RTP/SCS. Numbers are rounded to the nearest one thousand and aggregated to the Area Planning Commission Boundaries.

The City's 34 CPAs are divided into seven larger geographic areas for planning administration (**Figure 3.0-7, City of Los Angeles Geographic Planning Areas**), these areas are represented by Area Planning Commissions (South Valley, North Valley, West Los Angeles, Central Los Angeles, East Los Angeles, South Los Angeles, and Harbor). Each Area Planning Commission (APC) hears cases from its assigned geography, including the appeals of certain Advisory Agency, Director, or Zoning Administrator decisions and smaller-scale General Plan Amendment and Zone Change requests. The Plan Areas are located within the South Valley geography. The population in the South Valley geography, which includes the CPAs of Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan, Reseda-West Van Nuys-Lake Balboa, Encino-Tarzana, Sherman Oaks - Studio City -Toluca Lake - Cahuenga Pass, Van Nuys - North Sherman Oaks, and North Hollywood - Valley Village, is anticipated to increase by approximately 75,223 by 2050. The South Valley geography represents approximately 16% percent of the anticipated population growth for the entire City (**Table 3.0-2, Percentage of Citywide Population and Projected Growth**). The following tables summarize projected population growth for the City of Los Angeles.

5 The long-range population forecasts were higher in past SCAG RTPs, such as the 2016 and 2040 RTPs. In the 2024 RTP, SCAG adjusted the long-term population forecasts downward due to several structural trends, including declining birth rates, accelerated population aging, negative net domestic migration, and reductions in international migration.



SOURCE: City of Los Angeles, 2026

FIGURE 3.0-7

IMPACT SCIENCES

City of Los Angeles Geographic Planning Areas

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Table 3.0-2
Percentage of Citywide Population and Projected Growth

Geographic Planning Area	% of Citywide 2024 Population /a/	% of Citywide 2050 Projected Population /a/	% of Citywide Projected Population Growth (2024 – 2050) /a/
South Valley	20%	19%	16%
North Valley	18%	17%	7%
West Los Angeles	11%	11%	14%
Central Los Angeles	17%	21%	53%
East Los Angeles	10%	9%	-0.1%
South Los Angeles	19%	18%	10%
Harbor	5%	5%	-1%

Note: /a/ The 2024 estimated population and the 2050 projected population are based on SCAG's 2024-2050 RTP/SCS. Numbers are rounded to the nearest one thousand and aggregated to the Area Planning Commission boundaries.

The purpose of forecasting future population is to describe the likely future population based on current trends and be able to plan for and accommodate change. In general, projections help City departments to understand where current policies might lead to and determine whether those policies are leading the City towards its stated objectives consistent with federal, state, and local policies. They are also used by each City department in preparing long-range plans, such as community plan updates and infrastructure plans. DCP uses anticipated population growth, or population projections as a benchmark, to determine the level of development that is needed to accommodate this future growth. Population growth is a fundamental consideration in making long-range land use planning decisions. However, as discussed above, it is important to note that these projections are calculations based in part on a number of assumptions and, as with any data reliant on assumptions, projections have limitations. For example, projections are often based on recent trends that may or may not continue as conditions change.

Southwest Valley Community Plan Growth Projections

The State of California requires that cities plan for changes in demographics, including housing demand, population, and employment. If growth is anticipated, each city must accommodate a share of the region's projected growth. The Plan Areas represent approximately 13 percent of the City of Los Angeles land area (nearly 61 square miles out of 469 square miles) and 10 percent of the City's population. Over the next few decades, population in the Plan Areas are anticipated to increase by approximately 10 percent by year 2050, as identified by SCAG's current 2024 RTP/SCS projections (see **Table 3.0-3, SCAG Projected Population Growth for the Plan Area**). SCAG projects the Plan Areas will continue growing at a slower rate than the City of Los Angeles as a whole.

Table 3.0-3
SCAG Projected Population Growth for the Southwest Valley Community Plan Areas

Area	Existing Population (2024)	% of Citywide Existing Population	2050 Projected Population	Projected Population Growth (2024-2050)	% of Citywide 2050 Projected Population	% Change in Projected Population Growth (2024-2050)
City of Los Angeles	3,857,468	100%	4,315,365	457,897	100%	12%
Southwest Valley Plan Areas	394,629	10%	425,595	30,966	10%	8%

Note: The 2024 estimated population and the 2050 projected population are based on SCAG's 2024-2050 RTP/SCS.
Source: 2024 SCAG RTP/SCS.

3.5 BASELINE CONDITIONS

CEQA requires an EIR to compare existing physical conditions ("baseline") to the physical conditions after implementation of a project. For purposes of the Southwest Valley Community Plans, which are long-range plans for growth and development, there is no expected direct effect from the Proposed Plans (such as for a construction project), but there are expected indirect impacts from the reasonable anticipated development that will occur. To assess the impacts of the Proposed Plans requires determining reasonable anticipated development and identifying current conditions. Both of these determinations rely in part on estimates of the current population, housing and employment, and the forecasted growth in population, housing and employment (See **Section 3.4, Growth Trends**, above for a discussion of the Project Area's forecasted growth).

CEQA Guidelines Section 15125(a) requires that an EIR include a description of the physical environmental conditions in the vicinity of a project, as they exist at the time the Notice of Preparation (NOP) is published. This environmental setting normally constitutes the baseline physical conditions to which the lead agency compares the impacts from the project and determines the significance of impacts. The NOP for this EIR was published on October 10, 2024 (see **Appendix A**). Thus, the Draft EIR uses 2024 as the baseline for existing conditions.

CEQA generally requires an analysis of the foreseeable impacts from a project against the existing environment or baseline conditions. However, there are some exceptions to this rule where that analysis would be misleading or not provide useful information for purposes of CEQA impacts from the project, and the lead agency provides a justification for using future baselines (*Neighbors for Smart Rail v. Exposition*

Metro Line Const. Auth.). When this EIR does not analyze the impacts of the Proposed Project against the existing environment, the alternative baseline is identified and a justification is provided for the use of the alternative baseline. A description of the methodology for analysis of impacts, including the use of alternative baselines, is included in Chapter 4 Environmental Analysis, (also see **Appendix B, Methodology**). It may also be noted that the subject of baselines is not always established by population and housing information. The subject of the baseline is related to the particular impact area under consideration. For example, a baseline for purposes of agricultural and aesthetic impacts is related to current legal status and/or the physical condition of land in the project area (e.g., land that is designated prime farmland, a designated state scenic highway, or a valued scenic vista).

3.6 PROJECT OBJECTIVES

CEQA requires an EIR to include a statement of the objectives sought by a project proponent, in this case the City of Los Angeles. The statement of objectives should include the underlying purpose of the project.

Underlying Purpose of Proposed Plan

The underlying purpose of the Proposed Plans is to plan for and accommodate foreseeable growth in the City, including the Southwest Valley Community Plan Areas, consistent with the growth strategies of the City as provided in the Framework Element, as well as the policies of SB 375 and the SCAG RTP/SCS to direct the highest levels of intensity and development near transit corridors and stations, job centers, and neighborhood services and amenities.

Project Objectives

In accordance with CEQA Guidelines Section 15124, the specific project objectives identified below support the underlying purpose of the Proposed Plans, assist the City as Lead Agency in developing a reasonable range of alternatives to evaluate in this EIR, and will ultimately aid the decision maker in preparing findings and overriding considerations, if necessary.

The primary and secondary objectives of the Proposed Project are the following:

The **Primary Objectives** of the Proposed Project are to:

- Accommodate projected population, housing, and employment growth forecasted through the planning horizon year of 2050 consistent with the policies of the City of Los Angeles General Plan Framework Element;

- Strengthen connections between land use and transportation in a manner that is consistent with the City's General Plan, including the Framework Element, the Mobility Plan 2035, the Housing Element, and the Plan for a Healthy Los Angeles, and various sustainability policies;
- Bolster the City's goals, policies, objectives and programs that reduce greenhouse gas emissions and promote climate resiliency;
- Meet the housing needs for all income levels and minimize displacement of existing residents by increasing the availability of affordable housing and the variety of housing options within the Plan Areas;
- Encourage mixed-use and equitable transit-oriented development at key locations;
- Preserve appropriate industrial districts and improve their function and visual character through new zoning regulations for improved street frontage, screening and quality building design;
- Enhance commercial areas through zoning regulations for improved street frontage and pedestrian-oriented design standards and by promoting a diversity of uses;
- Direct growth away from low-density neighborhoods, including hillside areas.

The **Secondary Objectives** of the Proposed Project are to:

- Update existing zoning and land use designations to reflect on the ground uses;
- Encourage and promote a variety of mobility options; make streets walkable;
- Develop new standards that create a cohesive design with the surrounding built environment;
- Implement the New Zoning Code Districts and rules as applicable to this geography, through the adoption of the Southwest Valley Community Plans;
- Preserve existing and expand open space in the Southwest Valley CPAs and increase access to open space by incorporating active frontages, building breaks, and outdoor amenity space where appropriate;
- Support public infrastructure improvements consistent with other City department and public agencies;
- Protect identified eligible historic resources through new zoning regulations.

3.7 PROJECT COMPONENTS

Southwest Valley Community Plans Land Use Strategy

The Proposed Project includes updates to the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys Community Plan,

including both the policy text (**Appendix C, Policy Documents**), and the General Plan Land Use map (Plan Map). The Proposed Project would also adopt zoning ordinances to implement the updates to the Community Plans, including rezoning all parcels in the Plan Areas to regulate specific uses and apply development standards (including height of structures, Floor Area Ratios, and density) using the New Zoning Code (Chapter 1A). The Proposed Project would also extend the application of the Community Benefits Program in Article 9 of Chapter 1A, which stipulates the way covenanted affordable housing units are provided within new housing development projects.

The Proposed Plans incorporate principles set forth in the General Plan Framework, which are based on informed theories of planning and regional development over several decades, including sustainable development and smart growth, and equitable development. The General Plan Framework policies encourage compact development in proximity to transit infrastructure and activity centers. A vision of concentrated, mixed-use development adjacent to transit corridors and transit nodes is promoted in order to conserve resources, increase housing options and affordability, and improve air quality by creating more mobility options. The Proposed Plans' vision of concentrating growth around commercial centers and corridors supported by transit embodies the General Plan Framework principles.

The Policy Documents (**Appendix C**) for the Proposed Plans serve as a guide to achieve the vision for the Southwest Valley Community Plan Areas. The Policy Documents provide goals and policies that reflect Citywide principles, while creating a sustainable, equitable, and inclusive framework to accommodate anticipated growth in the Plan Areas. The Policy Documents also seek to address challenges facing the Southwest Valley and the larger region, such as climate change, housing affordability, and a shifting economy, through strategies that will guide thoughtful growth.

The Proposed Plans include updates to land use designations and zones that are intended to accommodate the growth anticipated in the SCAG 2050 forecast in a manner that enhances the quality of life for existing and future residents of the Southwest Valley Community Plans Area. New growth and housing will be directed along identified corridors and mixed-use transit nodes where future residents would live within proximity to transit and commercial amenities. The Metro G Line Busway runs from east to west, with stations in each of the Plans Areas, providing opportunities for the Proposed Project to create equitable transit-oriented development.

The Proposed Plans envision the development of the Project Area's major corridors and areas around transit stations into livable mixed-use environments with housing for a range of household types and sizes, with appropriate pedestrian connections to neighborhood amenities. Beyond the mixed-use corridors, residential neighborhoods within the Project Area are broadly distinguished as either suitable for limited change where some levels of additional development and density can occur, or as areas where the

conservation of existing development character and density is the goal. Within the change areas, the Proposed Plans aim to create low density multi-family developments (described as "missing middle" housing strategy) along corridors and neighborhoods to act as transitions from the larger multi-family and mixed-use developments located along major corridors. Further, under the Proposed Plans, the potential for additional job growth could occur along the corridors where there is potential for new commercial uses generated by new mixed-use developments. The Metro G Line Improvements Project is anticipated to be completed in 2027 and will improve bus speeds and safety along the line and will also prepare for the future conversion to light rail. The Proposed Plans would allow for a variety of housing and commercial opportunities along the Metro G (Orange) Line Stations, primarily at the Reseda, Balboa, and Canoga Park Stations, although Tampa Stations would also receive limited changes. A detailed description of the changes in each of the three Community Plans that comprise the Southwest Valley Community Plans is located in **Section 3.8** below.

In general, the proposed changes to land use designations (Plan Maps) and zoning preserve stable single and multi-family neighborhoods, encourage the revitalization of commercial areas, retain viable job-producing land uses, address industrial-residential land use conflicts, and direct growth to strategic areas where it can be supported by existing transportation infrastructure. The majority of the residential neighborhoods within the Plan Areas are proposed to maintain the existing built environment, character, and density, while a few select areas are distinguished as suitable for limited and strategic change where some levels of additional development and density can occur. In addition, certain parcels in the Southwest Valley CPAs will be updated to Public Facilities or Open Space to reflect existing parks, conservation of natural resources, schools and other public facilities, which will slightly increase the Open Space designation, see **Figures 3.0-21** and **3.0-22** in **Section 3.8.**

The Southwest Valley Community Plans are being updated consistent with California State law (Government Code Section 65300) in order to plan for future growth and accommodate projected increases in population and employment. The Proposed Plans would also be consistent with the growth strategies of the City's Framework Element, as well as the State and Regional policies of SB 375, the SCS, as well as assess potential transportation impacts utilizing the vehicle miles traveled (VMT) metric pursuant to CEQA Guidelines Section 15064.3 (Senate Bill 743). Additionally, the Proposed Plans would meet the environmental justice requirements of Government Code Section 65302 (SB 1000).

SCAG has adopted RTPs since 1976, but the Sustainable Communities and Climate Protection Act of 2008, also known as SB 375, began requiring SCAG to prepare an SCS as an integral part of its RTP. The SCS enables cities and counties of Southern California to achieve target levels of reduction in GHG emissions by 2035 and 2040. The overarching strategy for the RTP/SCS envisions growing more compact communities in existing urban areas with efficient public transit and safe mobility opportunities and preserving open

space and natural lands. Major themes include integrating transportation investments and future land use patterns, striving for sustainability, providing more transportation choices, responding to demographic and housing market demand for smaller housing and a more walkable lifestyle, supporting economic growth with infrastructure, and improving public health. The RTP/SCS builds upon these strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The Proposed Plans follow the policies of infill development contained in the General Plan Framework and SCAG's RTP/SCS, which would facilitate mobility and housing choices.

Southwest Valley Community Plans "Reasonably Anticipated Development"

The underlying purpose and a primary objective of the Southwest Valley Community Plans is to accommodate future growth in the Plan Areas, and specifically to accommodate the employment, housing, and population growth projections through the planning horizon year 2050. With implementation of the Southwest Valley Community Plans, the General Plan designations and intensities of the Plan Areas would be revised to accommodate population growth, housing, and employment demand projected by SCAG through the year 2050. The Southwest Valley Community Plans would also meet the other project objectives and underlying purpose to accommodate growth in the City consistent with the Framework Element policies, the SCS and SB 375, including locating growth in transit centers.

To assess potential environmental impacts of the Southwest Valley Community Plans, the reasonably anticipated development that is anticipated to occur by 2050 as a result of the Southwest Valley Community Plans was determined. The reasonably anticipated development of the Area was determined based on assumptions about the level of development that can be anticipated to occur during the life of the Southwest Valley Community Plans (through the year 2050, or approximately 20 years into the future, coincident with the most recently adopted RTP/SCS). A key factor in determining reasonably anticipated development is the allocation of land and the distribution of uses to reflect the development patterns most likely to be built, or that are reasonably expected to occur, including through implementation of the City's growth strategies that are consistent with the Framework Element and SCAG's SCS (e.g., locating density near transit, and regional centers). This approach is consistent with the approach used by SCAG to comply with federal laws that require RTPs to reflect development patterns most likely to be built in the region. As SCAG is a guiding precept, it is the City's policy for Community Plans to meet or exceed the expected projections for population, housing units, and jobs developed by SCAG.

The development growth assumptions for the Proposed Plans are based on: the acreage of land use designations and the allowable densities and intensities of each zone within the land use designation; anticipated levels of development in the life of the Proposed Plans; and development constraints, such as topography, land acquisition and construction costs, restrictions due to contamination, and historic

preservation regulations. The reasonably anticipated development is based on SCAG data and then further refined to reflect actual land use conditions as described above. The City's methodology for determining the reasonably anticipated development and associated reasonably foreseeable growth in population, housing, and employment is further discussed in **Appendix B.**

Table 3.0-4
2050 Reasonably Anticipated Development of the Southwest Valley Community Plans Compared to SCAG Forecast

	2024 Baseline/a/	Existing Plan Reasonably Anticipated Development/b/	2050 Proposed Plan Reasonably Anticipated Development/b/	2050 SCAG Growth Forecast/c/
Canoga Park-Winnetka-Woodland Hills-West Hills				
Housing	72,286	99,309	137,362	88,543
Population	190,815	234,864	324,860	209,356
Employment	93,342	117,366	138,871	116,376
Encino-Tarzana				
Housing	33,270	49,936	52,577	37,313
Population	77,533	107,861	113,566	80,852
Employment	47,648	36,522	64,380	62,447
Reseda-West Van Nuys				
Housing	37,939	55,043	65,333	44,845
Population	108,296	144,213	171,173	117,498
Employment	37,722	49,766	58,686	48,031
Van Nuys-North Sherman Oaks (Part of the VNY Add Area)				
Housing	6,682	8,7595	10,187	6,928
Population	17,985	22,949	26,689	17,889
Employment	6,627	8,107	8,711	7,362
Northridge (Part of the VNY Add Area)				
Housing	0	0	0	0
Population	0	0	0	0
Employment	**103**	48	48	69
Mission Hills-Panorama City-North Hills (Part of the VNY Add Area)				
Housing	0	0	0	0
Population	0	0	0	0
Employment	217	128	128	176

/a/ 2024 Baseline – SCAG 2024-2050 RTP/SCS, City of LA Demand Forecasting (TDF) Model
/b/ LADCP - 2024
/c/ SCAG 2024-2050 RTP/SCS
Note: Numbers are rounded to the nearest thousand

Existing Plans and Proposed Plan

CEQA requires the EIR to compare the Proposed Plan to existing conditions. Other than analyzing the No Project alternative in the Alternative Analysis, comparing the Proposed Plan to current plans is not required and it is not appropriate for impact analysis under CEQA. To the extent this comparison is provided in a few places in the EIR, it is provided for informational purposes only, not for impact analysis, to highlight how the Proposed Plans update the population, housing and employment in the context of reasonably anticipated development in the Project Area and to inform decision makers and the public regarding different potential impacts if the Current 1998 Plan were to continue compared to the impacts of the Proposed Plans. **Table 3.0-4, 2050 Reasonably Anticipated Development of the Southwest Valley Community Plans Compared to SCAG Forecast**, compares the current and Proposed Plans' reasonably expected growth potential (see **Appendix B, Methodology**). The Proposed Plans would increase reasonably anticipated housing, population, and employment as compared to the current Plans. The Proposed Plans would accommodate SCAG's population, housing and employment projections based on the amount of growth that can reasonably be anticipated to occur during the life of the Proposed Plans, given the Proposed Plans' land use designations and policies, and the proposed zoning regulations.

It is important to note that the Reasonably Anticipated Development (RAD) analysis conducted for the Proposed Plans considers factors such as recent changes to State and local housing laws and incentive programs (i.e. Senate Bill 79, Density Bonus Law, and the local Citywide Housing Incentive Program) aimed at incentivizing and facilitating the *by-right* development of housing projects consisting solely of covenanted affordable housing units or of a mix of market-rate and affordable housing units specifically located within a half-mile radius of any transit station that meet the State's most recent definition of a "Major Transit Stop"[6]. Furthermore, under SB 79 any site that allows residential uses, including sites zoned uniquely for single-family development, and is also located within a half-mile of a "Transit Oriented Development Stop"[7] is eligible for density and increased height bonuses and other incentives that allow up to ten units by-right or more units in exchange for providing covenanted affordable units; the law further specifies that a "Transit-Oriented Development Stop" has the same definition as a "major transit

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6 California Legislature. Assembly Bill No. 2553, *Housing development: major transit stops: vehicular traffic impact fees*, September 2024. Ch. 275 AB 2553. https://leginfo.legislature.ca.gov/faces/billVersionsCompareClient.xhtml?bill_id=202320240AB2553. Accessed April 2026

7 SB 79 also includes stops on a route for which a preferred alternative has been selected, or which are identified in a regional transportation improvement program. SB 79 establishes two tiers with an associated one-half mile and one-fourth mile buffer where applicable incentives are scaled based on the distance from and tier-type of an eligible TOD stop

stop." [8] Overall, such factors considered by the RAD analysis ultimately resulted in the Proposed Plans showing a higher ability to accommodate the SCAG housing projections. **Section 4.13, Population and Housing,** provides more description of the Proposed Plans' population, housing, and employment projection results, and **Appendix B, Methodology,** provides a description of the RAD analysis and the role of factors, such as SB 79.

3.8 SOUTHWEST VALLEY COMMUNITY PLAN DESIGNATIONS, ZONING, AND OTHER PLAN COMPONENTS

Overview

The Proposed Plans, which include implementing Chapter 1A in the Plan Areas, will include updated zones and General Plan Designations within the Southwest Valley CPAs. However, not all changes will result in changes to allowable density or intensity. General Plan Amendments and Zone Changes are described in more detail below. In general, zone changes resulting in increased development potential such as height, floor area ratio, or density are proposed along commercial corridors, such as Ventura Blvd., and near transit infrastructure, where the goal is to allow for pedestrian-oriented, mixed-use development with housing options in proximity to transit. While Zone Changes and General Plan Amendments are proposed throughout the Plan Areas, conservation of the existing residential density is proposed for the majority of the Project Area's current Low Residential, Very Low Residential, and Minimum Residential designated areas. Conservation of industrially zoned land for jobs-focused uses is also proposed as a means to protect industrial areas from conversion to residential use. In addition to changes to building form regulations, uses will be revised to create more comprehensive, healthy neighborhoods throughout the CPAs by introducing limited neighborhood-serving commercial amenities into residential neighborhoods. Height limits that exist in residential zoning standards today will be included as part of the Form District applied through the proposed zoning in the Southwest Valley.

The following general categories of changes are proposed for the CPAs in the Proposed Plans:

1) **Limited Change Areas and Nomenclature Changes:** These changes rely on new zones created through the New Zoning Code applied to parcels to reflect existing development patterns, built conditions, or uses permitted. They do not substantially change the residential density or increase height or floor area ratio (FAR) regulations. In some instances, the Zone Change or General Plan Amendment is the result of a nomenclature change and will not substantially change development regulations. Areas with this limited level of change include:

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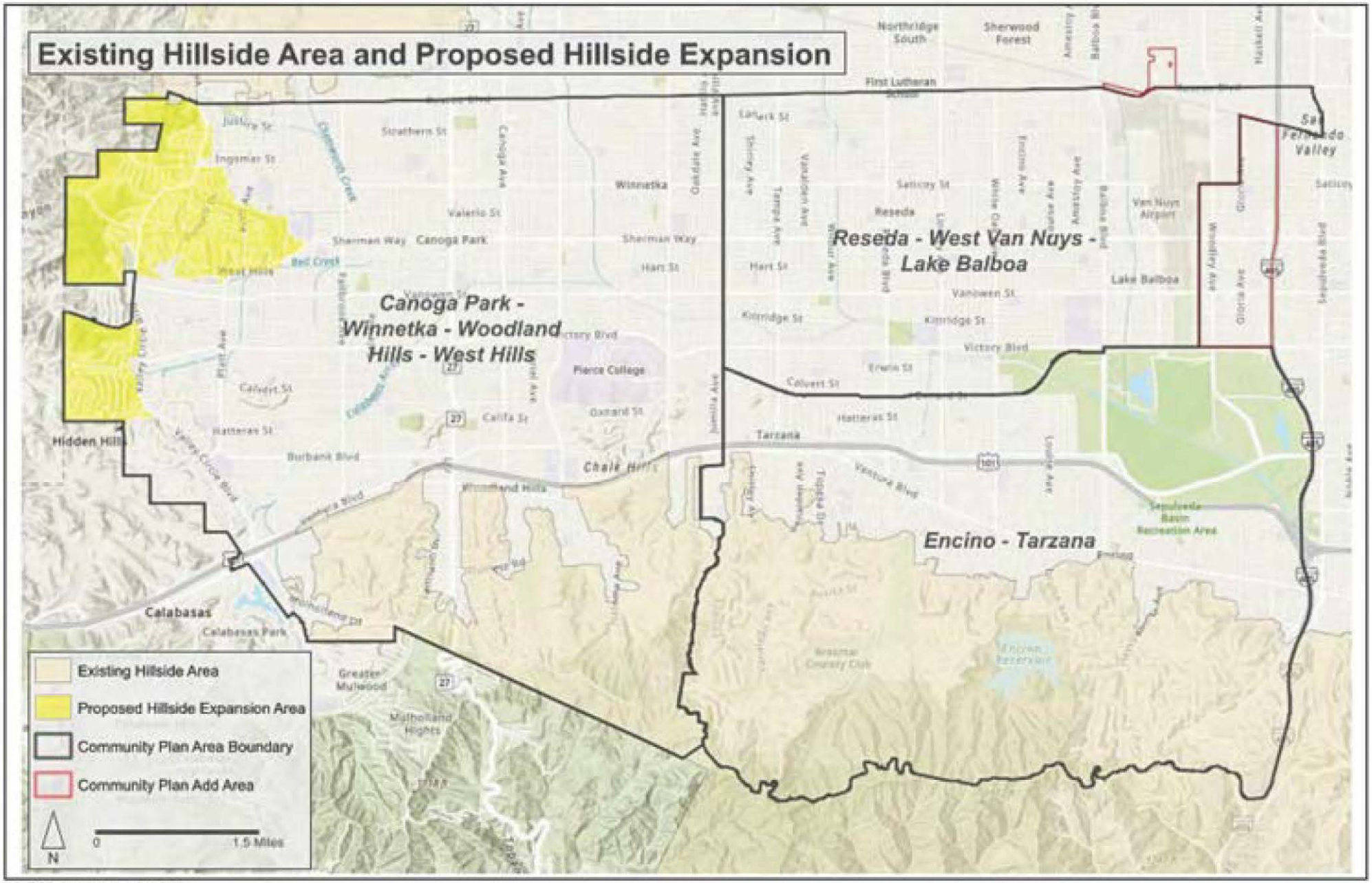
8 California Legislature. Senate Bill No. 79, Housing development: transit-oriented development, October 2025. Ch 512, SB 79. https://leginfo.legislature.ca.gov/faces/billVersionsCompareClient.xhtml?bill_id=202520260SB79. Accessed April 2026.

a) **Minimum Residential, Very Low Residential, and Low Residential General Plan Designation Areas in the Flatlands**: This applies to the low-density residential areas in the flatlands of the Canoga Park-Winnetka-Woodland Hills-West Hills and Encino-Tarzana CPAs, and low-density residential areas throughout the Reseda-West Van Nuys-Lake Balboa CPA. These areas will be zoned with Form Districts that mirror existing regulations and conditions, such as height and floor area. Minimum lot sizes will range between 4,000 and 20,000 square feet for residential, with a five-acre minimum lot size for parcels with the Large Lot 5 (LG5) Form District. Changes from existing regulations include a reduced rear yard setback to be consistent with SB 477 (and other ADU-related state laws) and a reduced minimum lot size of 4,000 square feet for Low Residential areas instead of the existing minimum lot size of 5,000 square feet.

b) **Minimum Residential, Very Low Residential, and Low Residential General Plan Designation Areas in Hillsides**: This applies to the low-density residential areas in the Hillsides in the Canoga Park-Winnetka-Woodland Hills-West Hills and Encino-Tarzana CPAs. These areas will be zoned with Form Districts that mirror existing regulations and conditions. New Development Standards Districts will be applied that will regulate haul routes and grading limitations. Current regulations do not set operation standards for hauling trucks. Thus, to minimize the impact of hauling trucks and to reduce carbon emissions, the Proposed Plans propose to limit the number of hauling trucks allowed in total and per hour, as well as new control measures for hauling truck travel routes. The Proposed Plans will carry existing grading regulations which cap the maximum amount of grading for any lot to 1,000 cubic yards (c.y.) plus 10 percent of the area. As such, a 5,000 s.f. lot would have a maximum grading amount of 1,500 c.y. (1,000 c.y. for the base amount +500 c.y. for the 10 percent calculation). These development standards will be extended to include agricultural zones in the hillsides.

   i. **Designated Hillside Areas**: Portions of the Canoga Park – Winnetka - Woodland Hills - West Hills and the Encino – Tarzana Community Plan Areas contain hillside terrain. The "Hillside Area" shown on the map below (Figure 3.0-8) activates street access, fire sprinkler, and retaining wall requirements. Zoning modules are proposed to implement the existing Baseline Hillside Ordinance regulations in the New Zoning Code. In addition, the Proposed Plans are expanding the Hillside designation to select areas in the West Hills neighborhood of the Canoga Park – Winnetka - Woodland Hills - West Hills Community Plan Area, as shown in **Figure 3.0-8**.

c) **Light Industrial General Plan Designation Areas**: In the Southwest Valley, about 18 percent of land is currently designated for industrial uses, and the Proposed Plans propose a strategy to preserve and improve existing industrial zoned sites by maintaining the Light Industrial General Plan Land Use designation on these sites, (see **Figure 3.0-9**). This designation provides a balance of large facilities and small workplaces, accommodates a diverse set of industries, and supports businesses at all stages of growth. Allowable light industrial uses include but are not limited to, manufacturing, warehouse and distribution, research and development, office, and limited commercial. To better accommodate the different land use intensities between existing industrial zoned sites, the Proposed Plans updates are proposing the "Light Industrial - Sensitive" (I6) and "Light Industrial - Preserve" (I7) use districts, which are described in **section 3.3 (Revisions to Allowable Uses)**.



SOURCE: City of Los Angeles, 2026

FIGURE 3.0-8

IMPACT SCIENCES

Existing Hillside Area and Proposed Hillside Expansion Area

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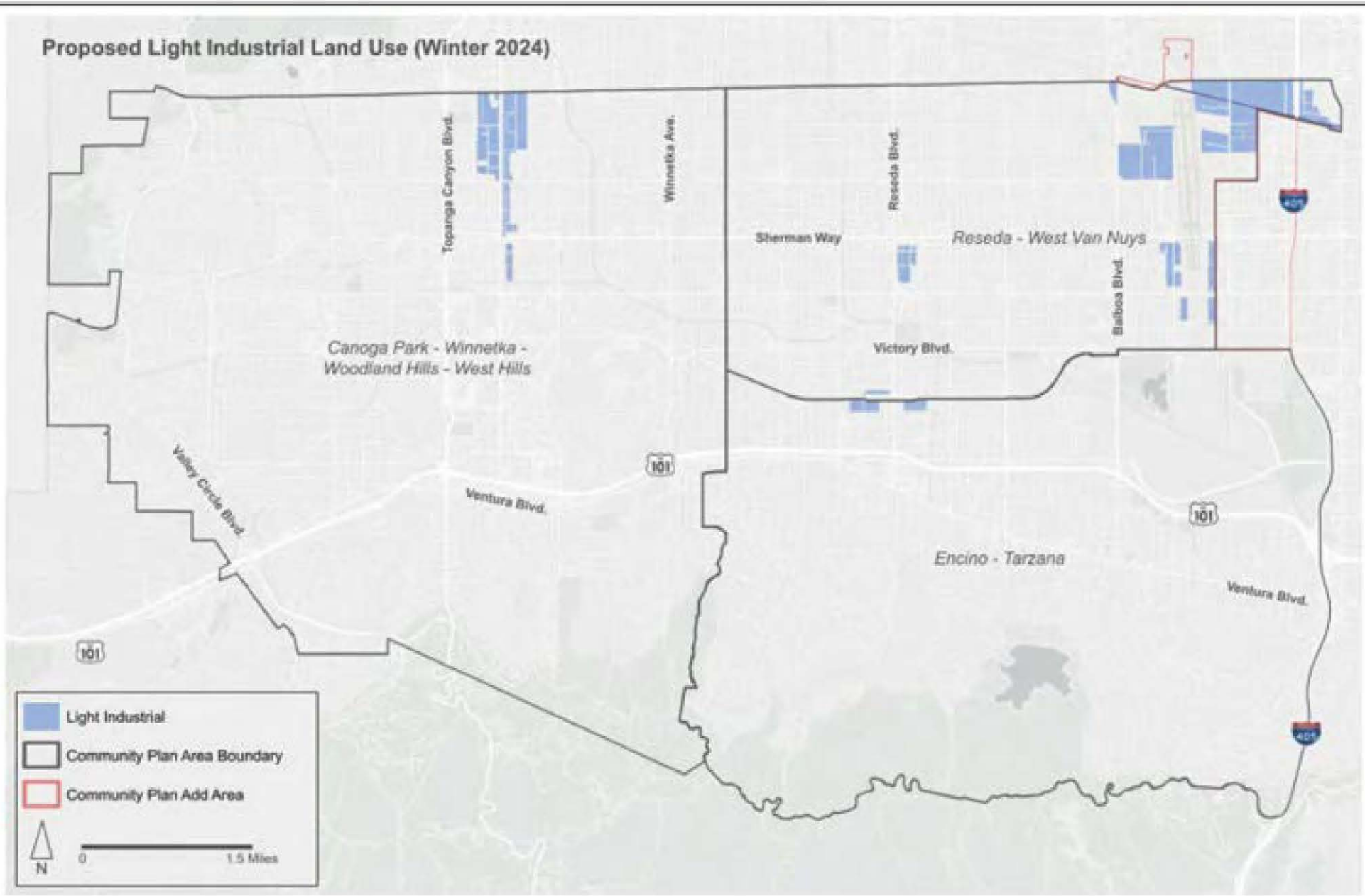

SOURCE: City of Los Angeles, 2026

FIGURE **3.0-9**

IMPACT SCIENCES

Proposed Light Industrial Land Use Designation

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d) **Van Nuys Airport (Reseda-West Van Nuys-Lake Balboa Community Plan):** The Proposed Plans include a boundary change to the existing Reseda-West Van Nuys CPA to include the entirety of the Van Nuys Airport within the Community Plan boundary, and also redesignates portions of the Airport from Light Manufacturing to Light Industrial and from Light Manufacturing to Production, see **Figure 3.0-3 Proposed Boundary Changes**. The Proposed Plans do not include changes to the VNY Airport Plan regulations or airport-specific zoning; therefore, changes to the zoning regulations for the LAWA-owned land are not proposed. The only proposed changes include updates to the General Plan Land Use designations, which include a new Production Land Use designation and maintenance of the Light Industrial Land Use designation, a boundary changes so the airport is entirely located within the Reseda-West Van Nuys-Lake Balboa Community Plan, and a Supplemental District to continue implementation of the Airport Plan and associated "Q" Conditions. The Production designation is intended to preserve and sustain industrial activity while serving as a regional jobs base. Permitted uses include heavy industrial, as well as evolving and innovative industries, such as light assembly and manufacturing, clean technology, research and development facilities. Permitted uses under the Light Industrial designation include warehousing, storage, distribution; offices; commercial uses such as restaurants, retail, and grocery stores; and adaptive reuse of existing buildings for live/work units. The construction of new housing units would not be permitted under the Production and Light Industrial designations.

e) **Equine Keeping "K" District Areas (Canoga Park-Winnetka-Woodland Hills-West Hills CPA and Reseda-West Van Nuys-Lake Balboa CPA):** The existing K designations will be removed from three neighborhoods: first, in the northwest corner of the Project Area bound by Roscoe Boulevard to the north, Valley Circle Boulevard to the east, and north of Strathern Street; second, the area bound by Stagg Street and Saticoy Street to the north and south, and White Oak Avenue and Encino Avenue to the west and east; third, the area bound by Erwin Street and Topham Street to the north and south, and from Wilbur Avenue to just west of Reseda Boulevard to the west and east. Though it will no longer have the relaxed distancing standards of a K District, other primary regulations will be maintained in the neighborhood noted along Saticoy Street. There, the existing Very Low Residential GPLU will be maintained, a Form District with the same minimum lot size as exists today will be applied, and a Use District with relaxed use permissions for equine keeping and other limited agricultural uses when compared to non-equine single-unit residential use permissions will be applied. The third neighborhood, located along Topham Street, is located adjacent to the G Line Reseda Station and is discussed below in the subsection entitled "Changes to Development Potential." The area referred to as "Reseda Ranch" will be zoned with districts that will mirror existing K Districts regulations. The area is bound by Roscoe Boulevard and Saticoy Street to the north and south, Corbin Avenue to the west from Roscoe Boulevard south to Strathern, Tampa Avenue to the west from Strathern Street south to Saticoy Street, and Wilbur Avenue to the east, that are designated with a mix of Low Residential and Very Low Residential GPLUs, and a mix of RS-1 and RA-1 zones. Though this area does not have an existing K District applied (see **Figure 3.0-10**), it is rural suburban in character and has existing equine keeping uses on select lots. This area will be zoned with Form Districts and Use Districts that will mirror existing K District regulations, including distancing and setback requirements consistent with K District regulations that have standards for equine enclosures to coexist with residential developments.



SOURCE: City of Los Angeles, 2026

FIGURE **3.0-10**

IMPACT SCIENCES

Existing Equine Keeping ("K") Districts

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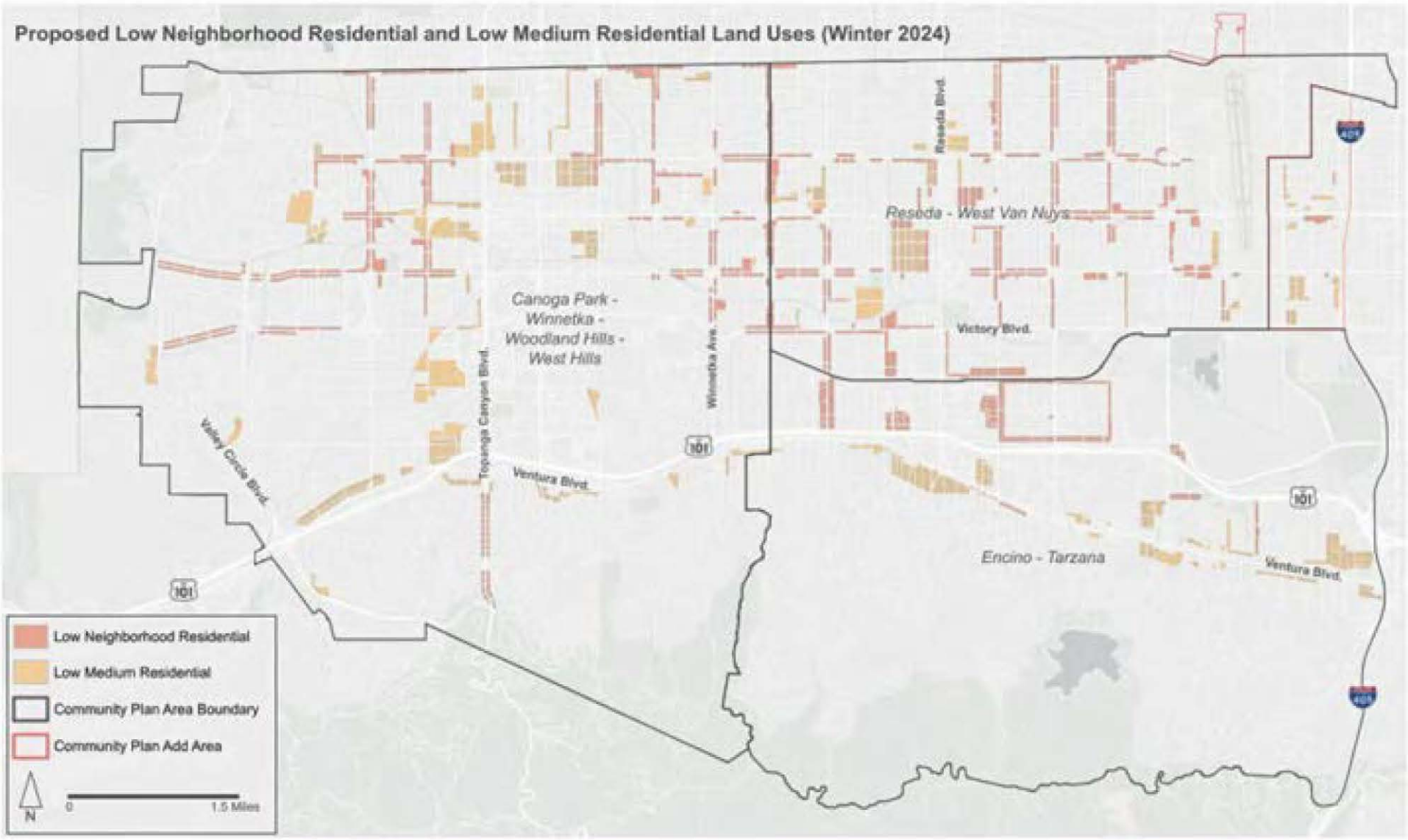
2) **Changes to Development Potential:** This subsection describes changes to development potential as a result of zoning and Land Use designation changes. Increased development potential occurs when the zoning regulations on a property are changed to allow for greater intensity, through residential density, FAR, or height increases, for example, or when a General Plan Land Use designation is changed to a designation that allows for zones with a wider range of more intense uses, and/or greater residential density, FAR, or height. Decreased development potential occurs when the zoning regulations on a property are changed to decrease the allowable intensity, through residential density, FAR, or height reductions, for example, or when a General Plan Land Use designation is changed to a designation that only allows for zones with a more restrictive or reduced range of uses, or that further restrict residential density, FAR, or height. Typically, change to development potential results from changes to both the zoning and General Plan Land Use designation on a lot, in order to achieve goals established in the Community Plan.

    a) **Low Neighborhood Residential and Low Medium Residential General Plan Designation Areas:** The Southwest Valley CPAs have many alley-loaded corridors where the garage entrance is located at the rear of the dwelling, typically off an alley that runs behind the building. These corridors typically front multiple lanes of travel and generally have one- to two-story single-dwelling (i.e., single-family homes), with lots generally ranging from 5,000 to 7,500 square feet. To support the creation of complete neighborhoods where residents can access jobs, schools, and essential amenities within walking or biking distance, the Community Plans are proposing to allow for moderate density increases on some of these existing single-dwelling corridors, (see **Figure 3.0-11**). This strategy allows major Avenues and Boulevards that already have sizable street widths and connect multiple neighborhoods to now accommodate missing middle housing. Missing middle housing refers to a range of low-scale buildings that contain multiple dwelling units and are typically in the form of townhomes, small lot homes, smaller apartment complexes, and courtyard buildings. The missing middle strategy is proposed to be applied within the Low Neighborhood Residential and the Low Medium Residential General Plan Land Use designations. Form Districts and Density Districts will be applied that would generally allow a graduated FAR of up to 1.5:1 for up to six units and 2.0:1 for up to ten, and height of up to three stories or four stories, depending on location.



SOURCE: City of Los Angeles, 2026

FIGURE **3.0-11**

IMPACT SCIENCES

Proposed Low Neighborhood Residential and Low Medium Residential Land Use Designations

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b) **Ventura Boulevard**: Ventura Boulevard is a key commercial corridor within the South Valley that spans over 17 miles in length, passing through three community plan areas: Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass, Encino-Tarzana, and Canoga Park-Winnetka-Woodland Hills-West Hills. The existing Ventura-Cahuenga Boulevard Corridor Specific Plan has an additional layer of land use regulations for properties that front on Ventura Boulevard as well as parcels on adjacent boulevards, including Topanga Canyon Boulevard and Reseda Boulevard. These regulations address land use, building massing, height, parking, signage, and landscaping for properties within the specific plan boundaries. The Proposed Plans Update will revise the Ventura-Cahuenga Boulevard Corridor Specific Plan, by removing all Specific Plan land use regulations, including use and sign regulations, attributed to the areas west of the I-405, which are within the Project Area. However, the Specific Plan will continue to apply to the remainder of the Specific Plan Area of Ventura Boulevard within the Project Area, as this Area will still be subject to the Specific Plan's Transportation Project Impact Assessment (PIA) Fees, intended to implement targeted pedestrian safety, traffic calming, and streetscape enhancement throughout the Ventura-Cahuenga Boulevard Corridor. The Proposed Plans include land use regulation updates to following areas within the Specific Plan boundaries. The portion of Ventura Boulevard west of the I-405 Freeway will be rezoned to accommodate greater levels of development, including housing, which will minimize development pressure on residential neighborhoods. Parcels designated as Regional Center between Balboa Avenue and the I-405 in Encino will have a Form District and Density District with an allowable base FAR of 1.5:1 and bonus FAR of 6:1, and the height and density will be limited by allowable FAR. Parcels designated as Village will have a Form District and Density District that allows a base FAR of 1.5:1 and a bonus FAR of 3.5:1, a base height of three stories and bonus height of five stories, and base density of 1 unit per 400 square feet in Woodland Hills and Encino. Parcels designated as Village in Tarzana will have a Form District and Density District that allows a base FAR of 1.5:1 and a bonus FAR of 4:1, a base height of three stories and bonus height of 6 stories, and base density of 1 unit per 400 square feet. Parcels designated as Community Center located along Ventura Boulevard between Topanga Canyon and Corbin Avenue, Amestoy Avenue and Balboa Boulevard, the north side of Ventura Boulevard between Corbin Avenue and Crebs Avenue, Etiwanda Avenue and Lousie Avenue will have a Form District and Density District that allows a base FAR of 1.5:1 and a bonus FAR of 5:1, a base height three stories and a bonus height of eight stories, and density of 1 unit per 400 square feet, and the properties along Ventura Boulevard west of Topanga Canyon, the south portion of Ventura Boulevard between Corbin Avenue and Burbank Boulevard, and Etiwanda Avenue and Louise Avenue will have Form District and Density District that allow a base FAR of 1.5:1 and a bonus FAR of 3:1, a base height of three stories and a bonus height of five stories and density of 1 unit per 400 square feet. Other proposed regulations will focus on building design standards, active ground-floor uses, and reduced prominence of parking, which are intended to enhance the vitality of this corridor. Properties within the specific plan boundaries east of the I-405 and within the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area will be rezoned as part of the Southeast Valley Community Plan Update, which is not part of the Proposed Project, see **Figure 3.0-12.** Additionally, the update to the Specific Plan's existing transportation project impact assessment fee will be addressed through a separate planning work program that is not part of the Southwest Valley Community Plan Updates.



SOURCE: City of Los Angeles, 2026

FIGURE **3.0-12**

IMPACT SCIENCES

Proposed Land Use Designations for Ventura Boulevard

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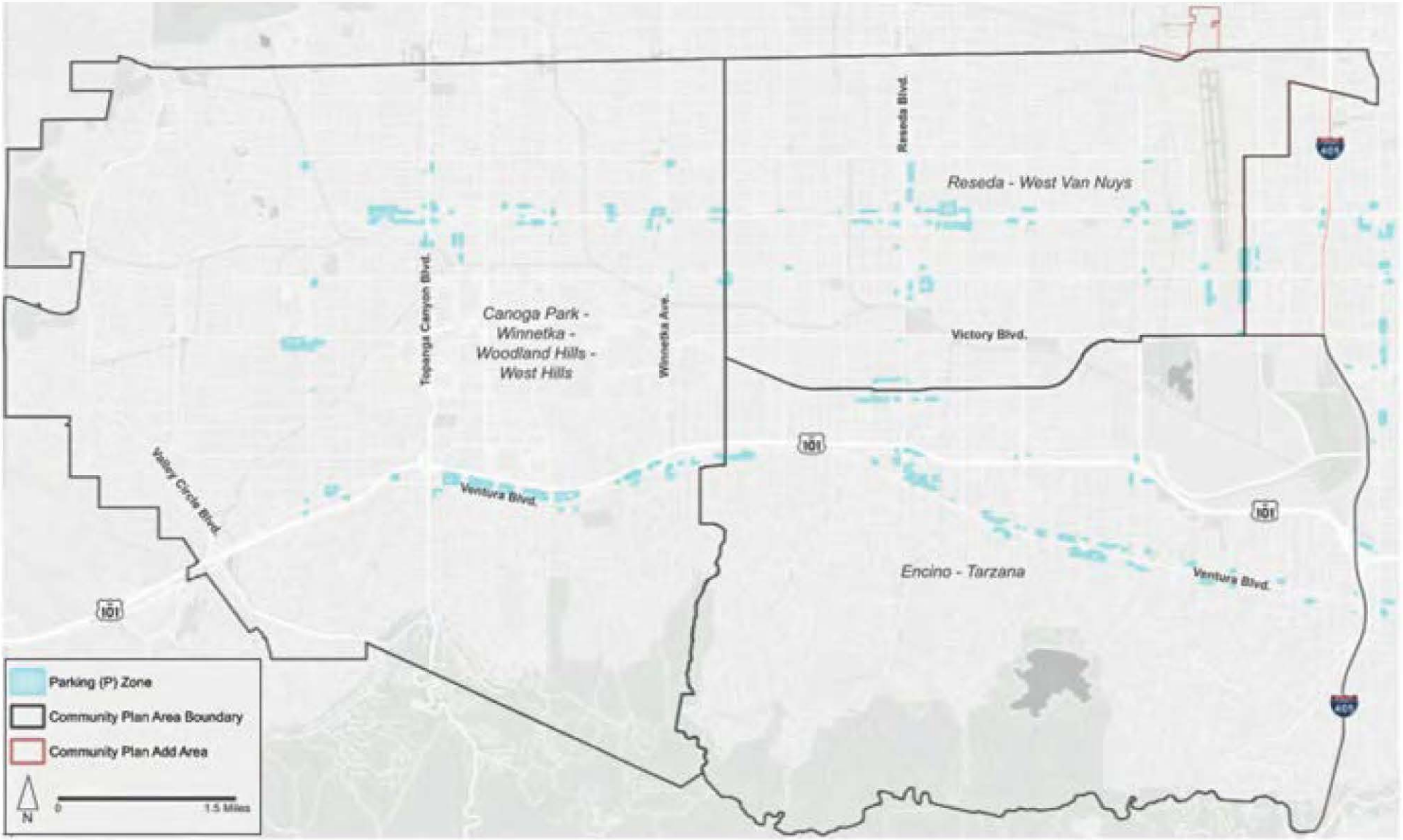
c) **Parking (P) Zones**: Currently, approximately 6 percent of land in the Southwest Valley is designated as parking zones ("P Zones"), in which the only permitted use is parking, **see Figure 3.0-13**. These lots will be rezoned with Form Districts and Use Districts to match the standards of adjacent residential and mixed-use commercial zones in order to increase the areas that can provide housing, jobs, and retail options across the Southwest Valley and to promote a more pedestrian-oriented built environment. Removing parking zones does not mean removing parking standards. Chapter 1A contains parking requirements and parking facilities design standards that allow greater flexibility for how parking is built across the Southwest Valley.

d) **Community Center and Neighborhood Center General Plan Designation Areas**: Within the Plan Areas, there are commercial corners located at approximately one-mile intervals along major intersections throughout the Proposed Plan Areas. These commercial corners facilitate neighborhood-serving amenities, including restaurants, personal services, gas stations, grocery stores, housing, and a variety of other uses. Currently, these areas are a mix of General Commercial, Neighborhood and Office Commercial, Community Commercial, and Limited Commercial land use designations with corresponding zones of CR, C1, C1.5, C2, C4, RAS3, and RAS4. Current zoning allowances and Q conditions cap much of the development potential of these sites with a FAR that ranges from 0.5 to 1.5 and height from 35 to 45 feet. Existing commercial corners are proposed to be changed to either Community Center or Neighborhood Center land use designations, **see Figure 3.0-14**. Projects would be able to access additional development rights such as increased FAR, density, and height in exchange for the provision of affordable housing and, in some cases, other community benefits. The base allowances would generally remain consistent with the existing C zoning of many of the commercial corner sites, with a three- to four story height limit, a 1.5:1 FAR, and a 400 density (this Density District allows one housing unit per 400 square feet of the lot area). In exchange for providing affordable housing units, projects can generally access bonus FARs that range up to 3:1 FAR and a bonus height of five stories. A description of the Community Benefits System that would be available in this area is described in the section below.



SOURCE: City of Los Angeles, 2026

FIGURE **3.0-13**

IMPACT SCIENCES

Existing Parking (P) Zones to be Rezoned

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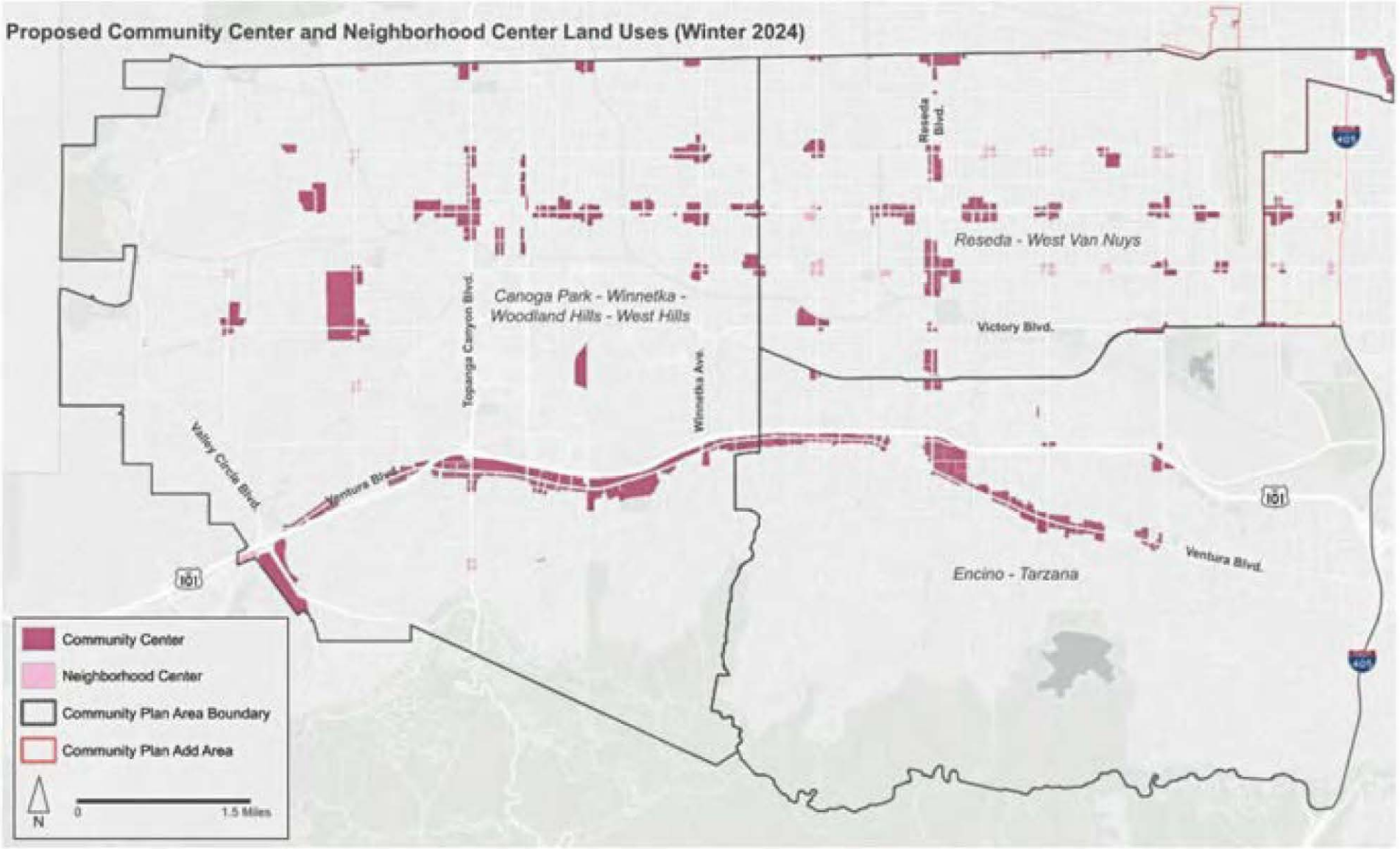

SOURCE: City of Los Angeles, 2026

FIGURE **3.0-14**

IMPACT SCIENCES

Proposed Community Center and Neighborhood Center Land Use Designations

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e) **Metro G Line Transit Areas and Transit Nodes**: Areas of the CPAs located in proximity to transit, particularly along the Metro G (Orange) Line busway and intersections of two or more bus routes with a frequent service interval of 20 minutes or less, are proposed with zone changes and plan amendments to accommodate additional housing and neighborhood services near transit.

i. **Woodley and Balboa Metro G Line Station Areas (Reseda-West Van Nuys-Lake Balboa CPA)**: The area surrounding the Metro G Line Woodley Station is bounded by Vanowen Street and Victory Boulevard to the north and south, Hayvenhurst Avenue to the west, and the 405 Freeway to the east. The area surrounding the Metro G Line Balboa Station is bounded by Vanowen Street and Victory Boulevard to the north and south, Louise Avenue to the west, and Hayvenhurst Avenue to the east.

These transit nodes are envisioned as dense, mixed-use centers that will promote walkability and transit access. In accordance with State law AB 2097, parking minimums would not be required. Currently, these areas are composed of a mix of R1, R2, RD1.5, RD2, RD3, R3, R4, C1.5, C2, and C4 zones. These areas are proposed to become designated as Community Center at existing commercial corners, with development regulations ranging from a base of 1.5:1 FAR and bonus of 3:1 FAR and base height of three stories and bonus height of up to eight stories, in exchange for including restricted affordable units in the development project. The residential corridors adjacent to the commercial corners would be proposed as Low Neighborhood Residential, and Form Districts and Density Districts will be applied that would generally allow a graduated FAR of up to 2:1, height of up to three stories, and up to four units, **see Figure 3.0-15**.

ii. **Sherman Way Metro G Line Station Area (Downtown Canoga Park)**: The Metro G Line Sherman Way Station is located at the intersection of Sherman Way and Canoga Park Avenue. The area near the station along Sherman Way west of Canoga Avenue is proposed to be designated as Villages, which would allow a base FAR of 1.5:1 and a bonus FAR of 3:1, and a base height of three stories and bonus height of up to six stories. Some industrially zoned parcels under the existing Limited Manufacturing land use designation located along Canoga Avenue between Bessett Street and Hart Street and between Sherman Way and Cohasset Street is proposed to be redesignated to the Villages land use designation, with similar FAR and height as noted above, in order to allow mixed-use developments that can provide both services and housing within walking distance from the G line. The area along Sherman Way east of Canoga Avenue is proposed as Community Center, which would allow a base FAR of 1.5:1 and a bonus FAR of 5:1, and a base height of three and a bonus height of up to eight stories. In addition to streamlining and incorporating the existing Community Design Overlays in the underlying zoning, the Proposed Plans will also apply regulations that create continuity between new and existing buildings by requiring buildings to step back after the first two stories, high ground floor transparency, and locating the parking at the rear of the building. Parcels currently zoned R1 and designated as Low Residential are proposed as Low Medium Residential with a graduated FAR that would allow 0.45:1 for one unit and 1.15:1 for four units, and up to three stories in height, **see Figure 3.0-16**.



SOURCE: City of Los Angeles, 2026

FIGURE **3.0-15**

IMPACT SCIENCES

Proposed Land Use surrounding Metro G Line Woodley Station

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SOURCE: City of Los Angeles, 2026

FIGURE **3.0-16**

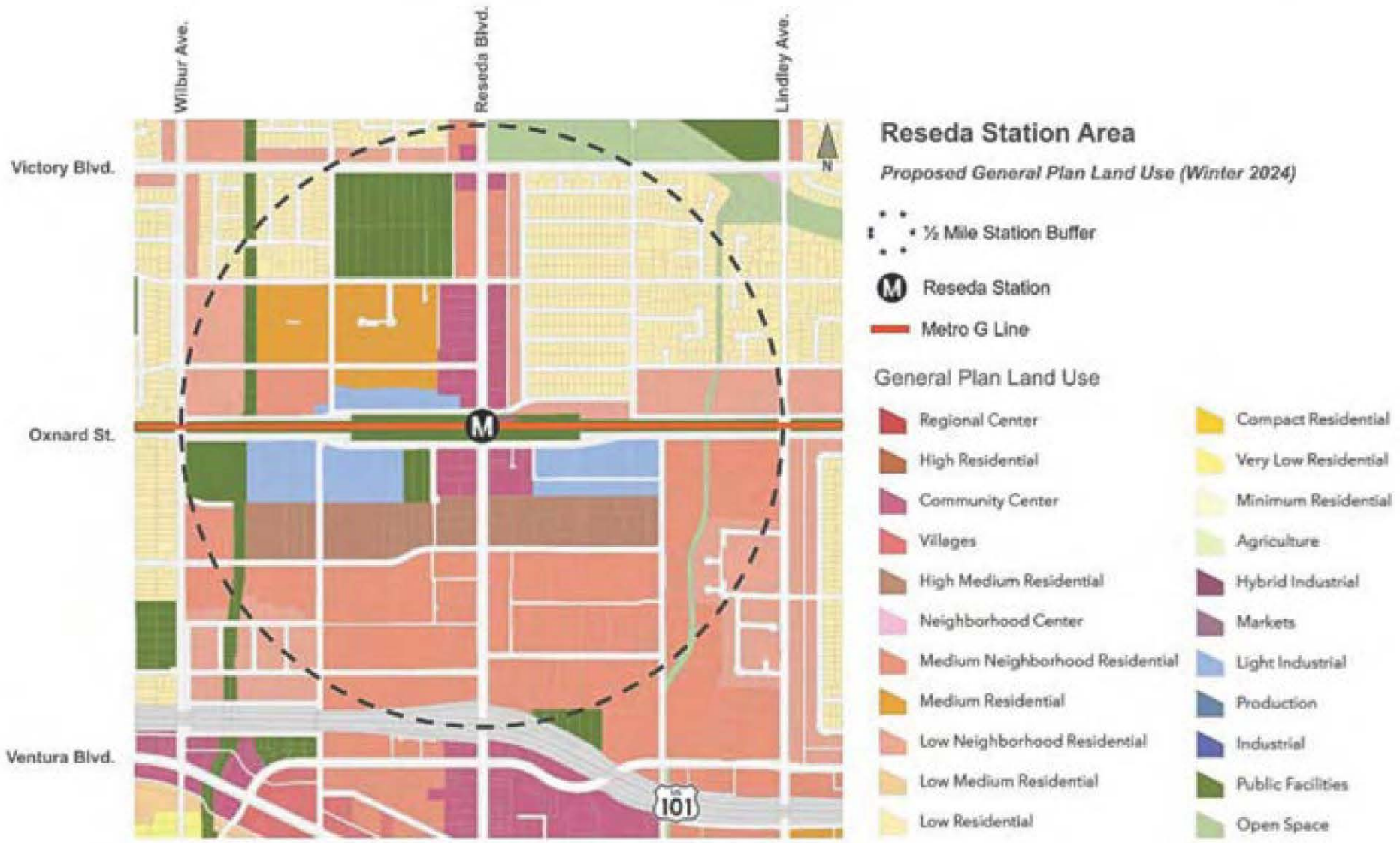
IMPACT SCIENCES

Proposed Land Use Designations surrounding Metro G Line Sherman Way Station

1264.015•9/26

iii. **Reseda Metro G Line Station Area (Reseda-West Van Nuys-Lake Balboa and the Encino-Tarzana CPAs):** This applies to the area bound by Victory Boulevard to the north, the 101 Freeway to the south, Wilbur Avenue to the west, and Lindley Avenue to the east and are within the Reseda-West Van Nuys-Lake Balboa and the Encino-Tarzana CPAs. Properties north of Topham Street between just west of Reseda Boulevard and east of Wilbur Avenue, that are currently designated Very Low Residential with a "K" Equine keeping District zone overlay, are proposed to be zoned with Form Districts that would remove the additional setback and distancing requirements originally intended to accommodate equine and animal keeping structures. According to the Los Angeles Department of Animal Services, there are no licensed equines registered with the Department located in this area. Currently, these areas are designated as Very Low I Residential and Low Medium I land use designations, with the following corresponding zones RA-1-K-RIO, RE11-1-K-RIO, and RD3. This area is proposed as Medium Neighborhood Residential for parcels located closest to the Metro G Line Reseda Station and is proposed with the Low Neighborhood Residential designation for parcels further from the Reseda Station. Development regulations would range from a base 1:1 FAR to a bonus of 3:1 FAR, with a base height limit of three stories and bonus height of up to five stories. Increases in development potential may be provided in exchange for a percentage of affordable housing units as part of future proposed projects through the Community Benefits Program. For the portion of the station area within the Encino-Tarzana CPA, the Community Center at the corner of Oxnard Street and Reseda Boulevard acts as the core of this district and will have the greatest intensity in terms of residential density and scale to leverage its immediate proximity to the Station.[9] Development regulations in this area would range from a base 1.5 FAR to a bonus of 5 FAR, and a base height of three stories and a bonus height of up to eight stories with the provision of affordable housing. Adjacent to the transit station are existing areas designated for industrial uses. The Proposed Plans propose to maintain these areas for industrial and employment generating uses, as described above in the discussion of Light Industrial General Plan Land Use (GPLU) areas under the section titled "Limited Change Areas and Nomenclature Changes," **see Figure 3.0-17**.

9 **Section 4.13, Population and Housing,** discusses the additional housing units that would be possible to accommodate as a result of the proposed land use and zoning changes throughout the life of the Proposed Plans, up to the 2050 horizon year.



SOURCE: City of Los Angeles, 2026

FIGURE **3.0-17**

IMPACT SCIENCES

Proposed Land Use surrounding Metro G Line Reseda Station

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iv. **Reseda Central Business District (Downtown Reseda, Reseda Blvd./Sherman Way within the Reseda-West Van Nuys-Lake Balboa CPA) Transit Node:** Another transit node is located at the intersection of Sherman Way and Reseda Boulevard, also known as Downtown Reseda. The area is currently regulated by the existing Reseda Central Business District Community Design Overlay (CDO), which was adopted in 2005 and will be removed and superseded with the adoption of this Southwest Valley Community Plans Update. This area is within the Reseda-West Van Nuys-Lake Balboa CPA and is located at the intersection of Sherman Way and Reseda Boulevard and extends from Saticoy Street at the north to Vanowen Street at the south, and from Tampa Avenue at the west to Lindley Avenue at the east. Properties generally located along Sherman Way and Reseda Boulevard that are currently designated Community Commercial and General Commercial land uses, are proposed to be designated with the Village land use designation to better align with the pedestrian-oriented scale of the Downtown Reseda inner core. These properties will be permitted a base 1.5:1 FAR, like today, and will be permitted a base height of 3 stories compared to the existing 45-foot height limit. Additional development potential of up to 3:1 FAR and 5 stories would be permitted if a set amount of affordable housing units is provided[10]. Auto-related uses will continue to be restricted, as they have been under the regulations of the existing CDO. A new commercial tenant size limitation of 10,000 square feet maximum per tenant is proposed. The residential areas immediately surrounding the Reseda Central Business District CDO area would be proposed as Medium Neighborhood Residential, Medium Residential, Low Neighborhood Residential, Low Medium Residential, and Low Residential. The existing zones in these areas include a mix of RAS3, RAS4, R2, and R1, with a variety of uses, including three to four story apartments, duplexes and triplexes, single-dwelling residences, and institutional uses. The intent in this area is to provide opportunities for a mix of housing typologies to create complete neighborhoods, where residents can access transit services, local neighborhood services, entertainment uses, and employment opportunities. Development regulations would range from a base FAR of 1.5:1 to a 3:1 bonus FAR, with base height of 3 stories and bonus of 5 stories. The intensity of FAR and density would decrease as parcels abut more restrictive zones and would be required to implement transitional height regulations, see **Figure 3.0-18**. Density and FAR bonuses could be achieved in this area in exchange for affordable housing. A description of the Community Benefits System is described in Section 5 further below.

10 **Section 4.13, Population and Housing,** discusses the additional housing units that would be possible to accommodate as a result of the proposed land use and zoning changes throughout the life of the Proposed Plans, up to the 2050 horizon year.



SOURCE: City of Los Angeles, 2026

FIGURE **3.0-18**

IMPACT SCIENCES

Proposed Land Use surrounding Reseda CDO Transit Node

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v. **Tampa Station Area**: The area surrounding the Tampa Metro G Line Station is bounded by parcels immediately south of the Los Angeles River to the north, the Metro G (Orange) Line busway to the south, Corbin Avenue to the west, and Wilbur Avenue to the east. Areas around the Metro G Line Tampa Station will also permit greater residential densities and increases in scale. At the intersection of Topham Street and Tampa Avenue, the development regulations at the commercial corners located in the Encino-Tarzana CPA would range from 1.5 to 3.5 FAR with a height range of 45 to 65 feet.[11] This would prioritize balancing growth near transit infrastructure with moderate building forms that are sensitive to the adjacent low scale residential uses. The base density would remain one dwelling unit per 400 square feet of lot area, and designated sites can utilize the incentives for additional FAR and density in exchange for covenanted on-site affordable housing units. The Proposed Plans will change the existing Low Residential land use designation to Low Neighborhood Residential land use designation for the parcels fronting Tampa Avenue as a strategy to encourage missing middle housing as previously discussed for the Low Neighborhood Residential and Low Medium Residential land use designation changes, see **Figure 3.0-19.**

f) **Medium Residential and Medium Neighborhood Residential General Plan Designation areas**: This applies to properties within all three plan areas that have the existing Medium Residential land use designation, which currently allows for a 3:1 FAR and a height of 45 feet. Through the Southwest Valley Community Plans Update, areas currently designated Medium Residential are proposed to be designated Medium Residential and Medium Neighborhood Residential; with a base FAR of 1.5:1 and a bonus FAR ranging between 3:1 and 4.5 based on location, and a base height of 3 stories and a bonus height ranging between 5 and 7 stories based on location.[12] Projects would be required to provide a certain percentage of on-site covenanted affordable units to access the bonus FAR and height and would be required to replace all demolished RSO units on-site, see **Figure 3.0-20**.

g) **Open Space General Plan Land Use Designation areas**: Targeted parcels that are owned by the Mountains Recreation & Conservation Authority (MRCA) and the Santa Monica Mountains Conservancy (SMMC), which are currently designated as Very Low I Residential and Minimum Residential, will be proposed as Open Space to preserve and conserve these specific areas as natural resources and not for future residential development, **see Figures 3.0-21 and 3.0-22.**

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11 **Section 4.13, Population and Housing,** discusses the additional housing units that would be possible to accommodate as a result of the proposed land use and zoning changes throughout the life of the Proposed Plans, up to the 2050 horizon year.

12 **Section 4.13, Population and Housing,** discusses the additional housing units that would be possible to accommodate as a result of the proposed land use and zoning changes throughout the life of the Proposed Plans, up to the 2050 horizon year.



SOURCE: City of Los Angeles, 2026

FIGURE **3.0-19**

IMPACT SCIENCES

Proposed Land Use surrounding Metro G Line Tampa Station

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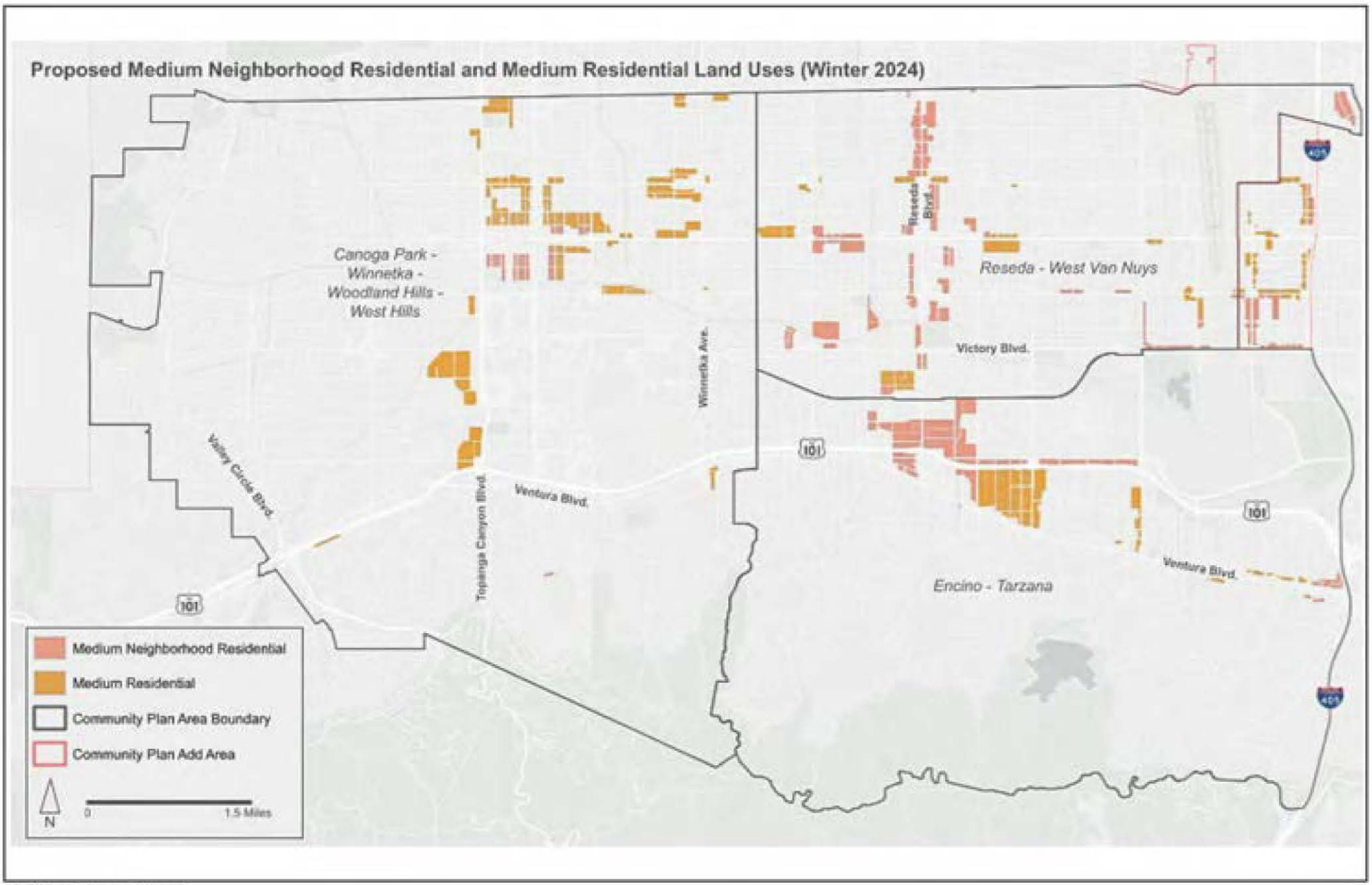

SOURCE: City of Los Angeles, 2026

FIGURE **3.0-20**

IMPACT SCIENCES

Proposed Medium Residential and Medium Neighborhood Residential Land Uses

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Existing vs Proposed Open Space Land Use



SOURCE: City of Los Angeles, 2026

FIGURE **3.0-21**

IMPACT SCIENCES

Parcels owned by MRCA and SMMC -- Existing and Proposed Open Space Land Use



SOURCE: City of Los Angeles, 2026

FIGURE **3.0-22**

IMPACT SCIENCES

Parcels owned by MRCA and SMMC -- Existing and Proposed Open Space Land Use

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4. **Revisions to Allowable Uses**. Revised zones are proposed through the Proposed Plans to further the land use strategies of creating complete neighborhoods and addressing land use compatibility.

   a) **New Residential Mixed-Use Districts**. The strategy behind these proposed Use Districts is to introduce local and small-scale commercial uses along strategic corridors across the three Plan Areas that are today zoned exclusively for single-dwelling residential use. These areas will remain primarily residential and are proposed to allow for low-scale multi-unit housing with limited local-serving commercial uses. Commercial tenant spaces will be limited to 3,000 square feet in some areas and 2,000 square feet in others, in order to promote small, local businesses as neighborhood amenities. These small-scale commercial uses would be limited to specific hours of operation. Examples of permitted commercial uses include daycare centers, neighborhood coffee shops or restaurants, small gyms or yoga studios, and small offices or retailers.

   b) **New Mixed Use Projects:** The Ventura-Cahuenga Boulevard Corridor Specific Plan defines a mixed use project as a project which combines office or other commercial uses with a residential use with at least 25 percent of the total Project floor area as residential and at least 33 percent of the total Project floor area as commercial. This restriction is proposed to be removed from the Plan Area currently within the boundaries of the SP in order to allow for greater flexibility for mixed use projects within the Southwest Valley Community Plan Areas. The Ventura-Cahuenga Boulevard Corridor Specific Plan will continue to contain this definition for the areas east of the I-405.

   c) **Auto Related Uses**. Drive-through establishments and auto-related uses such as vehicle sales and rentals, car washes, and maintenance, repair and accessory installation are currently prohibited in the designated Pedestrian-Oriented Areas in the Ventura-Cahuenga Boulevard Corridor Specific Plan which include the areas between Topanga Canyon Boulevard and Canoga Avenue in Woodland Hills and Crebs Avenue and Reseda Boulevard in Tarzana. The Canoga Park Commercial Corridor, the Downtown Canoga Park and the Reseda CDOs require additional design standards for auto related uses to support pedestrian oriented design in these areas. The Proposed Plans will further expand prohibitions on auto-oriented uses and new drive-throughs along different areas of Ventura Boulevard and the downtown areas in Canoga Park and Reseda in order to address the existing concentration of auto-related uses and support a pedestrian-oriented environment. These changes would be implemented through the application of use packages that do not allow new auto-oriented uses and development standards that prohibit new drive-throughs.

   d) **Commercial Establishment Size Restrictions.** In select portions of the Project Area that have the existing Neighborhood Center or Community Center GPLU designations, there will be restrictions on commercial establishment sizes to encourage small business operations and to limit big-box operators along neighborhood-scale corridors. Proposed Neighborhood Center and Villages designated parcels will be limited to a tenant size of 10,000 feet, and Community Center designated parcels near that intersection will be limited to a tenant size of 50,000 square feet, which would allow for grocery stores and other mid-sized retailers.

   e) **Industrial Use Districts:** The use districts described below correspond to properties in the CPAs that are designated Light Industrial.

i. **Light Industrial - Preserve**: Applied in less transit-served areas, this use district promotes compatible land uses and can, for example, serve as a buffer between residential uses and the Van Nuys Airport to continue supporting the surrounding employment opportunities. Permitted uses include heavy commercial uses (e.g., motor vehicle services, such as car washes fueling, and charging stations; motor vehicle sales and rentals; self-service indoor storage facilities; and, outdoor storage cargo and motor vehicles) and light industrial uses. Certain uses include a 200- or 500-foot distance separation from sensitive uses, commercial uses, and general and self-storage.

ii. **Light Industrial - Sensitive**: Applied in transit-served areas to promote uses that support pedestrian activity and maintain employment opportunities along the Metro G Line. Permitted uses include heavy commercial uses (e.g., motor vehicle services, such as car washes, fueling, and charging stations; motor vehicle sales and rentals; self-service indoor storage facilities; and, outdoor storage cargo and motor vehicles) and light industrial uses. Certain uses include a 200- or 500-foot distance separation from sensitive uses, commercial uses, and general and self-storage.

iii. It is important to note that both the Light Industrial Sensitive and Light Industrial Preserve use districts prohibit heavy manufacturing and residential uses. Housing development is generally not permitted in existing industrial areas and will also be discouraged in the proposed Light Industrial zoned areas. However, limited residential uses may be allowed, for example, through the adaptive reuse of existing buildings.

5. **Supplemental District**: The Proposed Plans will include two new Supplemental Districts, which are zoning tools limited in scope focusing on specific regulations or restrictions within a defined area that cannot be addressed by Zoning Districts. The first Supplemental District is the Individual Historic Resource Review, or IHR Review, and is a new review process for projects that involve select eligible historic resources, as well as regulatory protections from demolitions and alterations for certain eligible historic resources that have been identified in surveys prepared or accepted by the City. The IHR review requires additional planning review in consultation with Los Angeles City Planning's Office of Historic Resources (OHR) for projects that involve select eligible or surveyed individual properties within the CPAs. This additional review, paired with additional zoning regulations such as those contained in the Form and Frontage Districts would help to maintain the rich cultural identity and history of buildings. The IHR review process will rely on regulations and procedures outlined in Article 8 of Chapter 1A of the LAMC. The second Supplemental District is one that references and continues implementation of the existing Van Nuys Airport Plan and its associated "Q" Conditions.

6. **Community Benefits Program**: In addition to applying new zones throughout the Southwest Valley CPAs, the Proposed Plans will implement a Community Benefits Program to incentivize the development of Affordable Housing throughout the CPAs. Eligible development projects will have the option to access increases to residential density, height and/or FAR in exchange for including a certain percentage of on-site restricted affordable units. This benefits system will include levels of affordability that are tailored to the socioeconomic makeup and median income levels of the Southwest Valley CPAs. These tailored incentives will be directed to corridor areas that are served by transit. The Proposed Plans' Community Benefits Program will comply with the Citywide Housing Incentive Program (CHIP) that the City adopted in February 2025, to comply with State Density Bonus Law. The Proposed Plans' Community Benefits Program will incorporate the CHIP's Mixed Income Incentive Program (MIIP) and its component programs: the Transit Oriented Incentive Area (TOIA) program,

which enshrines key elements of the Transit Oriented Communities (TOC) Affordable Housing Incentive Guidelines adopted by the City in September 2017; the Opportunity Corridors Housing Incentive Program; and, the Corridor Transition Housing Incentive Program. The Community Benefits Program will rely on regulations and procedures outlined in Article 9 of Chapter 1A of the LAMC.

7. **Revisions to General Plan Land Use Designations**. The series of maps on the following pages contain the proposed land use maps for each of the three CPAs that make up the Southwest Valley Community Plans Update. These maps include the proposed General Plan Land Use designations (GPLU designations) for the three Plan Areas, as well as a corresponding zone table to identify the zoning types that are allowed for each type of GPLU designation (**see Figures** 3.0-24, 3.0-26, and 3.0-28). The Proposed Plans also include amendments to the General Plan Framework Element to introduce new general plan land use designations for the Southwest Valley Community Plans. These designations are designed to reflect the intent of the Proposed Plans' land use strategy, and the proposed amendments will allow for their limited applicability to the Southwest Valley Community Plan Areas. General Plan land use designations help guide development by establishing the general location and intensity of different uses of land, in addition to the allowable scale of development. Each land use designation expresses a variety of goals and policies and corresponds to a set of implementing zones that regulate development, including uses, floor area ratios, densities, and height. The Plan Maps show the locations of the proposed land use designations in the Southwest Valley Community Plan Areas. The proposed land use designations, along with implementing zoning actions, would reinforce a pattern of development that directs future growth to already urbanized and transit-served areas.

    a) **Consolidating Land Use Designations:** Very Low I and Very Low II land use designations are proposed to be consolidated into the proposed Very Low Residential GPLU. In Encino-Tarzana, Low I and Low II land use designations are proposed to be consolidated into the proposed Low Residential GPLU.

    b) **Consolidation of Zones:** RE9 and RE11 are both to become RE10.

8. **Updates to Specific Plans and Planning Overlays**. As part of the Proposed Plans, several planning overlays and specific plans will be amended and/or will become integrated into the New Zoning Code. See **Section 4.10, Land Use and Planning**, Regulatory Framework for a description of the existing planning overlays and specific plans in the Southwest Valley Community Plan Areas.

Below is a discussion of the updates to the overlays and specific plans as part of the Proposed Plans.

Planning Overlays

The Los Angeles River Implementation Overlay (RIO). The Los Angeles River Implementation Overlay (RIO), which includes applicable development regulations to promote connections between the river and surrounding neighborhoods, will be incorporated into the Frontage Districts and Development Standards of the New Zoning Code. In addition, the RIO will be amended to remove portions that are currently in the Southwest Valley CPAs to avoid redundancy with the New Zoning Code provisions.

Canoga Park (Downtown and Commercial Corridor) Community Design Overlays (CDO): The design guidelines of the CDOs will be streamlined and incorporated into the New Zoning Code as part of the Frontage District, as appropriate. The [Q] Conditions associated with the CDOs will no longer apply and the CDOs will no longer be overlays within the Woodland Hills-Canoga Park-West Hills-Winnetka CPA.

Reseda Central Business District Community Design Overlay: Through the Proposed Plans Update, the [Q] Conditions associated with the CDO, which regulate uses, height, signs, and parking structure design, will be partially incorporated into Chapter 1A of the LAMC and applicable in the Plan Areas, while some restrictions such as a 45-foot height limit will be removed to reflect changes in State and local law. The design guidelines of the CDO will be streamlined and incorporated into Chapter 1A of the LAMC as part of the Frontage District, as appropriate. The [Q] Conditions will no longer apply and the CDO will no longer be an overlay within the Reseda-West Van Nuys CPA.

Van Nuys Airport Plan: The Proposed Plans do not include changes to the Airport Plan, or the existing associated [Q] Conditions.

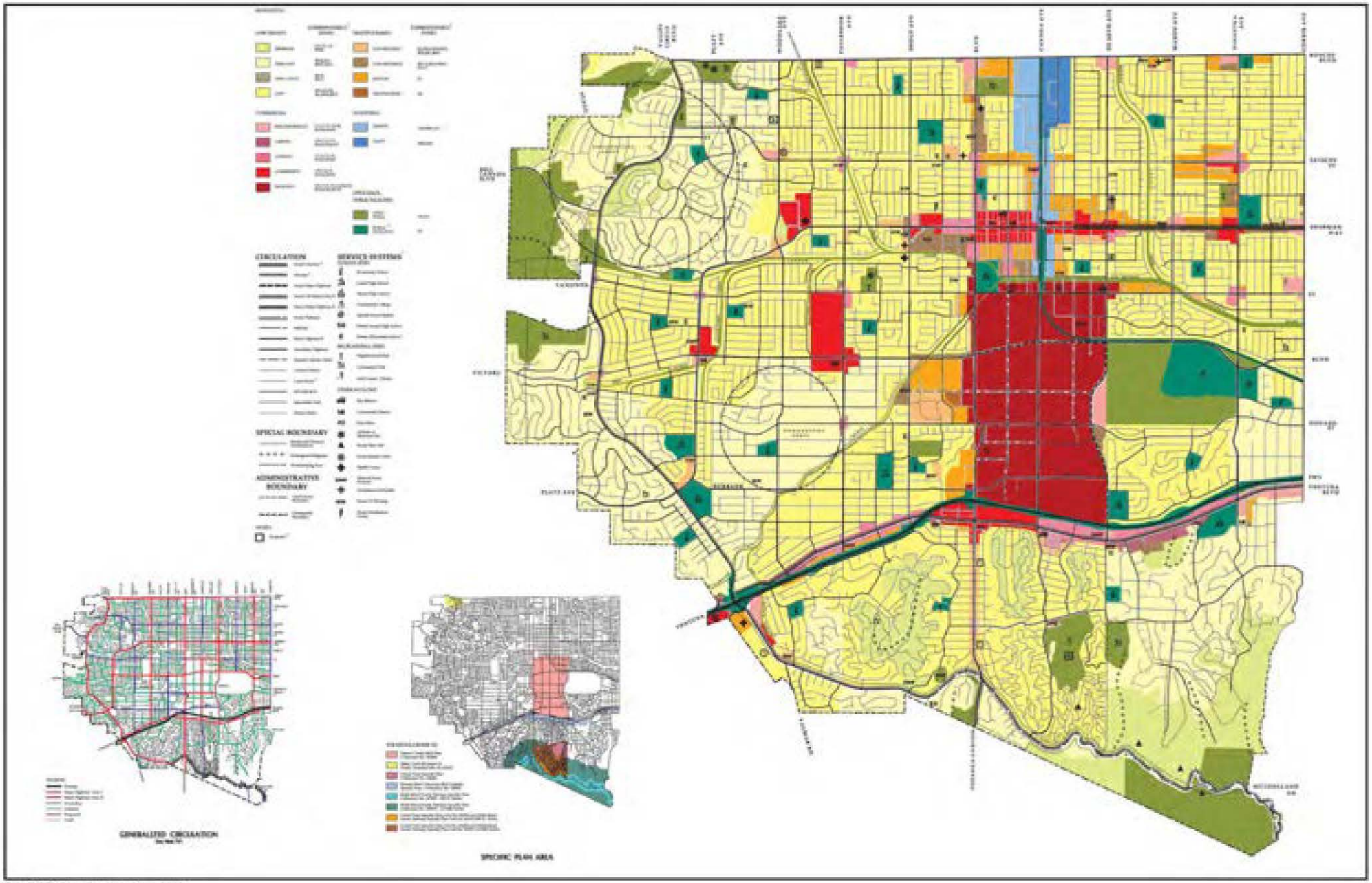
Specific Plans

Mulholland Scenic Parkway Specific Plan: The Mulholland Scenic Parkway Specific Plan is located within a significant portion of the Southwest Valley's hillside areas, as well within the State-designated Very High Fire Hazard Severity Zone. The base zoning (including floor area ratio, height, and density) of the parcels located in the Mulholland Scenic Parkway Specific Plan are proposed to be maintained and incorporated into the proposed zoning. The Mulholland Scenic Parkway Specific Plan will be amended to be enabled by Chapter 1A of the New Zoning Code, so that the Specific Plan text Design Guidelines continue to apply to the parcels within the Southwest Valley. Girard Tract Specific Plan: The Girard Tract Specific Plan contains additional provisions for onsite parking and required connections to the existing sewer lines. The Baseline Hillside Ordinance (BHO) requires a minimum of two automobile parking spaces per lot and additional parking spaces for lots fronting Substandard Hillside Limited Streets up to five on-site parking spaces. The additional parking is to be provided when the combined Residential Floor Area exceeds 2,400 square feet and one additional parking space is to be provided for each increment of 1,000 square feet or fraction thereof of Residential Floor Area. The Specific Plan requires that the additional parking spaces be provided for lots that exceed a Residential Floor Area of 1,500 square feet and one additional parking space for each increment of 500 square feet or fraction thereof of Residential Floor Area up to a maximum of six on-site parking spaces. The Proposed Plans will reduce parking requirements of the Girard Tract Specific Plan to match BHO's parking requirements on Substandard Limited Hillside Streets for future developments under Chapter 1A of the LAMC. The LAMC requires that lots be connected to the main sewer line when there is new construction. The Specific Plan requires that lots located within 200 feet of a main sewer line

be connected to the sewer when there is new construction or any addition on a lot. The Proposed Plans will remove this regulation and thus the requirement of sewer connection for additions will be eliminated. The sewer connection regulations for new construction will continue to be required under the City Engineer's responsibility at the Bureau of Engineering per found in LAMC 64.11.2 through Section 64.22. As a result, the Girard Tract Specific Plan will be repealed as redundant to reflect these changes.

Valley Circle/Plummer Street Specific Plan: The Proposed Plans do not include changes to this Specific Plan.

Ventura-Cahuenga Blvd. Corridor Specific Plan: As previously discussed in more detail in **Section 3.2**, the Proposed Plans include the western portion of the Ventura-Cahuenga Boulevard Corridor Specific Plan Area, which has an additional layer of land use regulations for properties that front on Ventura Boulevard as well as parcels on adjacent boulevards, including Topanga Canyon Boulevard and Reseda Boulevard. These regulations address building massing, height, parking, and landscaping for properties within the Specific Plan boundaries. As part of the Proposed Plans, the portion of Ventura Boulevard west of the 405 Freeway will be rezoned to accommodate greater levels of development, including housing, to help minimize development pressure on residential neighborhoods. Other proposed regulations will focus on building design standards, active ground-floor uses, and a reduced prominence of parking, which are intended to enhance the vitality of this Corridor. Properties within the Specific Plan boundaries east of the 405 Freeway and within the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area will be rezoned as part of the Southeast Valley Community Plan Update, which is not part of the Proposed Project. Additionally, the update to the Specific Plan's existing Project Impact Assessment Fee will be addressed through a separate planning work program and is not part of the Southwest Valley Community Plan Updates.



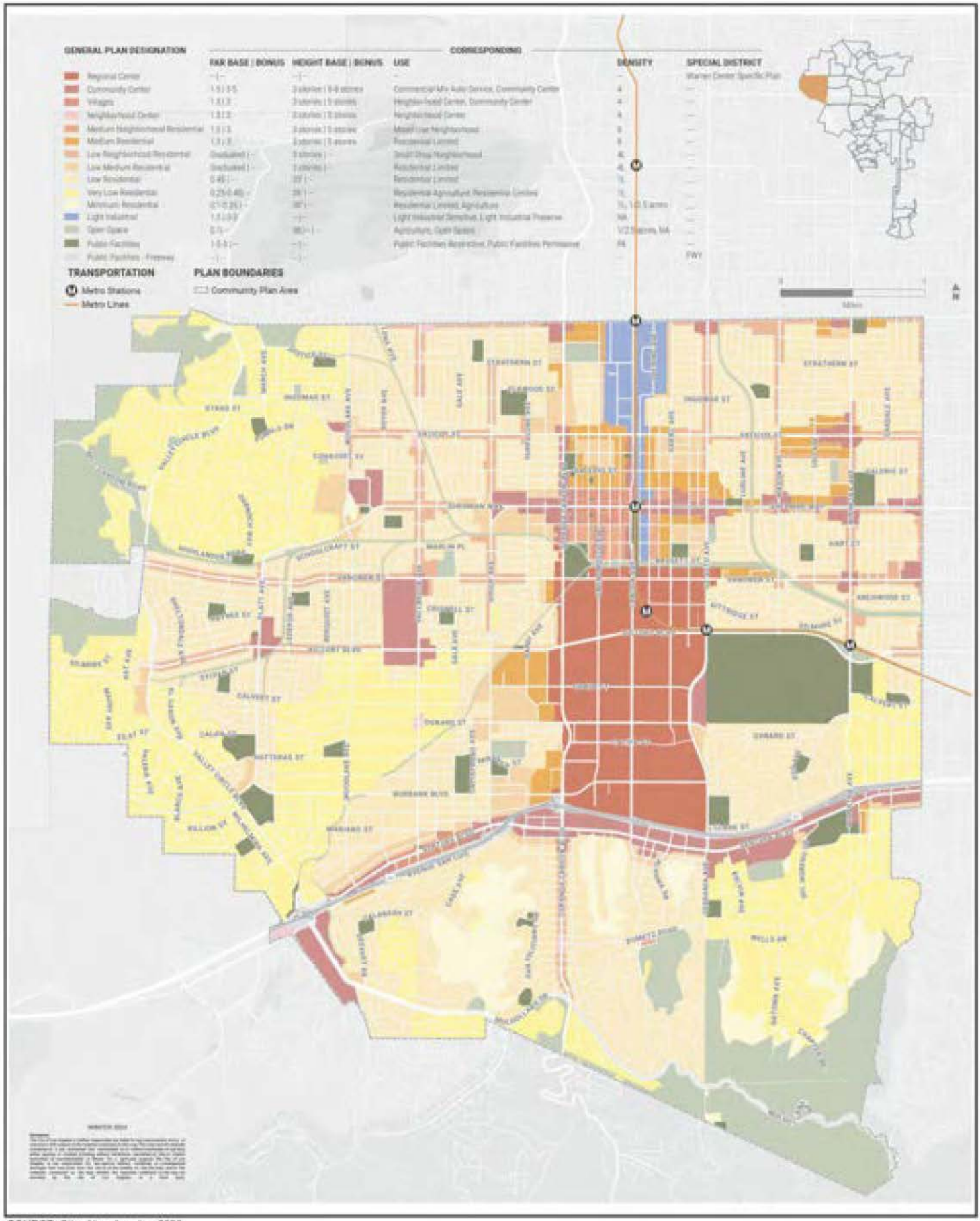
SOURCE: City of Los Angeles, 2026

FIGURE 3.0-23

IMPACT SCIENCES

Existing Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan General Plan Land Use Map

1264.015•9/26



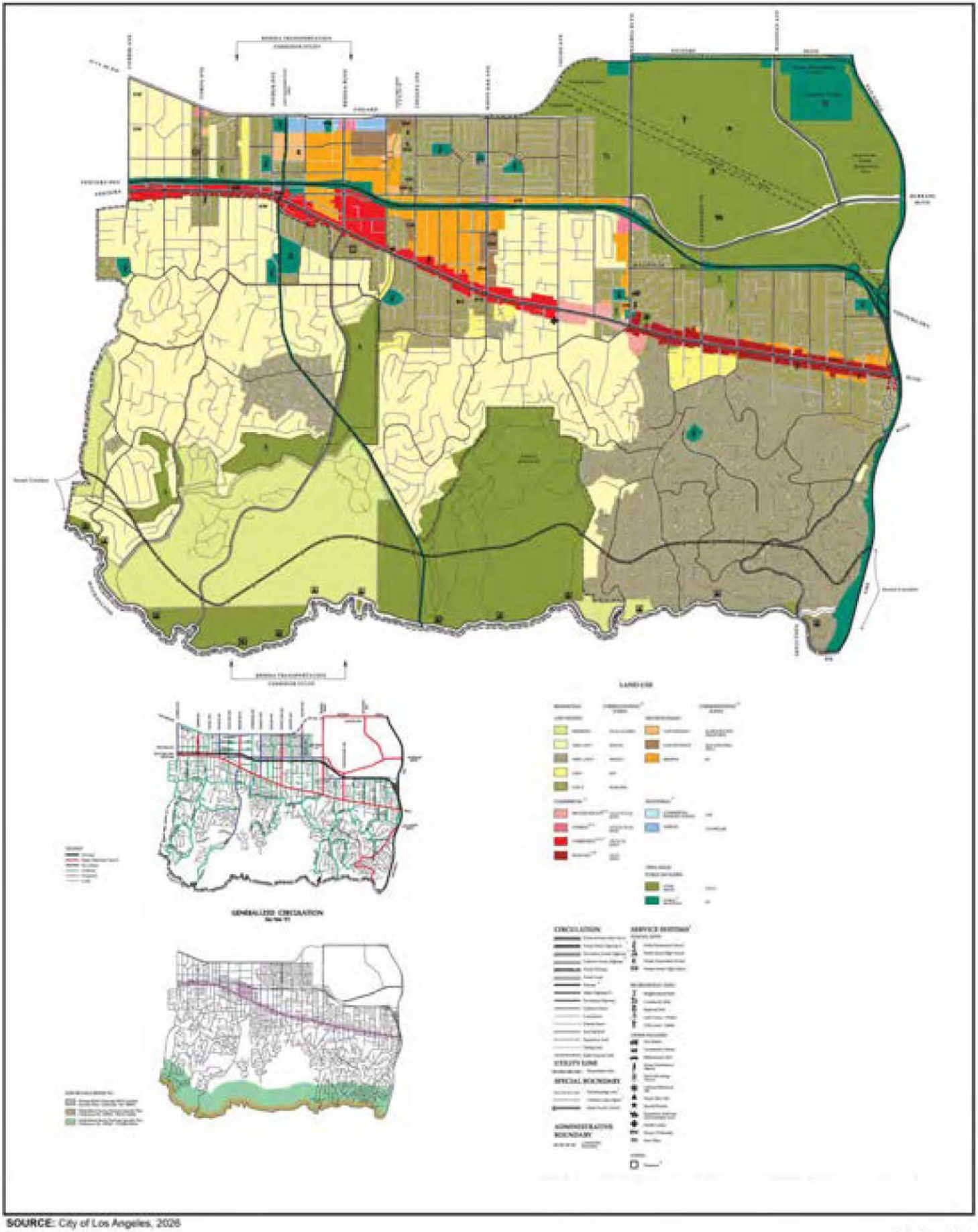
SOURCE: City of Los Angeles, 2026

FIGURE **3.0-24**

IMPACT SCIENCES

Proposed Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan General Plan Land Use Map

1264.015-09/26



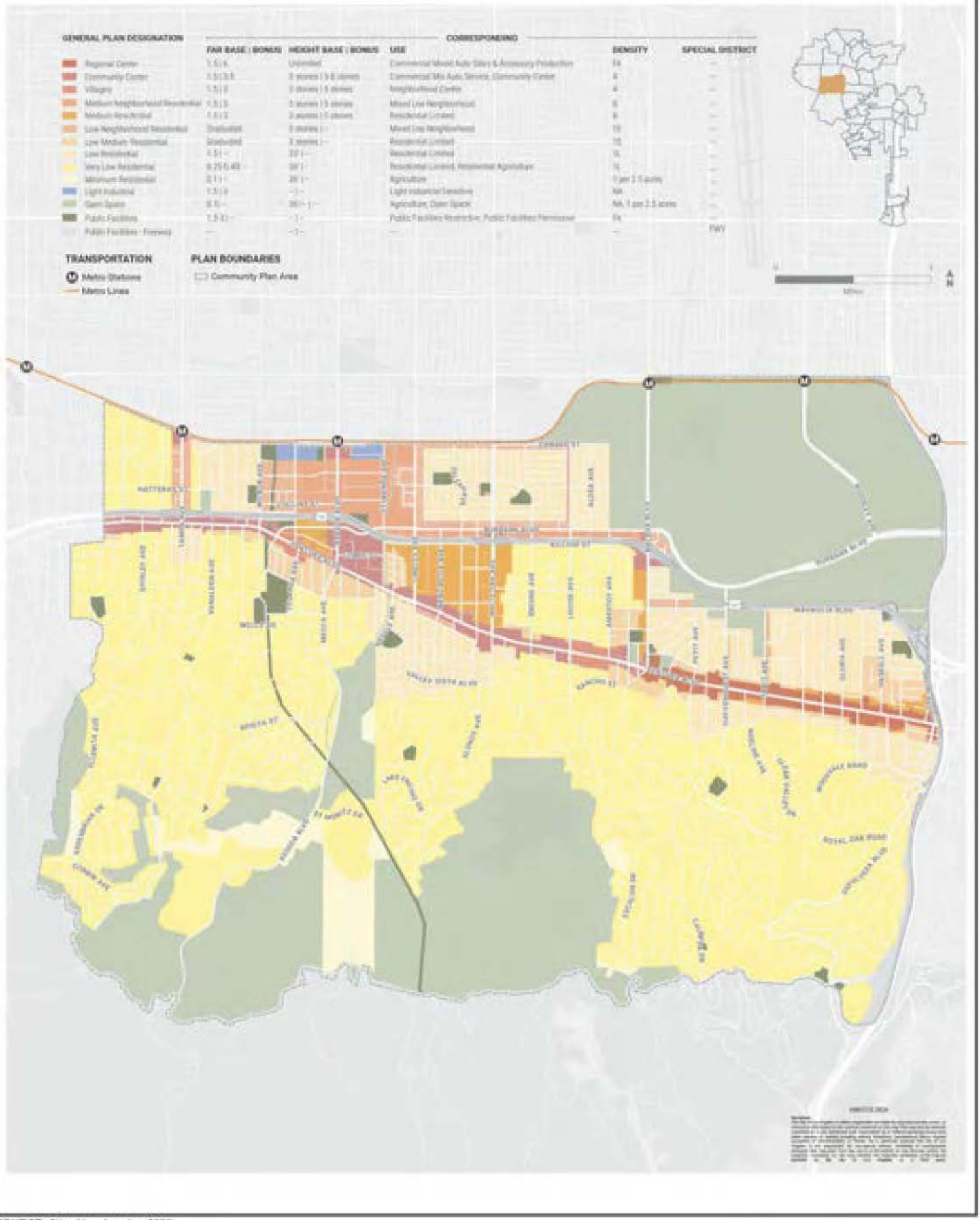
SOURCE: City of Los Angeles, 2026

FIGURE **3.0-25**

IMPACT SCIENCES

Existing Encino-Tarzana Community Plan General Plan Land Use Map

1264.015•09/26



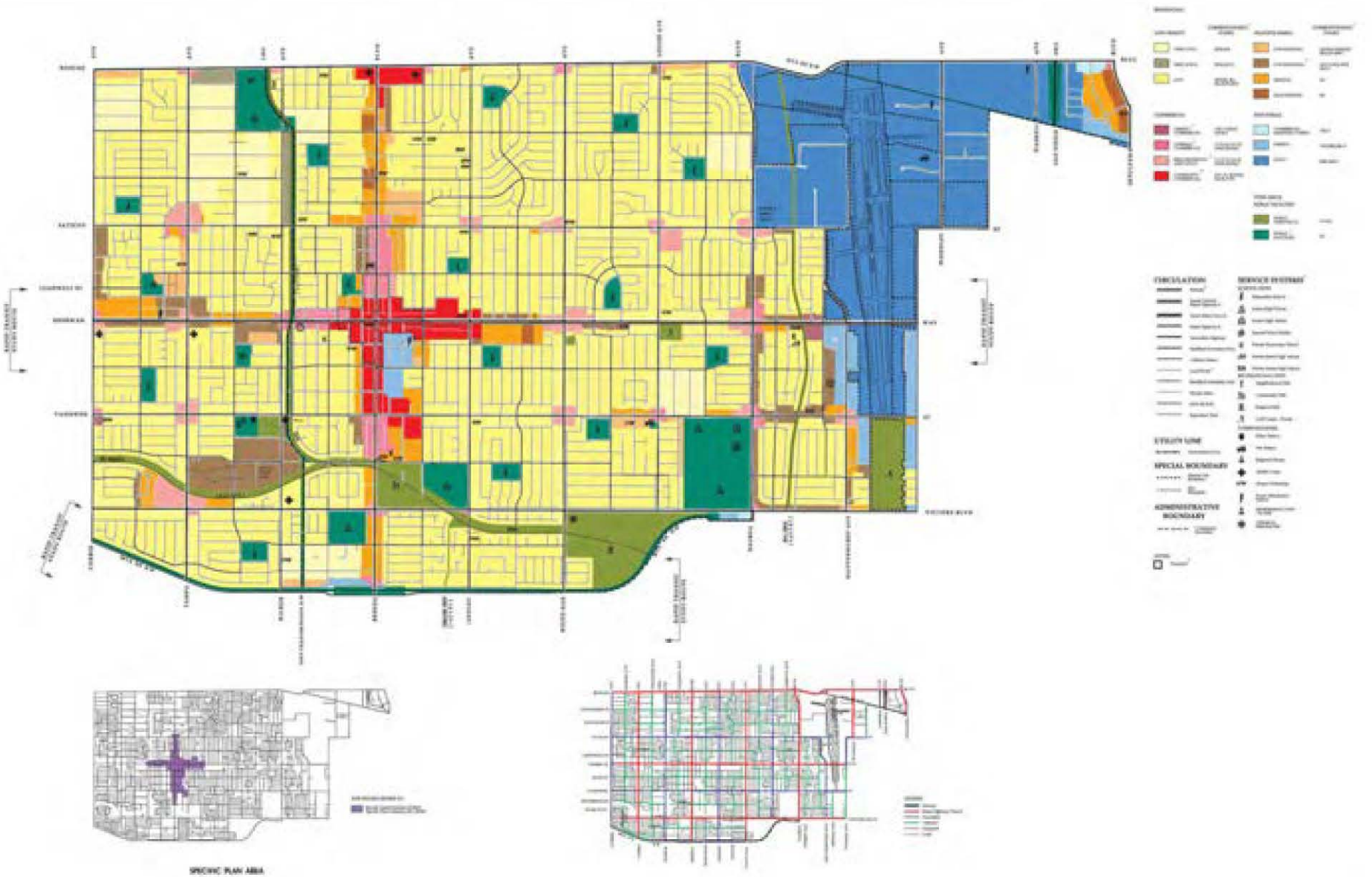
SOURCE: City of Los Angeles, 2026

FIGURE **3.0-26**

IMPACT SCIENCES

Proposed Encino-Tarzana Community Plan General Plan Land Use Map

1264.015-09/26



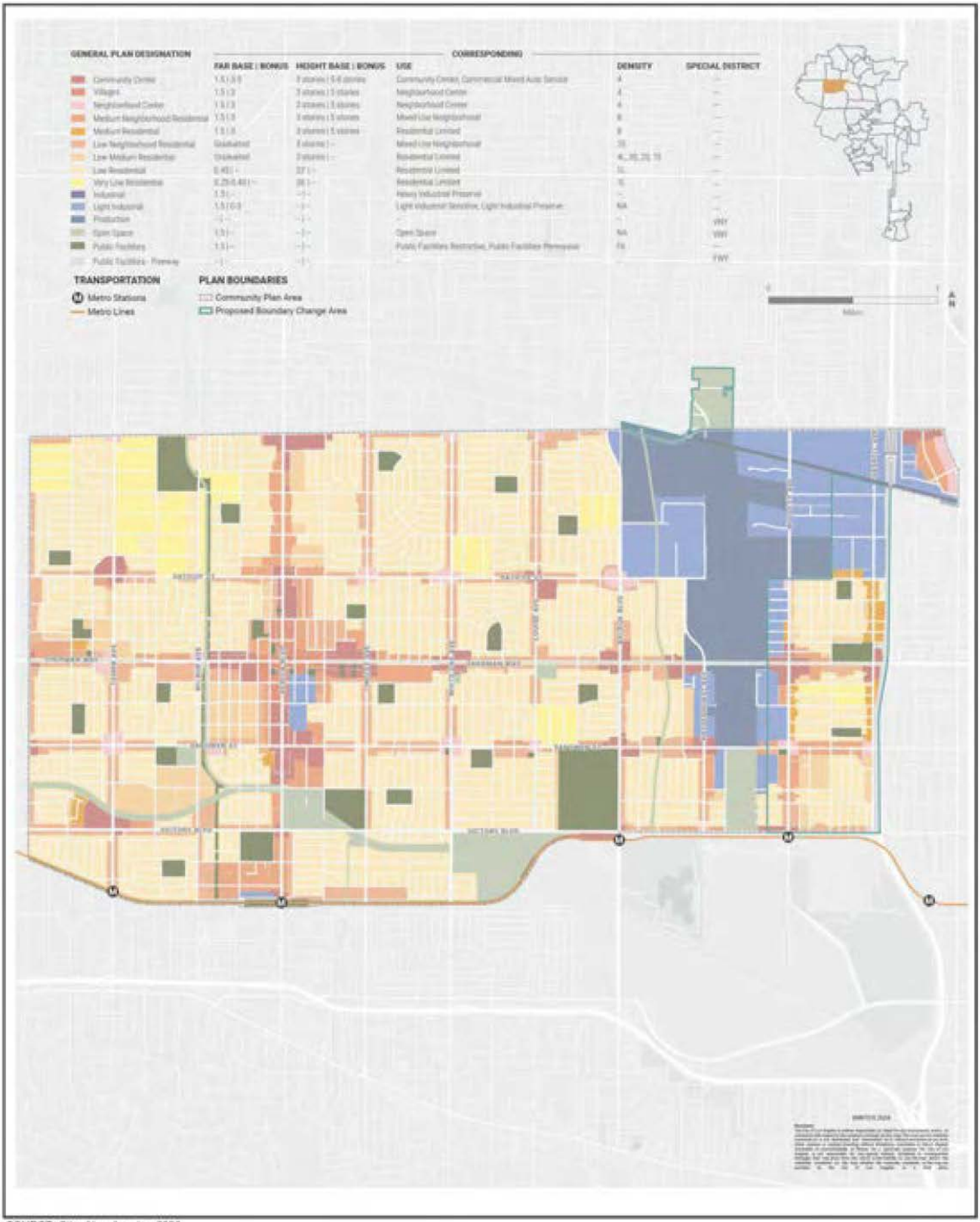
SOURCE: City of Los Angeles, 2026

FIGURE 3.0-27

IMPACT SCIENCES

Existing Reseda-West Van Nuys Community Plan General Plan Land Use Map

1264.015•9/26



SOURCE: City of Los Angeles, 2026

FIGURE **3.0-28**

IMPACT SCIENCES

Proposed Reseda-West Van Nuys-Lake Balboa Community Plan General Plan Land Use Map

1264.015-09/26

3.9 SUMMARY OF PROPOSED CHANGES TO CHAPTER 1A OF THE LAMC (PROPOSED NEW ZONING REGULATIONS)

To implement the Proposed Plans, the entirety of the Southwest Valley CPAs will be assigned a set of new General Plan Land Use designations and new zones tailored to meet the varying needs of the Southwest Valley Community Plans. These zones were created as part of the New Zoning Code that were included in Chapter 1A of the LAMC and were adopted with the Downtown Community Plan Update prior to the adoption of the Proposed Plans. The Proposed Plans will introduce some additional zones to Chapter 1A of the LAMC as necessary to implement the policies and goals of the Southwest Valley Community Plans Update. As discussed in greater detail in Chapter 1.0 (Introduction), the new zoning system is modular and requires the bundling of multiple segments to compose a complete zone string. The individual modules that establish a zone include Form District, Frontage District, Development Standards District, followed by Use District, and Density District. The first three components of the zone string address the built environment, and the second two components address the activity within the structure. There are many potential module combinations that can be applied to properties to make a zone.

Chapter 1A also authorizes the Director to establish Environmental Protection Measures (EPMs) that consist of measures and best practices that apply to new construction, major remodeling, site modification, and demolition activities, including for ministerial projects. The EPMs are published as a standalone Handbook and can be updated by the Director of Planning. The New Zoning Code and the EPM Handbook were first implemented in the Downtown Community Plan Area. As subsequent community plans are updated and adopted under Chapter 1A, properties in those community plan areas become subject to Chapter 1A EPM standards The EPMs and best practices aim to avoid or reduce adverse effects associated with construction activities. The EPMs would apply to the entire Area of the Southwest Valley Community Plans with the adoption of Chapter 1A for the Proposed Plans and may be accessed at Los Angeles City Planning's website.



Proposed Form Districts

There are several different Form Classes that represent the varying scales, intensities and building massing that are found in and characteristic of the Southwest Valley CPAs. There are numerous Form Districts that fall into these Form's proposed for use in the Southwest Valley CPAs. The proposed Form Districts include:

- LG1 (Large Lot 1 / Min Lot Size 10,000 sq. ft.)
- LG2 (Large Lot 2 / Min. Lot Size 15,000 sq. ft.)
- LG3 (Large Lot 3 / Min. Lot Size 20,000 sq. ft.)
- LG4 (Large Lot 4 / Min. Lot Size 40,000 sq. ft.)
- LG5 (Large Lot 5 / Min. Lot Size 217,800 sq. ft.)
- LG7 (Large Lot 7 / Min. Lot Size 17,500 sq. ft.)
- HLG1 (Hillside Large Lot 1 / Min. Lot Size 15,000 sq. ft.)
- HLG2 (Hillside Large Lot 2 / Min. Lot Size 17,500 sq. ft.)
- HLG3 (Hillside Large Lot 3 / Min. Lot Size 20,000 sq. ft.)
- HLG4 (Hillside Large Lot 4 / Min. Lot Size 40,000 sq. ft.)
- HLG5 (Hillside Large Lot 5 / Min. Lot Size 217,800 sq. ft.)
- HH1 (Hillside House 1 / Min. Lot Size 5,000 sq. ft.)
- HH2 (Hillside House 2 / Min. Lot Size 10,000 sq. ft.)
- H1V1 (House 1 Variation 1 / Min. Lot Size 4,000 sq. ft.)
- H4 (House 4 / Fourplex)
- VF2 (Very Low-Rise Full 2 / Industrial, Open Space, Public Facilities)
- LN3 (Low-Rise Narrow 3 / Low Scale Multi-Family)
- LN4 (Low-Rise Narrow 4 / Low Scale Multi-Family)
- LM8 (Low-Rise Medium 8 / Multi-Family)
- LM9 (Low-Rise Medium 9 / Mixed-Use)
- LM12 (Low-Rise Medium 12 / Multi-Family)
- LM13 (Low-Rise Medium 13 / Mixed-Use)

- LM17 (Low-Rise Medium 17 / Mixed-Use)
- LB3 (low-Rise Broad 3 / Industrial)
- LF2 (Low-Rise Full 2 / Public Facilities)
- MM3 (Mid-Rise Medium 3/ Mixed-Use)
- MM4 (Mid-Rise Medium 4/ Multi-Family)
- MM5 (Mid-Rise Medium 5/ Multi-Family)
- MM8 (Mid-Rise Medium 8/ Mixed-Use)
- MM13 (Mid-Rise Medium 13/ Mixed-Use)
- MB7 (Mid-Rise Broad 7/ Mixed Use)

Proposed Frontage Districts

There are 9 Frontage categories being applied throughout the Southwest Valley CPAs (see **Appendix F, Southwest Valley Zoning**) Their application is tailored to meet a range of objectives, such as high pedestrian walkability, flexibility of function over time, and consistency with existing structures and architectural features. The Districts are based on a number of factors, including existing uses and development patterns, transit accessibility, neighborhood walkability, and anticipated future uses and development patterns. Frontage types that encourage and reinforce walkability and pedestrian orientation are applied throughout the Southwest Valley CPAs. In addition, certain Frontage Districts are being applied to areas with unique character or existing development patterns to ensure future development is compatible. The proposed Frontage Districts include:

- Front Yard 1 (FY1)
- Front Yard 2 (FY2)
- Front Yard 3 (FY3)
- Multi-Unit 4 (MU4)
- General 4 (G4)
- Shopfront 4 (SH4)
- Shopfront 6 (SH6)
- Flex 1 (FX1)

- Flex 2 (FX2)

Proposed Development Standard Districts

Development Standard Districts are being applied within the Southwest Valley CPAs. The Development Standard Districts distinguish areas within the City based on their physical built environment (i.e. Residential, Mixed-Use, Industrial, and Hillside) and functional aspects relating to mobility options, such as not being near or being near high quality transit (i.e. the Metro G-Line). These districts package together requirements relating to pedestrian and automobile access, parking requirements, parking structure design treatments, and on-site sign requirements. The proposed Development Districts for the Proposed Plans are:

- DISTRICT 1 (Residential - Neighborhood)
- DISTRICT 2 (Residential - Neighborhood)
- DISTRICT 7 (Residential - Neighborhood)
- DISTRICT 8 (Mixed-Use - Corridor)
- DISTRICT 9 (Mixed-Use - Corridor)
- DISTRICT 10 (Mixed-Use - Corridor)
- DISTRICT 13 (General)
- DISTRICT 14 (General)
- DISTRICT 15 (Industrial - Transit)
- DISTRICT 16 (Industrial)
- DISTRICT 17 (Industrial)
- DISTRICT 21 (Residential - Hillside)
- DISTRICT 22 (Residential - Transit)
- DISTRICT 23 (Residential - Transit)

Proposed Density Districts

Each parcel in the Southwest Valley CPAs is assigned a Density District, which specifies the maximum allowable density. The proposed Density Districts for the Proposed Plans are:

- 1L

- 2L
- 4L
- 30
- 20
- 15
- 8
- 4
- FA

Proposed Use Districts

There are several Use Districts proposed in the Southwest Valley CPAs. The proposed Use Districts for the Proposed Plans are:

- OS1 (Open Space 1 / Open Space Park)
- A2 (Agricultural 2)
- RG2 (Residential 2 / Residential Limited)
- RG3 (Residential 3 / Residential Agriculture)
- RX3 (Residential-Mixed 3 / Small Shop Residential)
- RX4 (Residential-Mixed 4 / Mixed-Use Neighborhood)
- CX6 (Commercial-Mixed 6 / Neighborhood Center)
- CX7 (Commercial-Mixed 7 / Community Center)
- CX8 (Commercial-Mixed 8 / Auto Sales / Accessory Production)
- CX9 (Commercial-Mixed 9 / Auto Service / Accessory Production)
- I5 (Industrial 5 / Light Industrial - Sensitive)
- I6 (Industrial 6 / Light Industrial - Preserve)
- I8 (Industrial 8 / Heavy Industrial Preserve)
- P1 (Public 1)

- P2 (Public 2)

Tables 3.0-5a to 3.0.5c, Proposed General Plan Land Use Designations and Zoning for the Southwest Valley CPAs provide a general summary of proposed designations and corresponding zones, frontages, use districts, and density.

Table 3.0-5a
Proposed General Plan Land Use Designations and Zoning

Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan												
General Plan Designations	**Form**					**Use**		**Density**				**Special District**
Regional	--					--		--				WC
Community Center	LM9	LM13	MM7	MM8		CX7	CX9	4				
Villages	LM17	MM13				CX6	CX7	4				
Neighborhood Center	LM9	LM13				CX6		4				
Medium Neighborhood Residential	LM8	MM4				RX4		8				
Medium Residential	LM8	LM12	MM4			RG2		8				
Low Neighborhood Residential	H4					RX3		2L	4L			
Low Medium Residential	H4					RG2		2L	4L			
Low Residential	H1V1	HH1				RG2		1L				
Very Low Residential	LG1	LG2	LG7	LG3		RG2	RG3	1L				
	HH2	HGL1	HGL2	HLG3								
Minimum	HLG4	LG4	LG5			RG2	A2	1L				
Light Industrial	LB3	VF2				I5	I6	NA				
Open Space	VF2	LG5	HLG5			OS1	A2	NA	1L			
Public Facilities	VF2	LF2	MM4	MM7		P1	P2	FA				
Public Facilities - Freeway	--					--		--				FWY

Source: City of Los Angeles

Table 3.0-5b
Proposed General Plan Land Use Designations and Zoning

Encino - Tarzana Community Plan												
General Plan Designations	**Form**					**Use**		**Density**				**Special District**
Regional	MB7					CX8		FA				
Community Center	LM9	LM13	MM7	MM3	MM8	CX7	CX9	4				
Villages	LM17	MM13				CX6		4				
High Medium Residential	MM5					RG2		6	FA			
Medium Neighborhood Residential	LM8	LM12	MM4			RX4		8				
Medium Residential	LM8					RG2		8				
Low Neighborhood Residential	LN3	LN4				RX4		4L	15			
Low Medium Residential	LN3	LN4				RG2		4L	15			
Low Residential	H1V1					RG2		1L				
Very Low Residential	LG1	LG2	LG7			RG2	RG3	1L				
	HGL1	HGL2	HGL3			RG3	RG4					
Minimum	HLG4	LG5				RG2	AG2	1L				
Light Industrial	LB3					I5	I6	NA				
Open Space	VF2					OS1		NA	1L			
Public Facilities	VF2	LM10	MM13			P1	P2	FA				
Public Facilities - Freeway	–					–		–				FWY

Source: City of Los Angeles

Table 3.0-5c
Proposed General Plan Land Use Designations and Zoning

Reseda-West Van Nuys-Lake Balboa Community Plan												
General Plan Designations	Form					Use		Density				Special District
Community Center	LM9	LM13	MM7	MM3	MM8	CX7	CX9	4				
Villages	MM13					CX6		4				
Neighborhood Center	LM9					CX6		4				
Medium Neighborhood Residential	LM8	LM12	MM4			RX4		8				
Medium Residential	LM8					RG2		8				
Low Neighborhood Residential	LN3	LN4				RX4		4L	15			
Low Medium Residential	LN3	LN4				RG2		4L	30	20	15	
Low Residential	H1V1					RG2		1L				
Very Low Residential	LG1	LG7				RG2	RG3	1L				
Industrial	VF2					I8		NA				
Light Industrial	LB3	VF2				I5	I6	NA				
Production	–					–		–				VNY
Open Space	VF2					OS1		NA				VNY
Public Facilities	VF2	LM10	MM13			P1	P2	FA				
Public Facilities - Freeway	–					–		–				FWY

Source: City of Los Angeles

3.10 CONSTRUCTION SCHEDULE AND PHASING

The Southwest Valley Community Plans includes an update to the existing Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys Community Plan that would guide development in the Plan Areas through 2050. No specifically planned development is proposed as part of the Southwest Valley Community Plans. Therefore, the Southwest Valley Community Plans have no construction schedule or phasing. The proposed Southwest Valley Community Plans update is anticipated to be adopted in 2026 with implementation starting after adoption and continuing through 2050.

3.11 DISCRETIONARY ACTIONS AND APPROVALS

Approval of the following would be required by the City Council to implement the Proposed Plans:

- Certification of the Southwest Valley Community Plans Update EIR; and
- Adoption of the proposed Southwest Valley Community Plans and all related documents including:
  - Amendments to the General Plan, consisting of the Community Plan Policy Documents and land use maps (including changes to footnotes and map symbols) for the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys Community Plan, including updating the CPA name to Reseda-West Van Nuys-Lake Balboa Community Plan;
  - Code amendments to the LAMC to include relevant portions of the New Zoning Code (Municipal Code Chapter 1A) to implement the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys-Lake Balboa Community Plan;
  - Amendment of the Community Plan Zoning Maps to rezone the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys-Lake Balboa with zone classifications from the New Zoning Code;
  - Amendments to the Ventura-Cahuenga Boulevard Corridor Specific Plan;
  - Amendments to the Mulholland Specific Plan
  - Amendments to the Reseda Community Design Overlay
  - Amendments to the Canoga Park Community Design Overlay
  - Minor amendments to the Los Angeles River Improvement Overlay (RIO) to address consistency with the New Zoning Code;
- Amendments to the General Plan Framework, Circulation Map, Mobility Plan and other Citywide General Plan Elements, and ordinances, as necessary; and

- Amendments to all other relevant ordinances and actions as necessary to ensure consistency of regulations and implementation of the Community Plan amendments.

Approval of the Proposed Plans would not require action by any agency other than the City of Los Angeles.

Approval of the Proposed Plans does not constitute a commitment to any specific development project. It is contemplated that future site-specific approvals in the CPAs may be evaluated with consideration of the EIR under CEQA rules for subsequent approvals, where applicable. See **Section 1.0 Introduction** for a discussion of future uses of this EIR and subsequent projects.

4.0 ENVIRONMENTAL IMPACT ANALYSIS

INTRODUCTION

This chapter evaluates the reasonably foreseeable environmental impacts that could result from the implementation of the Southwest Valley Community Plans Update (Proposed Plans). These potential impacts are analyzed for the following environmental issues: aesthetics, agricultural resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas (GHG) emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise and vibration, population and housing, public services and recreation, transportation and traffic, tribal cultural resources, utilities and service systems, and wildfire. Discussion is focused on the identification of changes that may be considered to be environmentally significant (a substantial or potentially substantial adverse change in the environment) relative to the existing environmental conditions.

4.0.1 FORMAT OF SECTIONS

The analysis of each environmental impact category is organized to include the following subsections:

Introduction

This subsection provides an overview of the section and summarizes topics to be analyzed.

Environmental Setting

This subsection includes a description of existing conditions that precede implementation of the Proposed Plans. As a general rule, *State CEQA Guidelines* Section 15125(a) calls for the baseline to be the physical conditions that exist in the area affected by the project at the time the Environmental Impact Report (EIR) process begins. This requirement is intended to provide the public with "the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts." The City of Los Angeles (City) may reference historical or expected future conditions for conditions that fluctuate over time if the City determines it is reasonably necessary to provide the most accurate and understandable picture practically possible of the project's impacts, as supported with substantial evidence. The recirculated Notice of Preparation (NOP) for this project was filed in October of 2024 and so for purposes of this EIR, the existing setting is usually 2024. In some cases, updated information is provided, where appropriate, to provide additional context to the discussion of the setting. However, the determination of significance remains a comparison to the 2024 existing conditions, unless otherwise indicated.

Regulatory Framework

This subsection includes an identification of federal, state, and local laws; regulations; policies; plans; and, in some instances, regulating agencies that regulate, plan, or have jurisdiction over the environmental area of concern.

Thresholds of Significance

This subsection identifies the criteria by which the components of the Proposed Plans are measured to determine if the project would cause a substantial or potentially substantial adverse change in the existing environmental (baseline) conditions.

This EIR relies upon *State CEQA Guidelines* Appendix G thresholds as the threshold of significance unless another is specifically identified in the EIR. The City may rely on thresholds of significance adopted by regulatory agencies, such as the South Coast Air Quality Management District (SCAQMD), or any others deemed appropriate by the City, which are supported by substantial evidence.

The court in *California Building Industry Association v. Bay Area Air Quality Management District* (*CBIA v. BAAQMD*), confirmed the general principle that CEQA only requires analysis of a project's effect on the environment and not the reverse (i.e., the impact of existing environmental conditions on a project), except in limited circumstances, including instances where the project might worsen or exacerbate existing environmental hazards.[1] To the extent that any thresholds used in this EIR suggest analyzing impacts from the existing environment on the proposed project, the analysis is limited to whether the project would exacerbate existing conditions, consistent with *CBIA v. BAAQMD*, unless otherwise expressly indicated.

Discussion in both thresholds and methodology subsections found in the sections associated with each individual impact area provide further explanation of which thresholds are used. As to each environmental topic, the City has selected the thresholds that ensure as comprehensive an analysis of the Proposed Plans' potential environmental impacts as possible, given the constraints of attempting to analyze a policy document that will be implemented over the course of a twenty-year period.

Finally, all impact questions, except as indicated below, are interpreted to take into account the following mandatory findings of significance from *CEQA Guidelines* Section 15065(a):

> *(1) The project has the potential to substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community;*

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1 https://climatecasechart.com/case/california-building-industry-association-v-bay-area-air-quality-management-district/ accessed August 4, 2025.

substantially reduce the number or restrict the range of an endangered, rare or threatened species; or eliminate important examples of the major periods of California history or prehistory.[2]

(2) The project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.[3]

(3) The project has possible environmental effects that are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.[4]

(4) The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.[5]

Methodology

This subsection summarizes the methods, procedures and techniques used to estimate the impacts of the Proposed Plans. As described in the "Thresholds of Significance" discussion above, the methodology subsection also further clarifies which thresholds are used when describing the methods, procedures and techniques used to estimate the Proposed Plans' impacts. Generally, a methodology will be modified, in part, based on whether the environmental impacts being analyzed identify potential impacts that are localized (e.g., population, housing, employment; land use) or would generally affect the entire CPA or region (e.g., air quality or greenhouse gas emissions). Consequently, this subsection describes the geographic extent of the analysis relevant to each impact area. A typical impact analysis for localized impacts will break down the impact analysis by potential impacts associated with development in the subareas; in some instances, like the cumulative analysis discussions, a comparative analysis is prepared for the project area versus a broader geographic area beyond the boundaries of the project area, such as a one- or two-mile area beyond the Community Plan Area boundaries, in order to assess potential impacts of the Proposed Plans on the identified impact area. The methodology subsection of the chapters associated with each individual impact area will provide further explanation of what geographic area is used for purposes of the cumulative impact analysis.

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2 Considered in **Section 4.4, Biological Resources,** and **Section 4.5, Cultural Resources.**

3 Considered in impact analysis in **Section 4.1** through **Section 4.18**.

4 Considered in the cumulative analysis in each impact **Section 4.1** through **Section 4.18**.

5 Considered in all impact analysis **Section 4.1** through **Section 4.18**.

Impacts

For each impact category, this subsection identifies the reasonably foreseeable impact of the Proposed Plans and compares that impact to baseline conditions, and determines, in consideration of the applicable threshold of significance, whether the change, if any, caused by the Proposed Plans to existing conditions will result in a significant or potentially significant impact. As discussed above, the baseline, unless expressly provided otherwise in this EIR, is the existing conditions at the time the NOP was published.

For each significant impact identified, this subsection also recommends appropriate and reasonable mitigation measures to avoid or minimize impacts to the extent feasible. In addition, this subsection includes a discussion of whether a significant and unavoidable impact would be reduced to a less-than-significant level after imposition of any identified mitigation measures or would remain significant and unavoidable.

The following terms are used to describe the level of significance of impacts identified in the analysis:

- **No Impact** – No Impact applies where an environmental issue is evaluated, and it is determined that the project would have no effect or impact in that category. No Impact answers need to be adequately supported by information that shows the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone).
- **Less Than Significant Impact** – Less-Than-Significant Impact applies where the project creates only less-than-significant impacts that do not exceed the defined threshold of significance. CEQA does not require mitigation of less-than-significant impacts.
- **Potentially Significant Impact** – Potentially Significant Impact applies to an impact that may potentially exceed the defined threshold of significance. Potentially significant impacts can sometimes be reduced to a less than significant level through the implementation of feasible mitigation measures. If feasible mitigation measures are not available or would not reduce the magnitude of the impact below the threshold of significance, the impact would be deemed significant and unavoidable.
- **Significant and Unavoidable Impact** – Significant and Unavoidable applies to an impact that exceeds the defined threshold of significance and cannot be eliminated or reduced to a less-than-significant level through implementation of feasible mitigation measures.

Mitigation Measures

This subsection identifies any applicable, feasible mitigation measures that may be needed to reduce impacts below a level of significance.

Level of Significance after Mitigation

If mitigation is required, this subsection indicates if any significant impacts remain after application of appropriate mitigation measures.

Cumulative Impacts

This subsection includes an analysis of the cumulative impacts associated with the Proposed Plans. Pursuant to *State CEQA Guidelines* Section 15130, an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of the project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. A finding of No Impact would also mean that the effect is not cumulatively considerable.

State CEQA Guidelines Section 15130 allows the discussion of cumulative impacts shall reflect the severity of the impacts and the likelihood of occurrence, but the discussion need not provide as much detail as is provided for the effects attributable to the project alone.

State CEQA Guidelines Section 15130 allows for two approaches to study cumulative impacts: using a list of past, current, and probable future projects or relying on a summary of projections (growth forecasts) from adopted local, regional or statewide plans. As the Proposed Plans are Community Plan updates covering a large area of the City over a twenty-year planning period, the cumulative impacts analysis in this EIR, unless otherwise indicated, relies on a summary of projections method, utilizing the Southern California Association of Governments (SCAG) projections.

For each impact analysis listed in **Chapter 4.0, Section 4.1** through **Section 4.18,** the potential environmental impacts related to the Proposed Plans will be analyzed in conjunction with other Community Plan updates in the City of Los Angeles that could affect the CPAs. In addition, major projects within a two-mile radius from the CPAs will be considered as cumulative to the Proposed Plans.

References

This subsection identifies the sources and technical studies utilized in the preparation of this DEIR. These reports are referenced throughout the document, where appropriate.

4.1 AESTHETICS

INTRODUCTION

This section provides an overview of the potential visual changes that could occur within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys-Lake Balboa Community Plan, collectively referred to as the "Southwest Valley Community Plans," "Southwest Valley Community Plans Area (CPAs)," or "Proposed Plans" and evaluates the aesthetic impacts associated with the Proposed Plans. Topics addressed include scenic views and vistas, visual character, scenic resources, and light and glare.

4.1.1 EXISTING ENVIRONMENTAL SETTING

Scenic Views and Vistas

The term "view" generally refers to visual access to, or the visibility of, a particular sight from a given vantage point or corridor. Focal views focus on a particular object, scene, setting, or feature of visual interest. Examples of focal views include natural landforms, public art/signs, individual buildings, and specific, important trees. Panoramic views, or vistas, provide visual access to a large geographic area, for which the field of view can be wide and extend into the distance. Panoramic views are usually associated with vantage points looking out over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of panoramic views might include an urban skyline, a valley, a mountain range, the ocean, or other water bodies. The City's General Plan Conservation Element defines scenic views or vistas as the panoramic public view access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features. Public access to these views is from park lands, public rights-of-way, and other publicly owned sites held open to the general public.

The Southwest Valley CPAs have limited scenic views and vistas. Due to the density, urban development, and flat topography in a large portion of the CPAs, particularly within the Reseda-West Van Nuys-Lake Balboa CPA, views are largely obstructed at the ground level. Intervening buildings disrupt some views to natural features or views, including the Santa Monica Mountains. Scenic vistas in the Southwest Valley CPAs include the Warner Center skyline from the hillsides, limited views of the Santa Monica Mountains, and the Sepulveda Basin. Publicly accessible panoramic views of the Southwest Valley CPA are provided from hillsides within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area and the Encino-Tarzana Community Plan Area, including along Mulholland Drive, Valley Circle Boulevard, and Ventura Boulevard.

From these vistas, the urban and suburban development that characterizes both the varied low-rise and mid-rise commercial development along major arterials such as Ventura Boulevard, and the mix of apartment structures and swathes of single-unit residential neighborhoods can be viewed.

The streets, sidewalks, and freeways that traverse the Southwest Valley CPAs generally provide varied views of urban and suburban development and urban and suburban streetscapes, including public views of historic buildings and parks. These views are typically limited to close-in foreground views, though some high-rise buildings can be viewed from over 0.5-miles away at street level. These structures are primarily massed along Ventura Boulevard within the Encino-Tarzana CPA.



SOURCE: City of Los Angeles, 2026

FIGURE **4.1-1**

IMPACT SCIENCES

Warner Center, View from Warner Center Park, looking northeast

1264.015•08/26



SOURCE: City of Los Angeles, 2026

FIGURE **4.1-2**

IMPACT SCIENCES

View of Warner Center Skyline from Topanga Canyon Overlook in the Canoga Park-Winnetka-Woodland Hills-West Hills Plan Area

1264.015-08/26



SOURCE: City of Los Angeles, 2026

FIGURE 4.1-3

IMPACT SCIENCES

Mulholland Drive, View from Winnetka Avenue in the Canoga Park-Winnetka-Woodland Hills-West Hills Plan Area

1264.015-08/26



SOURCE: City of Los Angeles, 2026

FIGURE **4.1-4**

IMPACT SCIENCES

Mulholland Drive, View from Mulholland Gateway Park in the Encino-Tarzana Plan Area

1264.015-08/26



SOURCE: City of Los Angeles, 2026

FIGURE **4.1-5**

IMPACT SCIENCES

View from Valley Circle Boulevard from Victory Trailhead, looking east

1264.015•08/26



SOURCE: City of Los Angeles, 2026

FIGURE 4.1-6

IMPACT SCIENCES

Ventura Boulevard, looking east from east of Woodley Avenue, Encino

1264.015•08/26



SOURCE: City of Los Angeles, 2026

FIGURE **4.1-7**

IMPACT SCIENCES

Ventura Boulevard, looking west from west of Amestoy Avenue, Encino

1264.015-08/26



SOURCE: City of Los Angeles, 2026

FIGURE **4.1-8**

IMPACT SCIENCES

Ventura Boulevard, looking west from east of Fallbrook Avenue, Woodland Hills

1264.015-08/26

Vistas from Parks/Open Spaces in Hillsides

Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan

The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan was last updated on August 17, 1999. This Community Plan also encompasses the Mulholland Scenic Parkway Corridor Specific Plan, the Ventura/Cahuenga Boulevard Specific Plan, the Girard Tract Specific Plan, the Valley Circle/Plummer Street Scenic Corridor Specific Plan, and the Warner Center Specific Plan. The Canoga Park-Winnetka-Woodland Hill-West Hills Community Plan Area covers 17,877 acres – approximately 6 percent of the land in the City of Los Angeles. A diverse natural and socioeconomic landscape characterize this Community Plan Area. Dominant on the natural landscape are the Simi Hills of West Hills, the hillsides of the Santa Monica Mountains and the Chalk Hills of Woodland Hills, and the valley plain in Canoga Park and Winnetka.

The existing Community Plan describes the Warner Center as the "Gateway to the City," initially envisioning a commercial development where the US 101 Freeway enters the valley. The entrance is framed by the Santa Monica Mountains and the Simi Hills and offers a panoramic vista of the San Fernando Valley. The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan outlines the following as an issue to be considered during future development on opportunity sites: "Scenic vistas should be preserved at entrance of US 101 Freeway into the San Fernando Valley."

Encino-Tarzana Community Plan

The Encino-Tarzana Community Plan was last updated on December 16, 1998. The Encino-Tarzana Community Plan Area is located approximately 13 miles west of downtown Los Angeles. It is bounded by the communities of Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass and Van Nuys-North Sherman Oaks on the east, Canoga Park-Winnetka-Woodland Hills-West Hills to the west, Brentwood-Pacific Palisades on the south, and Reseda-West Van Nuys on the north. This Community Plan also encompasses the Mulholland Scenic Parkway Corridor Specific Plan and the Ventura/Cahuenga Boulevard Specific Plan.

Reseda-West Van Nuys Community Plan

The Reseda-West Van Nuys Community Plan was last updated on November 17, 1999. The Reseda-West Van Nuys Community Plan Area is located in the center of the San Fernando Valley, approximately twenty miles northwest of downtown Los Angeles, comprising approximately 7,764 acres of land. The Reseda-West Van Nuys Plan Area is generally bounded by Roscoe Boulevard on the north; by an irregular boundary consisting of the Metro G Line right-of-way to the south, Valjean Avenue, Gloria Avenue, and Sepulveda Boulevard to the east, and Corbin Avenue to the west. The Plan Area is surrounded by the

communities of Northridge, Mission Hills-Panorama City-North Hills, Van Nuys-North Sherman Oaks, Encino-Tarzana, and Canoga Park-Winnetka-Woodland Hills-West Hills. The Plan Area includes the Reseda Community, and the western portion of the Van Nuys Community. No scenic vistas are identified in the Reseda-West Van Nuys Community Plan.

Scenic Highways

The California State Scenic Highway System is a list of scenic highways (mainly state highways) or scenic parkways which have been designated or proposed by the state of California. The scenic highway designation serves to protect California's scenic beauty as well as its scenic resources. Several eligible state scenic highways pass through portions of Los Angeles, including Interstate 5 from Interstate 210 to the northern City limit, U.S. Route 101 from Topanga Canyon Boulevard to the western City limit, State Route 118 from De Soto Avenue to the western City limit, Interstate 210 from Interstate 5 to the eastern City limit, State Route 1 from Venice Boulevard to the City boundary adjacent to Santa Monica, and State Route 1 north of Interstate 10. The Arroyo Seco Parkway is a National Civil Engineering Landmark, a National Scenic Byway, and one of two California Historic Parkways, and is located northeast of Downtown Los Angeles. There are no official state-designated scenic highways within the Southwest Valley CPAs. There are two highways that are eligible to become a state-designated scenic highway, but are not currently designated as scenic: (1) the easternmost portion of US 101 as it enters Hidden Hills and approaches the western end of Woodland Hills and (2) the northernmost segment of Topanga Canyon Boulevard (Route 27) as it approaches Louisville High School and passes Mulholland Drive on the southern end of Woodland Hills .[1] Although not included within the Southwest Valley CPA, Topanga Canyon between Pacific Coast Highway to Mulholland Drive (south of the Southwest Valley CPA) is designated as a State Scenic Highway.

The Mobility Plan designates scenic highways that traverse an urban area of cultural, historic, or aesthetic value within the City. City-designated scenic highways consist of land that is visible from the highway right-of-way and is comprised primarily of scenic and/or natural features. The following streets are identified as City-designated scenic highways in the City's Mobility Plan 2035.

- **Ventura Boulevard**
    - The City's Mobility Plan 2035 lists Ventura Boulevard as a scenic highway with a local designation within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area and the

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1 California Department of Transportation, *California State Scenic Highway System Map*. Available online at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed July 1, 2025.

Encino-Tarzana Community Plan Area. However, the designation does not meet the criteria listed in the Mobility Plan 2035 for it to be considered a local scenic highway because this portion of Ventura Boulevard does not traverse an area of natural scenic quality or an area that is sparsely developed.

- **Mulholland Scenic Parkway**
    - The goals of the Mulholland Scenic Parkway Specific Plan are to assure maximum preservation and enhancement of the parkway's outstanding and unique scenic features and resources. The Mulholland Scenic Parkway Specific Plan assures that design and placement of buildings and other improvements preserve, complement and/or enhance views; minimizes grading and assures that graded slopes have a natural appearance.
        - The Mulholland Scenic Parkway Specific Plan includes design guidelines in support of the goal to preserve and enhance the natural character of the Santa Monica Mountains and the scenic hillside character of the Mulholland scenic parkway. The specific development guidelines include, but are not limited to, topography, slopes, grading, building heights, and fencing.
- **Valley Circle Boulevard Scenic Corridor between Mulholland Drive to Plummer Street**
    - "Country road" winding past Chatsworth Reservoir with views of the "Twelve Apostles" rock formation (LAMC 17.05-T)
- **Balboa Boulevard**
    - Victory to Burbank Boulevard along Sepulveda Basin Recreation Area
- **Reseda Boulevard**
    - South of Ventura Boulevard
- **Burbank Boulevard**
    - Balboa Boulevard to the 405 Freeway along Sepulveda Basin Recreation Area
- **Sepulveda Boulevard**
    - 405 Freeway to Mulholland Drive
- **Sherman Way**

- Variel Avenue to Kester Avenue

- **Topanga Canyon Boulevard**
  - South of Mulholland Drive

- **Woodley Avenue**
  - Victory Boulevard to Burbank Boulevard along Sepulveda Basin Recreation Area

Visual Character

The concept of visual character is not explicitly defined in the CEQA Guidelines. Visual character refers to the character of the landscape, which generally gives visual value to a setting. Visual character can be defined in terms of the overall impression formed by the relationship between perceived visual elements of the existing built, urban environment. Visual character is the features or elements that contribute to the valued image of a neighborhood, community, or localized area. Features that contribute to visual character may include, but are not limited to:

- Height and mass of buildings;
- Structures of architectural or historical significance, or visual prominence;
- Public plazas, art, or gardens;
- The quality of the public realm, including roadways, sidewalks, plazas, parks, and street furniture;
- The nature and quality of the landscaping that is visible to the general public; and
- The relationship between the built and unbuilt space, or building coverage.

Southwest Valley Community Plan Area

For the purposes of this analysis, potential impacts to the Southwest Valley's existing visual character would be based on the land uses that would be introduced by the Proposed Plans. Existing designations and uses as categorized by land use are as follows:

Commercial: Commercial uses are scattered through the Southwest Valley CPAs. These uses generally consist of offices, retail stores, medical facilities and hospitals, restaurants, and hotels. Commercial land use designations in the Plan Areas include Neighborhood, Limited, Neighborhood and Office, General, Community, and Regional Commercial. Uses in these land use designations are typically clustered along major corridors (i.e., Ventura Boulevard, Sherman Way, Reseda Boulevard, Canoga Avenue, and at

commercial corner intersections) and consist of wide thoroughfares with retail businesses and uses that serve the local community, varying widely in size and architectural style. For example, along Ventura Boulevard which spans across Encino, Tarzana, and Woodland Hills, there are a variety of building heights ranging between one-story commercial retail uses to 11-story commercial office and hotel buildings.

Residential: Residential uses make up the majority of the Southwest Valley Community Plan Areas. Between the three CPAs, the residential areas have a wide variety of architectural styles and residential typologies that reflect more than a century of development.

Residential architectural styles from the late nineteenth and early twentieth centuries are heavily represented, but suburban development boomed after World War II, particularly between the 1950s and 1960s in this portion of the San Fernando Valley. The residential neighborhoods are predominantly single-family homes, with occasional clusters of two-story multi-family buildings. Residential land use designations in the Plan Areas include: Minimum, Very Low I, Very Low II, Low I, Low II, Low Medium I, Low Medium II, Medium, and High Medium.

Industrial: There are industrial uses in the Canoga Park-Winnetka-Woodland Hills-West Hills Plan Area along Canoga Avenue; in the Reseda-West Van Nuys-Lake Balboa Plan Area southeast of the Sherman Way and Reseda Boulevard intersection, and covering and surrounding the Van Nuys Airport; and at the border between the Encino-Tarzana and the Reseda-West Van Nuys-Lake Balboa Plan Areas at Reseda Boulevard and Oxnard Street. These industrial areas are mostly characterized by commercial manufacturing and light industrial uses in single and two-story buildings. Industrial land use designations in the Plan Areas include: Commercial Manufacturing, Limited Industrial, and Light Industrial.

Open Space: Open Space areas such as parks, waterways, and nature reserves are located throughout the Southwest Valley Plan Areas and are intended for passive and active outdoor recreation, public gathering, and education. The Encino-Tarzana Plan Area has the Sepulveda Basin Recreation Area, which is 2,000 acres and contains Woodley Park, Lake Balboa Park, the Japanese Garden, the Tillman Water Reclamation Plant, and additional facilities. This Plan Area also contains the Encino Reservoir and hiking trails in the south along the Santa Monica Mountains, in addition to multiple neighborhood parks for recreational purposes. The Reseda-West Van Nuys-Lake Balboa Plan Area has the Van Nuys Golf Club just south of the Van Nuys Airport and a portion of the Sepulveda Basin that includes the off-leash dog park, in addition to multiple neighborhood parks for recreational purposes. The Canoga Park-Winnetka-Woodland Hills-West Hills Plan Area has open space land uses at Pierce College, as well as several neighborhood parks for recreational purposes.

Public Facilities: Public Facilities areas serve as centers promoting governmental, institutional, and cultural functions. These areas provide for the use and development of land typically owned by government agencies. A variety of structures, site layouts, and building designs flexibly support civic activity. Public Facilities uses are scattered throughout the Southwest Valley Plan Areas, containing government offices, libraries, schools, and service systems. Housing is not typically associated with Public Facilities but may be permitted depending on the surrounding context.

Scenic Resources

Scenic resources contribute to the visual character of a given area. These resources include natural or urban features. Natural features can include open space, native or ornamental vegetation/landscaping, topographic or geologic features, and natural water sources. Urban or built features include structures of architectural/historical significance or visual prominence, public plazas, public art or gardens, heritage oaks and other trees or landscaping protected by the City, consistent design elements along a street or within a district, pedestrian amenities, and landscaped medians or park areas. Scenic resources contribute to the aesthetic character or image of a given area. Public views of the properties listed in **Section 4.5, Cultural Resources** as historic properties would also be considered scenic resources.

Landforms and Geology

The Southwest Valley CPAs are located in the San Fernando Valley Basin, including portions of the surrounding foothills of the Santa Monica Mountains and the Simi Hills. According to the Cultural Resources Report[2] prepared for the Project, the hillsides in the Southwest Valley CPAs can generally be described as the "foothills west of Valley Circle Boulevard," and the "foothill areas of the northern Santa Monica Mountains south of Ventura Boulevard." While the Reseda-West Van Nuys-Lake Balboa CPA is entirely valley floor, the Encino-Tarzana CPA, directly south of the Reseda-West Van Nuys-Lake Balboa CPA, is approximately one-third valley floor with the remainder within the Santa Monica Mountains, including foothills. West of these two CPAs, the Canoga Park-Winnetka-Woodland Hills-West Hills CPA is bound to the south by the Santa Monica Mountains and foothills and to the west by the Simi Hills; these comprise about 60 percent of the CPA, with the remainder being valley floor. Significant landforms and geology within the Southwest Valley CPAs include the Santa Susana Mountains (the foothills in West Hills) to the north (outside of the CPAs) and the Santa Monica Mountains in the southern portion of the Encino-Tarzana CPA and Canoga Park-Winnetka-Woodland Hills-West Hills CPA.

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2 Cogstone, Cultural Resources Assessment for the Southwest Valley Community Plan, December 2022. See **Appendix 4.5-1, Cultural Resources Report,** of the EIR.

Open Space, Parks, and Surface Bodies of Water

The Southwest Valley CPAs are relatively flat land, surrounded by hillsides, ridgelines, and open canyons, with open space making up approximately 12.6 percent of the combined CPAs. The most significant open spaces and parks identified in the Southwest Valley CPAs are the Sepulveda Basin, Los Encinos State Historic Park, Bell Canyon Park, and Orcutt Ranch.

The Los Encinos State Historic Park, which isa designated California Historical Landmark and is listed on the National Register of Historic Places, includes the original eight-room de la Ossa Adobe, the two-story stone masonry Garnier building, a blacksmith shop, a natural spring, and a pond.[3] Orcutt Ranch is a designated Historic Cultural Monument that features a Spanish-style adobe residence as well as extensive gardens, nature trails, fruit orchards, a barn, a courtyard, and a gazebo.[4] Surface bodies of water within the Southwest Valley CPAs include the Encino Reservoir, Lake Balboa in the Sepulveda Basin, and the Los Angeles River.

Prominent Structures

The Southwest Valley CPAs contain many structures of architectural/historical significance or visual prominence. The City of Los Angeles Historic-Cultural Monument (HCM) designation recognizes buildings, structures, sites, or plant life (sometimes referred to as Heritage Trees) as important to the history of the city, state, or nation. The City's Office of Historic Resources (OHR) has recorded more than 1,000 HCMs citywide, providing official recognition and protection for Los Angeles' most significant historic resources. The HCM listing is continually updated as new resources are designated.

HCM designations are reserved for those resources that have a special aesthetic, architectural, or engineering interest or value of a historic nature. A historical or cultural monument is any site (including significant trees or other plant life located thereon), building, or structure of particular historical or cultural significance to the City of Los Angeles, as established and defined by the Cultural Heritage Ordinance and officially designated by the City Council as a Historic Cultural Monument in accordance with Sec. 22.171.10 of the Los Angeles Administrative Code [Procedures for Designation of Monuments].[5]

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3 California State Parks, "Los Encinos State Historic Park." Available online at: https://www.parks.ca.gov/?page_id=619, accessed February 3, 2026.

4 City of Los Angeles Department of Recreation and Parks, Orcutt Ranch Horticultural Center & Community Garden. Available online at: https://recreation.parks.lacity.gov/horticulture/orcutt-ranch, accessed February 3, 2026.

5 ArcGIS, Historic Cultural Monuments (HCMs), available online at: https://www.arcgis.com/apps/View/index.html?appid=5ef33a56bbe145b8b9c00e3adf0894f8, accessed June 23, 2025.

Currently, the Southwest Valley CPAs contain 19 City-designated HCMs; the Canoga Park-Winnetka-Woodland Hills-West Hills CPA has 15 City-designated HCMs, while the Encino-Tarzana CPA has one City-designated HCM, and the Reseda-Van Nuys-Lake Balboa has three City-designated HCMs. These HCMs are identified in **Figure 4.5-1, Historical Resources,** and **Table 4.5-1, Historic Cultural Monuments within the Southwest Valley CPAs,** in **Section 4.5, Cultural Resources**.

Light and Glare

Light

Nighttime illumination of varying intensities is characteristic of most urban and suburban land uses including those in the Southwest Valley CPAs. Nighttime lighting is necessary to provide and maintain safe, secure, and attractive environments. However, these lights have the potential to produce spill light and glare, and if designed incorrectly, could be considered unattractive or obtrusive to neighboring residences. Light that falls beyond the intended area is referred to as nighttime spillover light or light trespass. Nighttime spillover light can adversely affect light sensitive uses at nighttime, especially residences.

Given the nature of high-density urban development, most of the Southwest Valley CPAs are characterized by moderate to high intensities of nighttime illumination. Light and glare may be caused by street and parking lot lighting, building or landscape lighting, illuminated signs, recreational facilities, and to some extent interior lighting of residential and nonresidential buildings. Materials such as glass, metal, and polished surfaces can contribute to glare. Nighttime lighting sources include street, security, and way finding outdoor lighting, vehicle headlights, and interior building illumination. Streetlights, particularly at intersections, illuminate most of the streets in the Southwest Valley CPAs. The bulk of the existing streetlights within the Southwest Valley CPAs are on approximately 40-foot-tall street light poles. Ambient light levels or illumination is measured in foot-candles (fc). **Table 4.1-1, Foot-Candle Values of Common Light Sources,** describes the foot-candle (fc) range of various types of light.

Table 4.1-1
Foot-Candle Values of Common Light Sources

Illumination Source	Foot-Candles (LUX/fc)
Full Daylight	1,000
Full Moon	0.1
Office Lighting	70 – 150
Street Lighting	0.6-1.6

Source: City of Los Angeles, Department of Public Works Bureau of Street Lighting Design Standards and Guidelines, 2007.

In general, the Southwest Valley CPAs are in an urban area with many sources of ambient illumination, including light emitted from industrial and commercial properties and streetlights lining the streets, as well as from the headlights of vehicles traveling through the Southwest Valley CPAs.

Nighttime lighting is lowest in the residential areas of the Southwest Valley CPAs. Within the Southwest Valley CPAs, illumination levels due to streetlights between intersections are lower than those at intersections, regardless of light spilling from lighting within adjacent buildings.

Glare

Glare is a common phenomenon in the southern California area primarily due to the occurrence of a high number of days per year with direct sunlight and the highly urbanized nature of the region resulting in a large concentration of potentially reflective surfaces. Most of the existing structures within the Southwest Valley CPAs are comprised of non-reflective materials, such as concrete, wood, plaster/stucco, and to a limited extent, brick. However, glare can result from sunlight reflecting off windows or the plastic signage, awnings or other structural components affixed to buildings located adjacent to streets in the Southwest Valley CPAs. During the daytime, parked vehicles can also produce a large source of glare from sunlight being reflected off windshields and other surfaces. Nighttime glare can occur from a variety of light sources including streetlights and commercial and residential structures.

Shade and Shadows

Shading refers to the effect of shadows cast upon adjacent areas. The consequences of shadows upon land uses may be positive, including beneficial cooling effects and refuge from the sun during warm seasons, or negative such as the loss of natural light necessary for solar energy purposes or the loss of warming influences during cool weather. Shadows are cast in a clockwise direction from west/northwest to east/northeast from approximately 7:00 a.m. to 3:00 p.m. or later depending on the time of the year: Summer Solstice (typically around June 21), Spring/Fall Equinoxes (typically around March 20 and September 22), and Winter Solstice (typically around December 21). Generally, the shortest shadows are cast during the Summer Solstice and then grow increasingly longer until the Winter Solstice. During the Winter Solstice, the sun appears at its lowest point in the sky and shadows are at their maximum coverage lengths. Winter shadows are longest, extending to the north during the late afternoon, while summer shadows remain comparatively short due to the higher sun angle. Shadows cast during the Winter Solstice represent the greatest potential shade and shadow impacts.

Shadow effects depend on several factors, including local topography, the height and massing of buildings, and existing uses. Due to the relatively dense arrangement of existing residential and commercial buildings within the developed portions of the Southwest Valley CPAs, shadow effects already exist in the CPAs. Mid-rise buildings cast longer shadows than low-rise buildings. Within the Southwest Valley CPAs, most buildings are considered low-rise, generally less than four stories.

As such, the effects of shadows affecting public spaces where people gather for long periods are minimal and consistent with urban development patterns.

4.1.2 REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Aesthetics at the state and local levels. As described below, these plans, guidelines, and laws include the following:

- Caltrans State Scenic Highways
- California Coastal Act
- Senate Bill 743
- City of Los Angeles General Plan Framework, Mobility Plan 2035, and Conservation Element
- City of Los Angeles Planning and Zoning Code and Building Regulations
- City of Los Angeles Baseline Hillside Ordinance
- Los Angeles Administrative Code (LAAC) Cultural Heritage Ordinance
- City of Los Angeles Historic Preservation Overlay Zone (HPOZ) Ordinance
- City of Los Angeles Tree and Shrub Preservation Ordinance
- City of Los Angeles Citywide Design Guidelines
- Clean Up Green Up Supplemental Use District

State

California Department of Transportation (Caltrans) State Scenic Highways. California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. State laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263. A highway may be designated scenic depending upon how much of the natural landscape 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. Caltrans defines a State Scenic Highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Eligibility for designation as a State Scenic Highway is based on vividness, intactness, and unity of the roadway.

The status of a proposed State Scenic Highway changes from eligible to officially designated when the local governing body applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program, and receives notification from Caltrans that the highway has been officially designated a State Scenic Highway. There are no designated state scenic highways in the Southwest Valley CPAs.

Senate Bill 743. On September 2013, Governor Brown signed into law SB 743, which instituted changes to the California Environmental Quality Act (CEQA) when evaluating environmental impacts of projects in areas served by transit. While the focus of SB 743 is to address how transportation impacts are evaluated, it also limits the extent to which aesthetic impacts are evaluated under CEQA. SB 743 (Public Resources Code [PRC] Section 21099 (d)(1)) exempts development projects located in Transit Priority Areas (TPAs), from review of aesthetic impacts under CEQA. Specifically, this bill states that aesthetic impacts of a residential, mixed-use residential, or employment center project on an infill site within a TPA shall not be considered significant impacts on the environment. Therefore, aesthetic impacts within a TPA are considered less than significant in environmental analyses. A TPA is defined as an area within one-half mile of a major transit stop that is existing or planned.

Local

City of Los Angeles General Plan Framework, Mobility Plan 2035 and Conservation Element. The Framework Element planning policies regarding urban form, neighborhood design and the conservation of open space and other scenic resources, described in Framework Element Section 1.1 of Chapter 1, Introduction and Community Profile, are intended to improve community and neighborhood livability in the City of Los Angeles. The Framework Element's policies on Open Space and Conservation seek to conserve resources and use open space to enhance community and neighborhood character in the City.

The Conservation Element (adopted in 2001) includes a discussion of the existing landforms and scenic vistas in the City of Los Angeles. Objectives, policies, and programs included in this element are intended to ensure the protection of natural terrain and landforms, unique site features, scenic highways, and panoramic public views as City staff and decision-makers consider future land use development and infrastructure projects.

The Mobility Plan 2035 (adopted in 2016) provides an inventory of City-designated scenic highways. Scenic highways depicted in the City have special controls for protection and enhancement of scenic resources. The Mobility Plan 2035 also includes Scenic Highway Guidelines for those designated scenic highways for which there is no adopted scenic corridor plan.

Objectives, policies, and programs included in the General Plan Framework, Conservation Element and Mobility Plan 2035 are intended to ensure the protection of natural terrain and landforms, unique site features, scenic highways, and panoramic public views as City staff and decision-makers consider future land use development and infrastructure projects. Applicable goals, objectives, and policies of these General Plan elements are shown in **Table 4.1-2, Relevant General Plan Aesthetics Goals, Objectives, and Policies.**

Table 4.1-2
Relevant General Plan Aesthetics Goals, Objectives, and Policies

Goal/Objective/ Policy	Goal/Objective/Policy Description
Framework Element-Chapter 5 Urban Form and Neighborhood Design	
Goal 5A	A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and Citywide scales.
Objective 5.1	Translate the Framework Element's intent with respect to Citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes, emphasize quality of development, and provide or advocate "proactive" implementation programs.
Policy 5.1.1	Use the Community Plan Update process and related efforts to define the character of communities and neighborhoods at a finer grain than the Framework Element permits.
Objective 5.2	Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.
Policy 5.2.1	Designate centers and districts in locations where activity is already concentrated and/or where good transit service is or will be provided.

Goal/Objective/ Policy	Goal/Objective/Policy Description
Policy 5.2.2	Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale, and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime (see Chapter 3: Land Use). Additionally, develop these areas so that they are compatible with surrounding neighborhoods, as defined generally by the following building characteristics. • Buildings in neighborhood districts generally should be low rise (one- to two-stories), compatible with adjacent housing, and incorporate the pedestrian-oriented design elements defined in Policies 5.8.1 and 3.16.1 - 3.16.3. They should also be located along sidewalks with appropriate continuous storefronts. • Buildings in community centers generally should be two to six stories in height, with the first several stories located along the sidewalk. They should also incorporate the pedestrian-oriented elements defined in policy 5.8.1. Either housing or office space may be located above the ground floor storefronts. • Buildings located at activity nodes along mixed-use boulevards generally shall have the same characteristics as either neighborhood districts or community centers, depending on permitted land use intensities. Housing over ground floor storefronts or in place of commercial development shall be encouraged along mixed-use boulevards.
Objective 5.5	Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.
Policy 5.5.3	Formulate and adopt building and site design standards and guidelines to raise the quality of design Citywide.
Policy 5.5.4	Determine the appropriate urban design elements at the neighborhood level, such as sidewalk width and materials, streetlights and trees, bus shelters and benches, and other street furniture.
Policy 5.5.6	Identify building and site design elements for commercial or mixed-use streets in centers that may include: the height above which buildings must step back; the location of the building base horizontal articulation; and other design elements.
Policy 5.5.7	Promote the undergrounding of utilities throughout the City's neighborhoods, districts, and centers.
Objective 5.6	Conserve and reinforce the community character of neighborhoods and commercial districts not designated as growth areas.
Policy 5.6.1	Revise community plan designations as necessary to conserve the existing urban form and community character of areas not designated as centers, districts, or mixed-use boulevards.
Objective 5.7	Provide a transition between conservation neighborhoods and their centers.
Policy 5.7.1	Establish standards for transitions in building height and for on-site landscape buffers.
Objective 5.8	Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.
Policy 5.8.1	Buildings in pedestrian-oriented districts and centers should have the following general characteristics: a. An exterior building wall high enough to define the street, create a sense of enclosure, and typically located along the sidewalk; b. A building wall more-or-less continuous along the street frontage; c. Ground floor building frontage designed to accommodate commercial uses, community facilities, or display cases; d. Shops with entrances directly accessible from the sidewalk and located at frequent intervals; e. Well-lit exteriors fronting on the sidewalk that provide safety and comfort commensurate with the intended nighttime use, when appropriate; f. Ground floor building walls devoted to display windows or display cases; g. Parking located behind the commercial frontage and screened from view and driveways located on side streets where feasible; h. Inclusion of bicycle parking areas and facilities to reduce the need for vehicular use; and i. The area within 15 feet of the sidewalk may be an arcade that is substantially open to the sidewalk to accommodate outdoor dining or other activities.

Goal/Objective/ Policy	Goal/Objective/Policy Description
Policy 5.8.2	The primary commercial streets within pedestrian-oriented districts and centers should have the following characteristics: a. Sidewalks: 15-17 feet wide (see illustrative street cross-sections). b. Mid-block medians (between intersections): landscaped where feasible. c. Shade trees, pruned above business signs, to provide a continuous canopy along the sidewalk and/or palm trees to provide visibility from a distance. d. Pedestrian amenities (e.g., benches, pedestrian-scale lighting, special paving, window boxes, and planters).
Policy 5.8.4	Encourage that signage be designed to be integrated with the architectural character of the buildings and convey a visually attractive character.
	Conservation Element
Land Form & Scenic Vista Objective	Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.
Land Form & Scenic Vista Policy	Continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.
	Mobility Plan 2035
Objective 11	Preserve and enhance access to scenic resources and regional open space.
Policy 11.1	Designate scenic highways and scenic byways which merit special consideration for protection and enhancement of scenic resources.
Policy 11.2	Provide for protection and enhancement of views of scenic resources along or visible from designated scenic highways through implementation of guidelines set forth in this 2035 Mobility Plan.
Policy 11.3	Consider aesthetics and scenic preservation in the design and maintenance of designated scenic highways and of those scenic byways designated in Community Plans.
Policy 11.4	Establish Scenic Corridor Plans, where appropriate, which set forth corridor boundaries and development controls in harmony with each corridor's specific scenic character.
	Plan for a Healthy LA
Policy 2.2	Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.
Policy 3.3	Continue to support the implementation of the Los Angeles River Revitalization Master Plan to create a continuous greenway of interconnected parks and amenities to extend open space and recreational opportunities.
Policy 3.4	Promote opportunities for physical activity for users of all ages and abilities by continuing to improve the quality of existing park and open space facilities and creating recreation programs that reflect the city's rich diversity and local community needs.

Source: City of Los Angeles, The Citywide General Plan Framework, re-adopted 2001; City of Los Angeles General Plan Conservation Element, adopted 2001; City of Los Angeles, Mobility Plan 2035, adopted 2016. City of Los Angeles, Plan for a Healthy Los Angeles, adopted March 31, 2015.

City of Los Angeles Planning and Zoning Code and Building Regulations. The Los Angeles Municipal Code (LAMC) Chapter 1 contains the Planning and Zoning Code, and Chapter 9 contains Building Regulations. The purpose of the Planning and Zoning Code is to designate and regulate the location, use, height and size of buildings. The Planning and Zoning Code regulates the aesthetics and visual quality of development projects. The Planning and Zoning Code includes development regulations specific to each zone and also addresses parking, landscaping, landform protection, lighting, and a number of other topics

that influence the aesthetics of a development project. The Planning and Zoning Code also includes design regulations that seek to affect the physical alteration of streets, intersections, alleys, pedestrian walkways, and landscaping.

The following LAMC Sections regulate issue areas pertaining to the aesthetics of development in the City of Los Angeles. Those sections from Chapter 1 of the LAMC referenced below will be carried over to Chapter 1A of the LAMC (the New Zoning Code); although the regulations may be modified to meet the structure of the New Zoning Code, they would meet the intent of these existing regulations.

Lighting

Chapter 1, Article 2, Sec. 12.21 A5(k). All lights used to illuminate a parking area shall be designed, located and arranged so as to reflect the light away from any streets and any adjacent premises.

Chapter 1, Article 7, Sec. 17.08C. Plans for street lighting system shall be submitted to and approved by the Bureau of Street Lighting.

Chapter 9, Article 3, Sec. 93.0117. No exterior light source may cause more than two foot-candles (21.5 lux) of lighting intensity or generate direct glare onto exterior glazed windows or glass doors; elevated habitable porch, deck, or balcony; or any ground surface intended for uses such as recreation, barbecue or lawn areas or any other property containing a residential unit or units.

Chapter 9, Article 1, Section 91.6205 (K)4. Signs are prohibited if they contain flashing, mechanical and strobe lights in conflict with the provisions of Section 80.08.4 and 93.6215 of this code.

Chapter 9, Article 1, Section 91.6205M. No sign shall be arranged and illuminated in such a manner as to produce a light intensity of greater than three foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.

Land Form Preservation

Chapter 1, Article 7, Section 17.50-E. Establishes slope-density regulations that restrict density based on the calculated average of the ungraded slopes at selected contours on a parcel that has a Minimum Residential land use designation that is proposed for subdivision .

Chapter 1, Article 2, Section 12.21-A.17. Establishes the hillside overlay zone that restricts densities and requires neighborhood and environmental compatibility.

City of Los Angeles Baseline Hillside Ordinance. The Baseline Hillside Ordinance is part of the City's Planning and Zoning Code and applies to all properties zoned R1, RS, RE (9, 11, 15, 20, and 40), and RA and designated as Hillside Area in the Department of City Planning Hillside Area Map, as defined in LAMC Section 12.03. The ordinance designates and regulates the setback, height, and size of residential buildings in the Hillside Area. Its purpose is to limit the scale of development within the residential zoned parcels in the hillside.

Los Angeles Administrative Code (LAAC) Cultural Heritage Ordinance (Section 22.171). The Cultural Heritage Ordinance is codified at Division 22, Chapter 9, Article 1 of the LAAC, commencing with Section 22.171. The Ordinance created the Cultural Heritage Commission and criteria for designating Historic-Cultural Monuments (HCM). HCMs, along with all other historically significant resources, are considered scenic resources. The designation of a historic building as an HCM requires that the resource be considered when analyzing the aesthetic impacts of a project and delays demolition by up to a year.

City of Los Angeles Historic Preservation Overlay Zone (HPOZ) Ordinance. In addition to the designation of individual sites as HCMs, the City of Los Angeles also has a separate ordinance and procedure for the designation of historic districts, or HPOZ. This Ordinance, which is found in LAMC Chapter I, Article 2, Section 12.20.3, is intended to recognize, preserve, and enhance buildings, structures, landscaping, natural features, and areas within the City having historic, architectural, cultural, or aesthetic significance in the interest of the health, economic prosperity, cultural enrichment, and general welfare of the people. See **Section 4.5, Cultural Resources** for a discussion of this Ordinance.

City of Los Angeles Tree and Shrub Preservation Ordinance. Protected trees are considered aesthetic resources. The City of Los Angeles adopted an ordinance for the Preservation of Protected Trees (Ordinance No. 177,404; LAMC Chapter IV, Article 6) which became law on April 23, 2006. The ordinance protects the following tree species:

- All native Oak tree species (*Quercus spp*), but excluding the Scrub Oak (*Quercus dumosa*)
- Western Sycamore (*Platanus racemosa*)
- California Bay (*Umbellularia californica*)
- California Black Walnut (*Juglans californica*)

The ordinance applies to trees that are four inches or greater in diameter at 4.5 feet above ground, on any lot size. Protected tree removal requires a removal permit by the City of Los Angeles Department of Public Works (LADPW). Ordinance-protected trees on private property and streets rights-of-way are protected by the City's Tree Preservation Ordinance; therefore, any act that may cause the failure or death of a

protected tree requires inspection by the LADPW Urban Forestry Division. In the event that the LADPW approves a tree removal, replacement of the protected tree is required with at least four trees of the same protected variety. See **Section 4.4, Biological Resources**, for a discussion of protected trees.

On December 11, 2020, the City adopted Ordinance No. 186,873, extending protection status to include two native shrub species, the Mexican Elderberry (*Sambucus mexicana*) and Toyon (*Heteromeles arbutifolia*) shrubs and amending provisions of Sections 12.21, 17.02, 17.05, 17.06, 17.51, 46.00, 46.01, 46.02, 46.03, 46.04, and 46.06 of the LAMC.

City of Los Angeles Citywide Design Guidelines. The City of Los Angeles has created Citywide Design Guidelines to carry out the common design objectives that maintain neighborhood form and character for residential, commercial, and industrial uses. The guidelines are intended for developers, architects, and advisory and decision-making bodies when evaluating development projects. Specific design regulations relating to individual communities can be found in the Community Plan Urban Design Chapter of each of the City's 34 Community Plans or special zoning designations, such as Specific Plans, Community Design Overlay Districts, designated historic properties, and historic districts. The Citywide Design Guidelines apply to all areas of the City, but it is particularly applicable to those areas within the City that do not currently have adopted design guidelines. In cases where the Citywide Design Guidelines conflict with a provision in a Community Plan Urban Design Chapter or a special zoning designation, the Community Plan's specific requirements would prevail. The previous sentence is stated in each of the three Citywide Design Guidelines (Residential, Commercial, and Industrial) in a section called "Relationship Between the General Plan, Zoning Code, Citywide Guidelines, and Community-Specific Design Guidelines."

4.1.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to aesthetic resources if they would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from a publicly accessible vantage point.) In an urbanized area, if the Proposed Plans would conflict with applicable zoning and other regulations governing scenic quality; and/or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

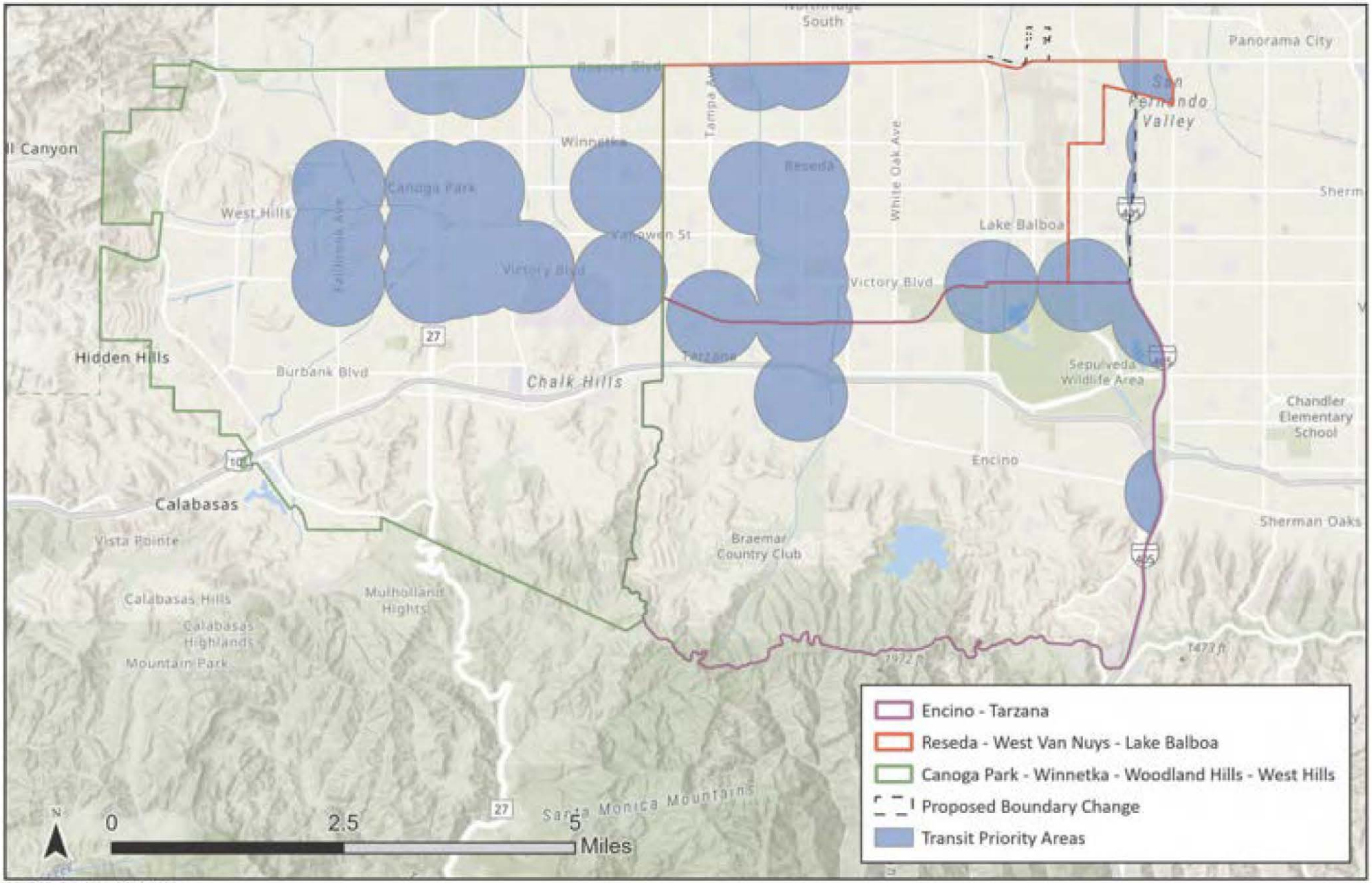
4.1.4 METHODOLOGY

This section analyzes impacts from reasonably anticipated development from implementation of the Proposed Plans and evaluates impacts from inside and outside the Southwest Valley CPAs where the visual resources identified in the existing setting may be affected by the Proposed Plans.

Under SB 743, residential, mixed-use, and employment center projects located within a Transit Priority Area (TPA) are exempt from aesthetic impacts analysis. TPAs are defined as areas within a half mile of a major transit stop. The Metro G (Orange) Line, a bus rapid transit line that operates between the North Hollywood B (Red) Line station to Chatsworth, is located within the Southwest Valley CPAs. There are eight (8) Metro G Line Stations within the Southwest Valley CPAs, including the Reseda and Canoga Stations. Plans are in progress for the future East San Fernando Valley and Sepulveda transit corridors including the Sepulveda rail project and improvements to the G Line (Orange). As shown in **Figure 4.1-9, Southwest Valley CPAs Transit Priority Areas Map**, multiple transit corridors are located within TPAs.

Most development that is reasonably foreseeable in TPAs would be residential, mixed use, or employment centers and would, therefore, as a matter of law, not have aesthetic impacts under CEQA. Notwithstanding, the relevant language of SB 743, codified at PRC Section 21099(d) does not expressly apply to planning projects and therefore as a conservative measure, this EIR will consider aesthetic impacts from the implementation of the Proposed Plans in all the Southwest Valley CPAs, including TPAs and including from development that would qualify for SB 743 exemption.

The evaluation of aesthetic impacts is a subjective exercise, both in identifying valued aesthetic resources and identifying impacts to valued aesthetic resources. Considerations for determining impacts under the various categories of aesthetic resources and impact thresholds are discussed below.



SOURCE: Esri, 2020; SCAG, 2020

FIGURE **4.1-9**

IMPACT SCIENCES

Southwest Valley CPAs Transit Priority Areas Map

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Scenic Vistas/Obstruction of Views

This aesthetics analysis considers public scenic views of the Southwest Valley CPAs from varying vantage points, as well as public scenic views within the CPAs of visual features such as open spaces, mountain ranges, etc. For the purposes of the CEQA analysis, significant impacts to views typically consist of the loss or obstruction of a valued public view (e.g., scenic vista, particularly a panoramic view of areas that have visual interest views), or changes in the character of the view that detract from a valued viewshed. The assessment evaluates whether such viewpoints exist within the Southwest Valley CPAs and whether the content of the view would be adversely affected by implementation of the Proposed Plans. Diminishment of a scenic vista would occur if the Proposed Plans would introduce buildings or development that contrast enough with a visually interesting view, so that the content and quality of the view is permanently affected. The loss of a private view would not be an impact for purposes of this analysis. The City does not protect private views. Changes to and loss of private views from development are expected in an urban environment over time as buildings are changed or added to a particular area.

Visual Character

The concept of visual character is not explicitly defined in the *CEQA Guidelines* or the City's CEQA Thresholds Guide. Visual character can be defined in terms of the overall impression formed by the relationship between perceived visual elements of the built, urban environment existing in the Southwest Valley CPAs.

Elements contributing to the impression of the character of an area include the following:

- Height and mass of proposed buildings compared to existing development;
- The compatibility between uses and activities with the built environment;
- The quality of the public realm, including roadways, sidewalks, plazas, parks, and street furniture;
- The nature and quality of landscaping that is visible to the general public;
- The relationship between built and unbuilt space, or building "coverage;" and
- The presence of shade and shadows.

Evaluation of significant impacts to the visual character of an area is generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the Proposed Plans detract from the visual character of an area. Analysis of impacts to visual character is subjective in its very nature. The qualities that create aesthetic value will vary

from person to person. Some observers may see a beneficial change to the visual character, while other observers would find them discordant.

The Proposed Plans, which include implementing the New Zoning Code in the Plan Areas, will include updated zones and General Plan Designations within the Southwest Valley CPAs. Although the threshold of significance in Appendix G focuses on whether the Proposed Plan conflicts with the applicable zoning in an urban environment, as the City is changing the applicable zoning with the Proposed Plan: the analysis in this impact area will analyze whether implementation of the Proposed Plans would be expected to degrade the existing visual character or quality of public views of the Southwest Valley CPA and the surrounding areas.

Light and Glare

Light and glare impacts are typically associated with outdoor artificial light during the evening and nighttime hours. Glare may also be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective building cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. In this aesthetics discussion, light and glare impacts are assessed qualitatively based on anticipated future development as well as applicable City regulations pertaining to acceptable levels and sources of light and glare. This aesthetics discussion also includes an analysis of the effects of shade and shadow generated as a result of the implementation of the Proposed Plans.

4.1.5 IMPACTS

Threshold 4.1-1 Would implementation of the Proposed Plans have a substantial adverse effect on a scenic vista?

This impact would be less than significant.

Despite the Southwest Valley CPAs containing approximately 4,891 acres of open space, the Southwest Valley CPAs have limited scenic views and vistas. Identified scenic views and vistas in the Southwest Valley CPAs include:

- The Warner Center skyline from the hillsides;
- Limited views of the Santa Monica Mountains and the Sepulveda Basin;
- Publicly accessible panoramic views of the Southwest Valley CPA from the hillsides within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area and the Encino-Tarzana Community Plan Area

- Mulholland Drive, Valley Circle Boulevard, and Ventura Boulevard.

Although panoramic views are often associated with open space areas, they can also be present in developed urban areas such as the Southwest Valley CPAs. In general, the potential to impact panoramic views and landscapes (both natural and man-made) varies by the location and scale of development. Due to the density, urban development, and flat topography throughout a majority of the CPAs, views are largely obstructed at the ground level. Intervening buildings disrupt some views to natural features or views, including the Santa Monica Mountains.

A substantial adverse effect on scenic vistas would occur if implementation of the Proposed Plans would result in the loss and/or significant obstruction of scenic views or change the character of the view that detracts from the view value. Loss or significant obstruction of scenic views would occur if the Proposed Plans introduced development that contrasts enough with the existing view so that it is permanently affected or if public access to the viewpoint is lost. The City does not consider impacts to views from private property and impacts to private views would not be an impact for the purposes of this analysis.[6]

Most views from within the Southwest Valley CPAs are framed by the existing street grid pattern, flat terrain, and urbanized built environment. The views from public areas and public streets from a distance, generally align with the street grid, and may be framed by buildings and street trees. Implementation of the Proposed Plans and their associated land use and zoning changes could result in visual impacts by blocking or impeding views of significant landscape features, however views of these features from the public right-of-way would remain. Much of the future development that would occur under the Proposed Plans would occur along major corridors within existing built areas, not creating new obstructions but instead reinforcing existing view corridors. Some new buildings could impinge on existing views, but such impacts are expected within an urban environment and existing public scenic views and vistas are anticipated to be substantially maintained.

The following sections describe development potential in the Southwest Valley CPAs and how it would affect the scenic, or long-range, vistas identified above.

Limited Change Areas and Nomenclature Changes

The Proposed Plans include minimal and nomenclature changes that would result in changes to the zones within the Southwest Valley CPAs to reflect as-built conditions and to reflect existing development patterns. These proposed changes do not substantially change residential density or increase height or FAR regulations. In many instances, zone changes or General Plan amendments are the result of a nomenclature

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6 CEQA case law has established that, in general, protection of public views is emphasized. For example: *Association for Protection etc. Values v. City of Ukiah* (1991) 2 Cal. App. 4th 720, 734.

change and will not substantially change development regulations and would have no impact on scenic views or vistas. Areas with this level of change include:

a) **Minimum Residential, Very Low Residential, and Low Residential General Plan Designation Areas in the Flatlands**: This applies to the low-density residential areas in the flatlands of the Canoga Park-Winnetka-Woodland Hills-West Hills and Encino-Tarzana CPAs, and low-density residential areas throughout the Reseda-West Van Nuys-Lake Balboa CPA. These areas will be zoned with Form Districts that mirror existing regulations and conditions, such as height and floor area. Minimum lot sizes will range between 4,000 and 40,000 square feet for residential, with a five-acre minimum lot size for parcels with the LG5 Form District. Changes from existing regulations include a reduced rear yard setback to be consistent with SB 477 (and other ADU-related state laws) and a reduced minimum lot size of 4,000 square feet for Low Residential areas instead of the existing minimum lot size of 5,000 square feet.

b) **Minimum Residential, Very Low Residential, and Low Residential General Plan Designation Areas in Hillsides**: This applies to the low-density residential areas in the Hillsides in the Canoga Park-Winnetka-Woodland Hills-West Hills and Encino-Tarzana CPAs. These areas will be zoned with Form Districts that mirror existing regulations and conditions. New Development Standards will be applied to haul route limitations. This change would result in a reduced number of hauling trucks in hillside areas.

c) **Light Industrial General Plan Designation Areas:** In the Southwest Valley about 18 percent of land is currently designated for industrial uses, and the Proposed Plans presents a strategy to preserve and improve existing industrial zoned sites by maintaining the Light Industrial General Plan Land Use designation on these sites. This designation provides a balance of large facilities and small workplaces, accommodates a diverse set of industries, and supports businesses at all stages of growth. Allowable light industrial uses include but are not limited to, manufacturing warehouse and distribution, research and development, office, and limited commercial.

   To better accommodate the different land use intensities between existing industrial zoned sites, the Plan updates are proposing the "Light Industrial - Sensitive" (I6) and "Light Industrial - Preserve" (I7) use districts.

d) **Van Nuys Airport (Reseda-West Van Nuys-Lake Balboa Community Plan):** The Proposed Plan includes a boundary change to the existing Reseda-West Van Nuys-Lake Balboa CPA to include the entirety of the Van Nuys Airport within the Community Plan boundary, and also redesignates portions of the Airport from Light Manufacturing to Production. The Proposed Plan does not include changes to the VNY Airport Plan regulations or airport-specific zoning; therefore, changes to the zoning regulations for the LAWA-owned land are not proposed. The only proposed changes include updates to the General Plan Land Use designations, which include a new Production Land Use designation and maintenance of the Open Space Land Use designation, and boundary changes so the airport is entirely located within the Reseda-West Van Nuys-Lake Balboa Community Plan. The Production designation is intended to preserve and sustain industrial activity while serving as a regional jobs base.

e) **Equinekeeping "K" District Areas (Canoga Park-Winnetka-Woodland Hills-West Hills CPA and Reseda-West Van Nuys-Lake Balboa CPA):** The existing K designations will be removed from three neighborhoods: first, in the northwest corner of the Project Area, bound by Roscoe Boulevard to the north, Valley Circle Boulevard to the east, and north of Strathern Street; second, the area bound by Stagg Street and Saticoy Street to the north and south, and White Oak Avenue and Encino Avenue to the west and east; and third, the area bound by Erwin Street and Topham Street to the north and south, and from Wilbur Avenue to just west of Reseda Boulevard to the west and east. Though it will no longer have the relaxed distancing standards of a K District, for the first two neighborhoods the existing Very Low Residential GPLU will be maintained, a Form District with the same minimum lot size as exists today will be applied, and a Use District with relaxed use permissions for equine keeping and other limited agricultural uses when compared to other single-unit residential use permission. The third neighborhood is located adjacent to the G Line Reseda Station and is discussed below in the section "Changes to Development Potential." The area referred to as "Reseda Ranch" will be zoned with Form and Use districts that will mirror the existing K District regulations. The area is bound by Roscoe Boulevard and Saticoy Street to the north and south, Corbin Avenue to the west from Roscoe Boulevard south to Strathern, Tampa Avenue to the west from Strathern Street south to Saticoy Street, and Wilbur Avenue to the east. Lotrs in this neighborhood are currently designated with a mix of Low Residential and Very Low Residential GPLUs, and a mix of RS-1 and RA-1 zones. Though this area does not have an existing K (Equinekeeping) District applied, it is rural suburban in character and has existing equine keeping uses on select lots. This area will be zoned with a Form District, Use District, and Development Standards that will mirror existing K District regulations and conditions, including carrying forward existing distancing and setback requirements to accommodate equine keeping structures.

Changes to Development Potential

a) **Ventura Boulevard:** The Southwest Valley Plans would increase development potential along Ventura Boulevard, a key commercial corridor that spans more than 17 miles in length, approximately 10.5 miles of which pass through the Encino-Tarzana and Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Areas in the Southwest Valley. In 1991 the Ventura-Cahuenga Boulevard Corridor Specific Plan was adopted, which added an additional layer of land use regulations for properties that front on Ventura Boulevard as well as parcels on adjacent boulevards, including Topanga Canyon Boulevard and Reseda Boulevard. These regulations address building massing, height, parking, and landscaping for properties within the specific plan boundaries. The Specific Plan limits floor area ratio to 1.0 FAR and 1.5 FAR, with 30 and 45 feet building height maximums.

   Much of Ventura Boulevard is currently developed with one to three-story commercial buildings, with taller buildings ranging between 5-13 stories in Encino, which generally predate the adoption of the Specific Plan. See **Figures 4.1-1** through **4.1-8** and **4.1-10** through **4.1-21** for street views of Ventura Boulevard. Over the past several years, the Boulevard has also had some residential development that utilized incentives such as State Density Bonus law in order to exceed what is permitted in the Specific Plan. The Southwest Valley Community Plans propose to remove the land use regulations in the Specific Plan and redesignate and rezone Ventura Boulevard to allow for greater development potential, as well as a mix of housing and commercial uses. The corridor is proposed to be designated Regional Commercial with 1.5 Base FAR/6.0 Bonus FAR and height limited by FAR; Community Commercial with 1.5 Base FAR/3.0-5.0 FAR Bonus and 3-Story Base/8-Story Bonus; and Villages with 1.5 FAR Base/4.0-4.5 FAR Bonus and 3-Story base/5-7-Story Bonus.[7] These land use designations would allow for a wide variety of uses, and regulate building massing, design, density, parking and landscaping. It should be noted that Ventura Boulevard has been identified as an opportunity corridor for high-density residential and mixed-uses due to its prominent role in the South Valley, transit service relative to the South Valley region, and its identification as an Opportunity Corridor in the City's 2021-2029 Housing Element. Changes to massing, form, and height are expected to be incremental and gradual as it takes time for development projects to be proposed, approved, and financed.

b) **Intersection of Reseda Boulevard and the Metro G Line Station on Oxnard Street (Reseda Station Area):** The Southwest Valley Community Plans would increase the development potential surrounding the Metro G Line Station at Oxnard Street and Reseda Boulevard. The area is currently

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7 See **Section 3.0, Project Description**.

designated with General Commercial, Limited Manufacturing, Medium Residential, Parking, and Very Low I Residential land uses, and zoned M1, MR1, C2, P, RD1.5, and RA. Reseda, Oxnard, and several interior blocks to the west of the intersection are being redesignated, allowing for greater density and employment opportunities in order to support transit use. The area is currently characterized by one to three-story commercial buildings, strip malls, light industrial uses, and multi-family residential buildings. See **Figures 4.1-28** through **4.1-33** for street views of Reseda Boulevard. The Southwest Valley Plans propose to redesignate the parcels fronting Reseda Boulevard to the Community Center designation (1.5 FAR Base / 5.0 FAR Bonus, 3 stories base / 8 stories bonus); the parcels on the north side of Topham Street to the Light Industrial designation (1.5 Base FAR / 3.0 Bonus FAR, height limited by FAR); interior parcels west of Reseda to the High Medium Residential (1.5 Base FAR / 4.5 Bonus FAR, 3 stories base / 7 stories bonus) and Medium Residential designation (1.5 Base FAR / 3.0 Bonus FAR, 3 stories base / 5 stories bonus); and interior parcels east of Reseda to the Low Neighborhood Residential designation (graduated FAR tool, 3 stories, 1500 Density). No scenic views or vistas are identified in this subarea. Therefore, implementation of these zoning changes would not result in an adverse change to a scenic vista.



SOURCE: Google Maps, 2026

FIGURE **4.1-10**

IMPACT SCIENCES

Ventura Boulevard, looking south from west of Orion Avenue, Encino

1264.015-08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-11**

IMPACT SCIENCES

Ventura Boulevard, looking west from east of Haskell Avenue, Encino

1264.015•08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-12**

IMPACT SCIENCES

Ventura Boulevard, looking west from west of Haskell Avenue, Encino

1264.015-08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-13**

IMPACT SCIENCES

Ventura Boulevard, looking west from intersection at Gaviota Avenue, Encino

1264.015-08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-14**

IMPACT SCIENCES

Ventura Boulevard, looking west from the intersection of Hayvenhurst Avenue, Encino

1264.015-08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-15**

IMPACT SCIENCES

Ventura Boulevard, looking west from the intersection of Reseda Boulevard, Tarzana

1264.015-08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-16**

IMPACT SCIENCES

Ventura Boulevard, looking south from east of Corbin Avenue, Tarzana

1264.015•08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-17**

IMPACT SCIENCES

Ventura Boulevard, looking north from the intersection of Yolanda Avenue, Tarzana

1264.015-08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-18**

IMPACT SCIENCES

Ventura Boulevard, looking west from the intersection of Winnetka Avenue, Woodland Hills

1264.015-08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-19**

IMPACT SCIENCES

Ventura Boulevard, looking south from the intersection of Kelvin Avenue, Woodland Hills

1264.015-08/26



SOURCE: Google Maps, 2026

FIGURE 4.1-20

IMPACT SCIENCES

Ventura Boulevard, looking northeast from the intersection of Canoga Avenue, Woodland Hills

1264.015-08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-21**

IMPACT SCIENCES

Ventura Boulevard, looking west from the intersection of Topanga Canyon Boulevard, Woodland Hills

1264.015•08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-22**

IMPACT SCIENCES

Reseda Boulevard, looking west, from south of Oxnard Street, Tarzana

1264.015-08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-23**

IMPACT SCIENCES

Reseda Boulevard, looking east, from north of Oxnard Street, Tarzana

1264.015-08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-24**

IMPACT SCIENCES

Looking north along Reseda Boulevard, Tarzana

1264.015•08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-25**

IMPACT SCIENCES

Looking west along Oxnard Street, west of Reseda Boulevard, Tarzana

1264.015-08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-26**

IMPACT SCIENCES

Looking west along Oxnard Street, west of Reseda Boulevard, Tarzana

1264.015•08/26



SOURCE: City of Los Angeles, 2026

FIGURE **4.1-27**

IMPACT SCIENCES

Sherman Way, looking east from west of Remmet Avenue, Canoga Park

1264.015•08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-28**

IMPACT SCIENCES

Reseda Boulevard, looking north, at the intersection of Sherman Way, Reseda

1264.015•08/26

c) **Intersection of Reseda Boulevard and Sherman Way**: The Southwest Valley Community Plans would increase the development potential at the intersection of Reseda Boulevard and Sherman Way. The parcels fronting Reseda and Sherman Way are currently designated Community Commercial, and the surrounding parcels are designated Community Commercial, General Commercial, Limited Manufacturing, and Low Residential with a mix of C2, R4, RAS4, R2, R1, P, and M1, zoning. The Reseda Central Business District Community Design Overlay (CDO) currently applies to this intersection, extending east to Hesperia Ave, west to approximately Wilbur Avenue, north to Lull Street, and south to Kittridge Street. This CDO regulates building design including facade treatment, pedestrian access, screening, landscaping, and signage. The development pattern is generally characterized by one and two-story commercial buildings, strip malls, light industrial uses, surface parking lots, and single-family homes. See **Figures 4.1-28** through **4.1-34** for street views of Sherman Way and Reseda Boulevard. The parcels facing Reseda Boulevard and Sherman Way between Amigo Avenue and Etiwanda Avenue, and between Valerio Street and Hart Street, respectively, are being redesignated to the Villages land use (1.5 Base FAR/4.5 Bonus FAR, 3 base stories/7 bonus stories), and the remaining parcels fronting these streets within the boundary of the existing CDO are being redesignated to the Community Center land use (1.5 Base FAR/4.0 Bonus FAR, 3 base stories/6 bonus stories for the parcels to the north, east, and west; 1.5 base FAR/4.5 bonus FAR, 3 base stories/7 bonus stories for the parcels to south). The existing pocket of parcels designated Limited Manufacturing are being maintained for industrial use with the Light Industrial GPLU (1.5 FAR Base/3.0 FAR Bonus, height limited by FAR). A portion of the existing single-family pockets are being redesignated to Low Neighborhood Residential with a graduated density and FAR tool and a height limit of 3 stories. Changes to massing, form, and height are expected to be incremental and gradual as it takes time for development projects to be proposed, approved, and financed. Because there are no identified scenic views or vistas within this corridor, scenic resources would not be impacted by the changes in development potential described above.

d) **Intersection of Sherman Way and Canoga Avenue (Sherman Way Station Area)**: The Southwest Valley Community Plans would increase the development potential at the intersection of Sherman Way and Canoga Avenue. There is a Metro G Line Station at this intersection, and parcels east of Canoga Avenue along Sherman Way are subject to the Canoga Park CDO, while parcels west of Canoga Avenue are subject to the Canoga Park Commercial Corridor CDO. The parcels fronting Sherman Way are designated Community Commercial with C2, MR1, and M1 zoning. The parcels fronting Canoga Avenue are designated Community Commercial with C2 zoning, Limited Manufacturing with M1 and MR1 zoning, and the Metro G Line right-of-way along Canoga Avenue is designated Public Facilities with PF zoning.

The parcels fronting Deering Avenue, on the east side of the G Line are designated Limited Manufacturing with MR1 and M1 zoning. The area is generally characterized by one to two-story commercial development, gas stations, strip malls, and light industrial uses. See **Figures 4.1-35** through **4.1-39** for street views of Sherman Way and Canoga Avenue.

The parcels fronting Sherman Way west of Canoga Avenue are being redesignated Villages (Base FAR 1.5 /Bonus FAR 4.5, Base Height 3/Bonus Height 7), and the parcels east are being redesignated Community Center (Base FAR 1.5 /Bonus FAR 4.5, Base Height 3/Bonus Height 7 and Base FAR 1.5/Bonus FAR 5, Base Height 3 /Bonus Height 8). Industrial parcels between Deering Avenue and Eton Avenue south of Sherman Way and the properties facing Eton north of Sherman Way are being redesignated Light Industrial (Base 1.5/No Bonus and Base FAR 1.5/Bonus FAR 3 with no height limit). The parcels facing Deering Avenue north of Sherman Way are also being redesignated Light industrial with a Base FAR of 1.5 and no bonus with no height limit. Because there are no identified scenic views or vistas from these corridors, scenic resources would not be impacted by the changes in development potential described above.



SOURCE: Google Maps, 2026

FIGURE **4.1-29**

IMPACT SCIENCES

Reseda Boulevard, looking south, at the intersection of Sherman Way, Reseda

1264.015-08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-30**

IMPACT SCIENCES

Reseda Boulevard, looking east, at the intersection of Sherman Way, Reseda

1264.015•08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-31**

IMPACT SCIENCES

Sherman Way, looking west at the intersection of Reseda Boulevard, Reseda

1264.015•08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-32**

IMPACT SCIENCES

Sherman Way, looking west, west of Reseda Boulevard, Reseda

1264.015•08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-33**

IMPACT SCIENCES

Reseda Boulevard, looking north, south of Sherman Way, Reseda

1264.015-08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-34**

IMPACT SCIENCES

Sherman Way, looking west, west of Etiwanda, Reseda

1264.015-08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-35**

IMPACT SCIENCES

Sherman Way, looking east at the intersection of Canoga Avenue, Canoga Park

1264.015-08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-36**

IMPACT SCIENCES

Canoga Avenue, looking south at the intersection of Sherman Way, Canoga Park

1264.015•08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-37**

IMPACT SCIENCES

Sherman Way, looking west at the intersection of Canoga Avenue, Canoga Park

1264.015-08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-38**

IMPACT SCIENCES

Canoga Avenue, looking north at the intersection of Sherman Way, Canoga Park

1264.015-08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-39**

IMPACT SCIENCES

Canoga Avenue, looking north, north Sherman Way, Canoga Park

1264.015-08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-40**

IMPACT SCIENCES

Sherman Way looking west at the intersection of Alabama Avenue, Canoga Park

1264.015-08/26



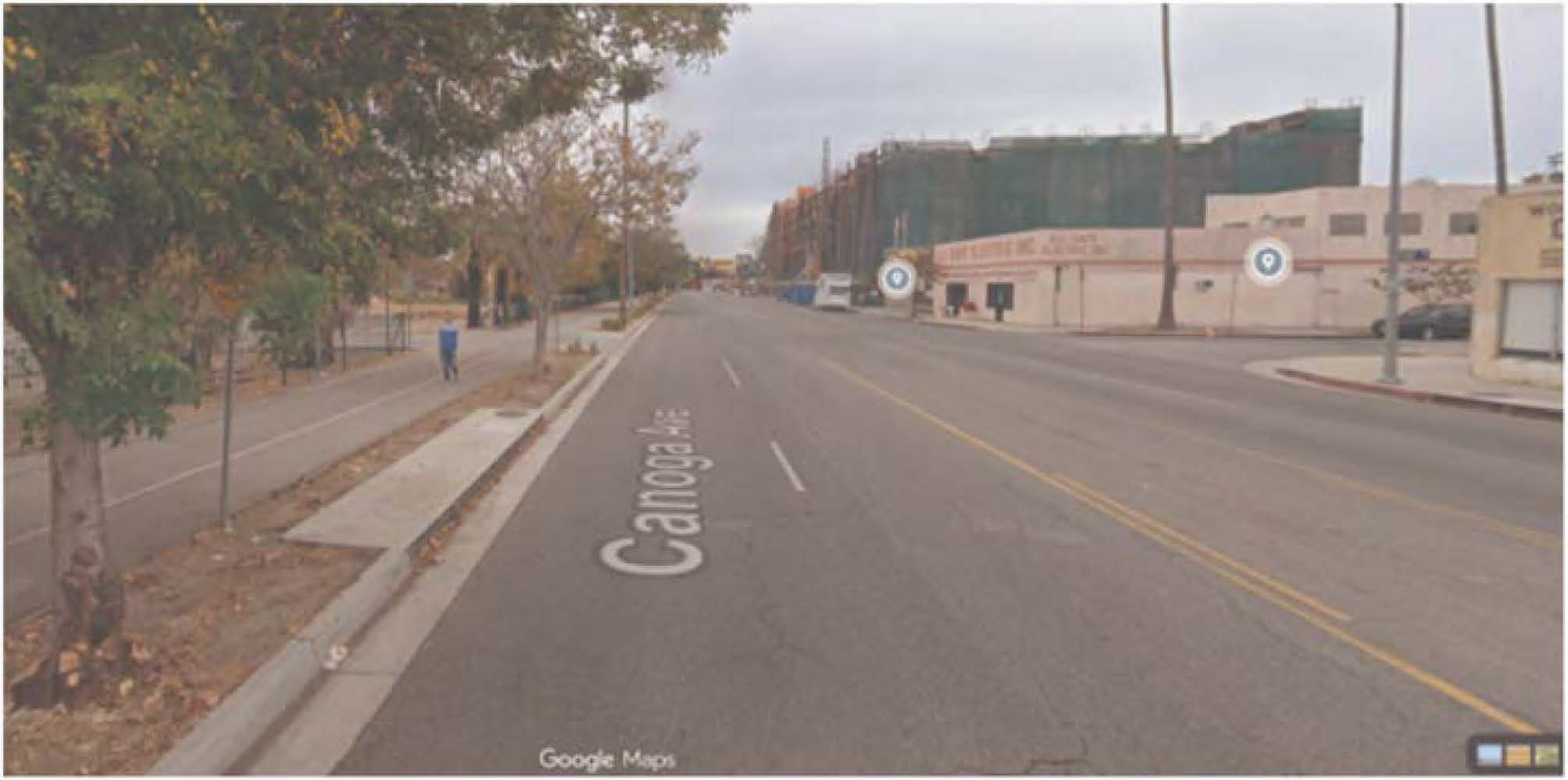
SOURCE: Google Maps, 2026

FIGURE **4.1-41**

IMPACT SCIENCES

Sherman Way looking east, east of Deering Avenue, Canoga Park

1264.015-08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-42**

IMPACT SCIENCES

Canoga Avenue, looking south, north of Gault Street, Canoga Park

1264.015-08/26



SOURCE: Google Maps, 2026

FIGURE **4.1-43**

IMPACT SCIENCES

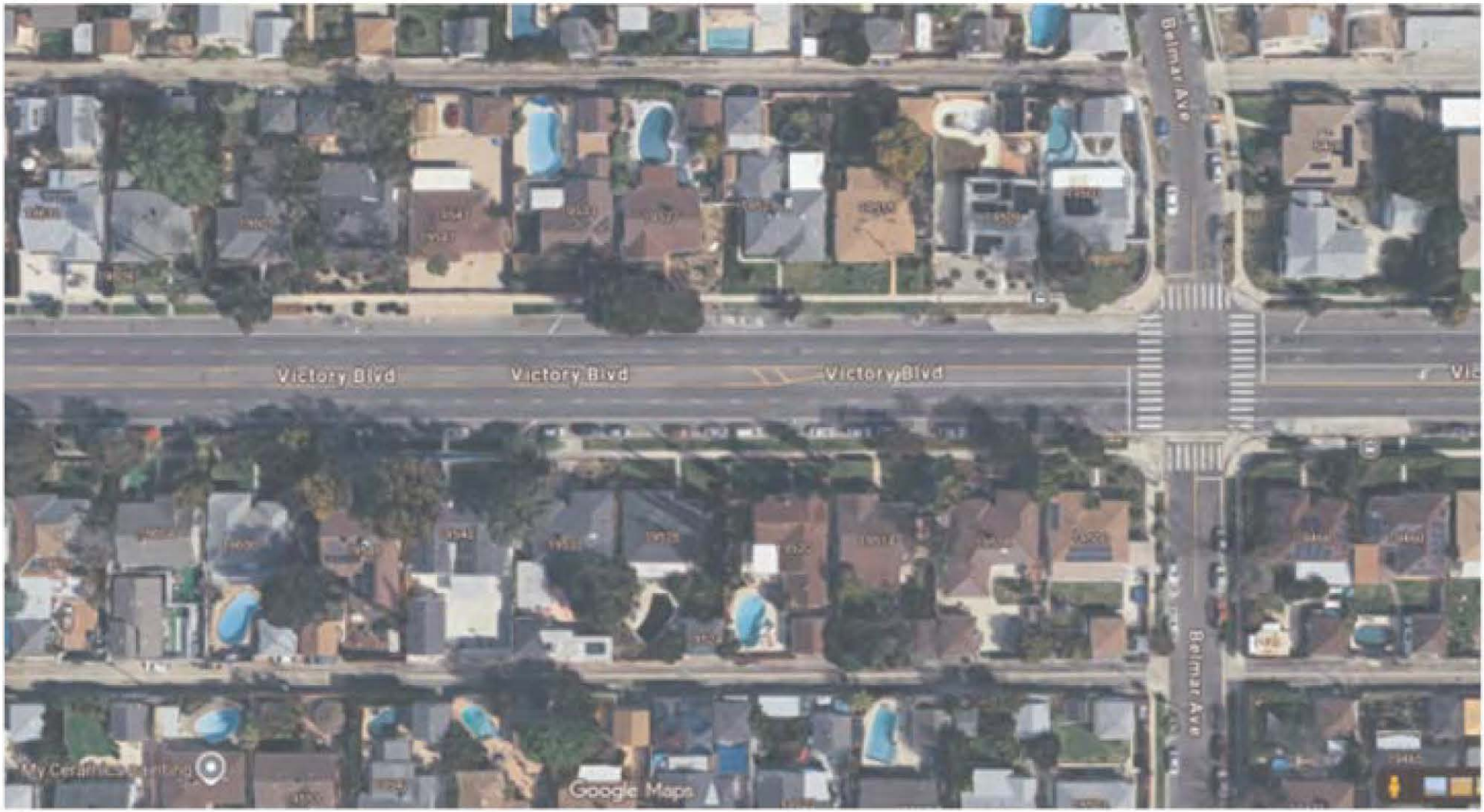
Victory Boulevard, looking west at the intersection of Belmar Avenue, Reseda. Proposed as a Low Neighborhood Residential Land Use Designation

1264.015•08/26

e) **Existing North-South and East-West Single-Family Corridors**: These existing north-south and east-west single-family corridors include Victory Boulevard, Vanowen Street, Sherman Way, Saticoy Street, and Balboa Boulevard, Louise Avenue, White Oak Avenue, Lindley Avenue, Tampa Avenue, Winnetka Avenue, De Soto Avenue, Shoup Avenue, and Fallbrook Avenue.

There are many existing single-family corridors across the Southwest Valley Plan Area that are designated Low Residential with R1 zoning and primarily developed with single-unit homes, in some cases with accessory dwelling units in the rear yard. **See Figures 4.1-43** and **4.1-44** for a street view and aerial view (respectively) of Victory Boulevard and Belmar Avenue. These residential corridors often have alley access in the rear of the lots and are in proximity to commercial centers or transit hubs that are being redesignated to Medium and Low Neighborhood Residential and Low Medium Residential with zoning that allows for either 4 units maximum, or up to 10 units in up to three stories. While these areas would remain primarily residential, the Medium and Low Neighborhood Residential designations would also allow for commercial tenant spaces up to 1,500 square feet to promote small, local businesses as neighborhood amenities. There are no identified scenic views or scenic resources along these corridors; therefore, no scenic resources would be impacted by the changes in development potential described above.

f) **Parking (P) Zones**: Currently, approximately 6 percent of land within the Southwest Valley CPAs is designated as parking zones ("P Zones"), in which the only permitted use is parking. These lots will be rezoned with Form Districts and Use Districts to match the standards of adjacent zones in order to increase the areas that can provide housing, jobs, and retail options across the Southwest Valley and to promote a more pedestrian-oriented built environment. Removing parking zones does not mean removing parking standards. The new zoning code contains parking requirements and parking facilities design standards that allow greater flexibility for how parking is built across the Southwest Valley. Parking lots are not considered a scenic resource and would not be impacted by the changes in development potential described above. Rather, the removal of areas intended only for parking provides more opportunities for attractive development that serves the community.



SOURCE: Google Maps, 2026

FIGURE **4.1-44**

IMPACT SCIENCES

Aerial View of Victory Boulevard and Belmar Avenue, Proposed as Low Neighborhood Residential Land Use Designation

1264.015-08/26

Revisions to Allowable Uses

Revised zones are proposed through the Proposed Plans to further the land use strategies of creating complete neighborhoods and addressing land use compatibility. In many instances, these revisions will not substantially change development regulations and would have no impact on scenic views or vistas.

a) **New Residential Mixed-Use Districts**. The strategy behind these proposed Use Districts is to introduce local and small-scale commercial uses along strategic corridors across the three Plan Areas that are today zoned exclusively for single-dwelling residential use. These areas will remain primarily residential, and are proposed to allow for low-scale multi-unit housing with limited local-serving commercial uses. Commercial tenant spaces will be limited to 3,000 square feet in some areas and 2,000 square feet in others, in order to promote small, local businesses as neighborhood amenities. These small-scale commercial uses would be limited to specific hours of operation. Examples of permitted commercial uses include daycare centers, neighborhood coffee shops or restaurants, small gyms or yoga studios, and small offices or retailers.

b) **New Mixed-Use Projects**: The Ventura-Cahuenga Boulevard Corridor Specific Plan defines a mixed-use project as a project which combines office or other commercial uses with a residential use with at least 25 percent of the total project floor area as residential and at least 33 percent of the total project floor area as commercial. This restriction is proposed to be removed in order to allow for greater flexibility for mixed use projects.

c) **Auto Related Uses**. Drive-through establishments and auto-related uses such as vehicle sales and rentals, car washes, and maintenance, repair and accessory installation are currently prohibited in the designated Pedestrian-Oriented Areas in the Ventura-Cahuenga Boulevard Corridor Specific Plan which include the areas between Topanga Canyon Boulevard and Canoga Avenue in Woodland Hills, Balboa Boulevard and Noeline Avenue in Encino, and Crebs Avenue and Reseda Boulevard in Tarzana. The Canoga Park Commercial Corridor, the Downtown Canoga Park and the Reseda CDOs require additional design standards for auto related uses to support pedestrian oriented design in these areas. The Proposed Plans will further expand prohibitions on auto-oriented uses and new drive-throughs along different areas of Ventura Boulevard and the downtown areas in Canoga Park and Reseda in order to address the existing concentration of auto-related uses and support a pedestrian-oriented environment. These changes would be implemented through the application of use packages that do not allow new auto-oriented uses and development standards that prohibit new drive-throughs. These changes would preserve and expand upon existing provisions to promote pedestrian oriented design throughout the Southwest Valley CPA.

d) **Commercial Establishment Size Restrictions.** In select portions of the project area that have the existing Neighborhood Center or Community Center General Plan Land Use designations, there will be restrictions on commercial establishment sizes to encourage small business operations and to limit big-box operators along neighborhood-scale corridors. Proposed Neighborhood Center and Villages designated parcels will be limited to a tenant size of 10,000 feet, and Community Center designated parcels near that intersection will be limited to a tenant size of 50,000 square feet, which would allow for grocery stores and other mid-sized retailers.

e) **Industrial Use Districts:** The use districts described below correspond to properties in the CPAs that are designated Light Industrial.

   i) **Light Industrial - Preserve:** Applied in less transit-served areas, this use district promotes compatible land uses and can, for example, serve as a buffer between residential uses and the Van Nuys Airport to continue supporting the surrounding employment opportunities. Permitted uses include heavy commercial uses (e.g., motor vehicle services, such as car washes and fueling stations; motor vehicle sales and rentals; self-service indoor storage facilities; and, outdoor storage cargo and motor vehicles) and light industrial uses. Certain uses include a 200- or 500-foot distance separation from sensitive uses, commercial uses, and general and self-storage.

   ii) **Light Industrial - Sensitive:** Applied in transit-served areas to promote uses that support pedestrian activity and maintain employment opportunities along the Metro G Line. Permitted uses include heavy commercial uses (e.g., motor vehicle services, such as car washes and fueling stations; motor vehicle sales and rentals; self-service indoor storage facilities; and, outdoor storage cargo and motor vehicles) and light industrial uses. Certain uses include a 200- or 500-foot distance separation from sensitive uses, commercial uses, and general and self-storage.

   It is important to note that both the Light Industrial Sensitive and Light Industrial Preserve use districts prohibit heavy manufacturing and residential uses. Housing development is generally not permitted in existing industrial areas and will also be discouraged in the proposed Light Industrial zoned areas. However, limited residential uses may be allowed, for example, through the adaptive reuse of existing buildings

Revisions to General Plan Land Use Designations

The Proposed Plans include amendments to the General Plan Framework Element to introduce new general plan land use designations of the Southwest Community Plans.

These designations are designed to reflect the intent of the Plan's land use strategy and the proposed amendments will allow for their limited applicability to the Southwest Community Plan Areas. General plan land use designations help guide development by establishing the general location and intensity of different uses of land, in addition to the allowable scale of development. Each land use designation expresses a variety of goals and policies and corresponds to a set of implementing zones that regulate development, including uses, floor area ratios, densities, and height. The proposed land use designations, along with implementing zoning actions, would reinforce a pattern of development that directs future growth to already urbanized and transit-served areas.

Although physical change would likely occur and could change views in some areas of the Southwest Valley CPAs, development that would occur in the Southwest Valley CPAs under the Proposed Plans would be limited to specific corridors and the Plans would preserve existing views and vistas, to the extent they exist, into and out of the Southwest Valley CPAs at a reasonable level. In addition, many of the vistas are from existing public streets which would be largely unaffected by the land use and zoning changes associated with the Proposed Plans. The implementation of the Proposed Plans would be consistent with current City policy which does not preserve views from private property. Impacts to scenic vistas would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.1-2 **Would the Proposed Plans substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

No impact would occur.

There are two state designated highways located within the City of Los Angeles, however they are not located within the Southwest Valley CPAs. Several eligible state scenic highways pass through portions of Los Angeles, including Interstate 5 from Interstate 210 to the northern City limit, U.S. Route 101 from Topanga Canyon Boulevard to the western City limit, State Route 118 from De Soto Avenue to the western

City limit, Interstate 210 from Interstate 5 to the eastern City limit, State Route 1 from Venice Boulevard to the City boundary adjacent to Santa Monica, and State Route 1 north of Interstate 10. The Arroyo Seco Parkway is a National Civil Engineering Landmark, a National Scenic Byway, and one of two California Historic Parkways, and is located northeast of Downtown Los Angeles. While there are no official state-designated scenic highways within the Southwest Valley CPAs, two highways are eligible to become a state-designated scenic highway: (1) the easternmost portion of Route 101 as it enters Hidden Hills and approaches the western end of the Woodland Hills Neighborhood and (2) the northernmost segment of Topanga Canyon (Route 27) as it approaches Louisville High School and passes Mulholland Drive on the southern end of the Woodland Hills Neighborhood. However, there are no officially designated scenic highways within the Southwest Valley CPA. [8] As such, ***no impact*** would occur.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

No impact.

Threshold 4.1-3 **If the Proposed Plans are in an urbanized area, would the Proposed Plans conflict with applicable zoning and other regulations governing scenic quality, or where it proposes to change the applicable zoning and other regulations governing scenic quality would it degrade the visual character of the CPAs and its surrounding area?**

This impact would be less than significant.

Reasonably anticipated development from the Proposed Plans would involve increased building heights, FAR, and development intensities in combination with design standards (i.e., form and frontage) and would provide a greater mix of uses in the Southwest Valley CPAs through new General Plan designations and associated zoning regulations that are intended to foster a greater mix of uses in the CPAs. Where the Proposed Plans propose no changes in zoning regulations and standards, no impact is foreseeable as anticipated development in those areas would occur in an urbanized area and be required to comply with

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8 California Department of Transportation, *California State Scenic Highway System Map*. Available online at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed July 1, 2025.

the zoning standards. In areas where the Proposed Plans propose changes in zoning regulations or standards, an impact could occur if the changes will result in development that degrades the visual character. However, while the proposed General Plan designations and associated zoning may allow for a change in the existing visual character, development patterns would focus future development along major corridors, near employment centers, and transit served areas. The sections below are organized according to major categories of zone changes and General Plan amendments that would be enacted as part of the Proposed Plans, and changes in the development potential. An overview of the foreseeable visual character of the Southwest Valley CPAs under the Proposed Plans is provided.

While the Southwest Valley CPAs is generally urbanized and contain a relatively flat topography, with the exception of the hillside areas south of Ventura Blvd., scenic resources (both natural and urban) are present throughout the Planning Area. The largest scenic resources in the Southwest Valley CPAs include views of Santa Monica Mountains, the Sepulveda Basin (that includes Lake Balboa), the Encino Reservoir, the Los Angeles River, Los Encinos State Historic Park, Bell Canyon Park, and Orcutt Ranch.

During the lifetime of the Proposed Plans, new or expansion of recreational uses could occur in public parks. Thus, development that could occur during the lifetime of the Proposed Plans could improve the existing visual character of natural features within or near the CPAs.

The existing visual character of urban or built features in the Southwest Valley CPAs are predominately single-family residential, with commercial and limited industrial development, but are varied in terms of building ages, uses, heights, and massing. Infill development projects have been built or are planned near prominent structures in the CPAs. Under the Proposed Plans, more infill projects with a variety of architectural styles, massing and heights would be expected to be built over time. As a result, it is expected that new infill projects would occur in selected areas of the CPAs identified for increased development potential under the Proposed Plans. Development could increase and the visual character of residential and commercial neighborhoods could change as the density of land use will increase around transit stations and along select corridors. As the Proposed Plans seek to accommodate new housing and commercial development in particular nodes and along commercial corridors and near transit stations, these areas could experience a change in visual character. The proposed land use and zoning changes in areas surrounding transit stations, such as the Reseda and Canoga stations, and along select corridors would result in buildings that are taller and denser in terms of the number of residential units and commercial square footage.

Residential Neighborhoods and Commercial Corridors

The Proposed Plans direct growth to the commercial centers and commercial corridors served by transit. In general, zone changes resulting in increased development potential such as height, floor area ratio, or density are proposed along commercial corridors, such as Ventura Boulevard, and near transit infrastructure, where the goal is to allow for pedestrian-oriented, mixed-use development with housing options in proximity to transit. The Proposed Plans' policies seek to preserve and enhance the distinct character, scale, and integrity of the existing residential neighborhoods. While Zone Changes and General Plan Amendments are proposed throughout the Plan Areas, the existing development potential of the majority of the Project Area's current Low Residential, Very Low Residential, and Minimum Residential designated areas is proposed to be maintained.

The Southwest Valley CPAs have many alley-loaded corridors where the garage entrance is located at the rear of the dwelling, typically off an alley that runs behind the building. These corridors typically front multiple lanes of travel and generally have one- to two-story single-dwelling (i.e., single-family homes), with lots generally ranging from 5,000 to 7,500 square feet. To support the creation of complete neighborhoods where residents can access jobs, schools, and essential amenities within walking or biking distance, the Community Plans are proposing to allow for modest density increases on some of these existing single-dwelling corridors. This strategy allows major Avenues and Boulevards that already have generous street widths and connect multiple neighborhoods to now accommodate missing middle housing. The missing middle strategy is proposed to be applied within the Low Neighborhood Residential and the Low Medium Residential General Plan Land Use designations. Form Districts and Density Districts will be applied that would generally allow a graduated FAR of up to 1.15:1 for four units and 2:1 for ten or more units, and height of up to three stories, depending on location, including near Ventura Boulevard, areas surrounding the Metro G Line Station at Oxnard Street and Reseda Boulevard, the intersection of Reseda Boulevard and Sherman Way, and the intersection of Sherman Way and Canoga Avenue. Proposed changes to the land uses in these corridors are discussed in **Threshold 4.1-1**, above and in **Section 3.0, Project Description**. These changes to massing, form, and height by the Proposed Plans along and within these corridors are expected to be incremental and gradual as it takes time for development projects to be proposed, approved, and financed.

Industrial Designated Areas

The Proposed Plans propose a strategy to preserve and improve existing industrial zoned sites by maintaining the Light Industrial General Plan Land Use designation on these sites. Plan policies support the preservation of established industrial districts to promote a jobs/housing balance and help ensure appropriately located land suitable to accommodate existing, new, and relocating industrial firms, including small-scale or niche manufacturing and emerging industries. To better accommodate the different land use intensities between existing industrial zoned sites, the Plan updates are proposing the "Light Industrial - Sensitive" (I6) and "Light Industrial - Preserve" (I7) use districts. Additionally, Plan policies address the compatibility of uses and the design of projects to minimize potential impacts, ensure adequate screening and landscaping and promote high quality architectural character.

The Southwest Valley Community Plans would increase the development potential surrounding the Metro G Line Station at Oxnard Street and Reseda Boulevard. The area is currently characterized by one to three-story commercial buildings, strip malls, light industrial uses, and multi-family residential buildings. The Southwest Valley Plans propose to redesignate the parcels on the north side of Topham Street to the Light Industrial designation (1.5 Base FAR / 3.0 Bonus FAR, height limited by FAR).

The Southwest Valley Community Plans would increase the development potential at the intersection of Reseda Boulevard and Sherman Way. The existing pocket of parcels designated Limited Manufacturing are being maintained for industrial use with the Light Industrial GPLU (1.5 FAR Base/3.0 FAR Bonus, height limited by FAR).

The Southwest Valley Community Plans would increase the development potential at the intersection of Sherman Way and Canoga Avenue. The parcels fronting Canoga Avenue are designated Community Commercial with C2 zoning, Limited Manufacturing with M1 and MR1 zoning, and the Metro G Line right-of-way along Canoga Avenue is designated Public Facilities with PF zoning. Industrial parcels between Deering Avenue and Eton Avenue south of Sherman Way and the properties facing Eton north of Sherman Way are being redesignated Light Industrial (Base FAR 1.5/No Bonus and Base FAR 1.5/Bonus FAR 3 with height limited by FAR). The parcels facing Deering Avenue north of Sherman Way are also being redesignated Light industrial with a Base FAR of 1.5 and no bonus with no height limit.

The proposed changes to lower intensity industrial is not anticipated to have a significant effect on the visual character or quality of the industrial properties in this area but may indirectly protect the visual character and quality of the surrounding environment by discouraging new hazardous or toxic heavy industrial uses from locating next to existing housing developments in the area.

It is anticipated that the general visual character of areas with these land use designations would be improved by reasonably anticipated development from the Proposed Plans due to the addition of design standards to improve visual quality and requirements for more landscaping.

Visual Quality

The prevailing visual quality of the Southwest Valley CPAs is similar to what is typically found in highly urbanized areas. While residential uses make up the majority of the Southwest Valley Community Plan Areas, the Plan Area also contains commercial, industrial, public facility, and open space uses. There are several open spaces in the Planning Area, including, but not limited to, the Sepulveda Basin Recreation Area, Los Encinos State Historic Park, Bell Canyon Park, and Orcutt Ranch. However, as discussed above, the Proposed Plans direct future growth to areas that are well served by public transit and infrastructure. For this reason, the Proposed Plans accommodate higher densities and more infill development in areas surrounding select commercial corridors. Growth will be focused on opportunity areas along Ventura Boulevard, the intersection of Reseda Boulevard and Sherman Way, the Reseda Station Area, and the Sherman Way Station Area. Moderate increases are proposed along existing north-south and east-west single-family corridors.

Historic Properties and Structures

The Proposed Plans include a new review process for projects that involve select eligible historic resources, as well as regulatory protections from demolitions and alterations for certain eligible historic resources that have been identified in surveys prepared or accepted by the City. The Individual Historic Resource Review, or IHR review, requires additional planning review in consultation with Los Angeles City Planning's Office of Historic Resources (OHR) for projects that involve select eligible or surveyed individual properties within the CPA. This additional review, paired with additional zoning regulations such as Form Districts helps to maintain the rich cultural identity and history of buildings. As discussed in **Section 4.5, Cultural Resources**, there are no historical resources that are proposed for removal or alteration under the Proposed Plans. The City's Cultural Heritage Ordinance cannot prevent identified historical structures from being demolished. However, implementation of the Proposed Plans incorporates policies and the Individual Historic Resource Review tool that would assist in further protecting the integrity and eligible historic sites. Thus, the visual character and aesthetic quality of historic properties and structures within the Southwest Valley CPAs would be preserved.

In general, the Proposed Plans would include building design regulations to address factors that influence the visual character in the Southwest Valley CPAs including building orientation, building scale, height and massing, parking, building façade/frontage, and landscaping.

Specifically, form and frontage districts would set limits for building height, step-backs, and massing, across the land use designations to help provide cohesive height and bulk transitions across future structures within the Southwest Valley CPAs. This would be particularly emphasized in historically sensitive areas to minimize potential adverse effects to the existing scale and built character.

Conclusion

Reasonably anticipated development from the Proposed Plans, as directed by the proposed General Plan designation and zoning changes, could potentially change the visual character of portions of the Southwest Valley CPAs. Certain areas would have a higher FAR and could see new development with higher buildings and mixed-use development. In general, zone changes resulting in increased development potential such as height, floor area ratio, or density are proposed along commercial corridors, such as Ventura Boulevard, and near transit infrastructure, where the goal is to allow for pedestrian-oriented, mixed-use development with housing options in proximity to transit. While implementation of the Proposed Plans could result in increases in development potential, changes to massing, form, and height are expected to be incremental and gradual as it takes time for development projects to be proposed, approved, and financed. Ultimately, the purpose of the Proposed Plans is to plan for and accommodate foreseeable growth in the City, including the Southwest Valley Plan Area, consistent with the growth strategies of the City as provided in the Framework Elements, as well as the policies of SB 375 and the SCAG RTP/SCS. Additionally, future development would likely benefit and improve the visual character and quality in some of these areas, as new development would be designed with contextual form and frontage regulations to be compatible with existing visual character. While the Proposed Plans would result in increases in density in some locations, these areas are where the State, SCAG, and the City are encouraging growth and where such development is desirable, consistent with growth strategies of the City as provided in the Framework Elements, as well as the policies of SB 375 and the SCAG RTP/SCS. While these changes would change the visual character of these areas, such changes are consistent with the overall urban character of the Southwest Valley CPAs and City; therefore, impacts would be ***less than significant,*** and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.1-4 **Would the Proposed Plans create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

This impact would be less than significant.

Lighting. A high level of ambient nighttime light is common to urbanized areas of the City of Los Angeles. In the residential areas of the Southwest Valley CPAs, nighttime artificial lighting sources include pedestrian-scaled streetlights, security and decorative wall lighting at residential homes, vehicle headlights, and interior building illumination. Existing sources of nighttime lighting along commercial corridors and industrial areas of the Southwest Valley CPAs include street, security, and wayfinding outdoor lighting, vehicle headlights, and interior building illumination. This relatively high level of ambient light currently reduces the visibility of the nighttime sky. Reasonably anticipated development from the Proposed Plans would allow for increased development density, intensity, and building heights in targeted areas of the Southwest Valley CPAs, such as corridors that are envisioned as mixed-use corridors. While increased illumination is anticipated from sidewalk lighting, and from commercial, residential, and industrial windows in mixed-use and single-use stand-alone projects, these increases would be modest and incremental.

The LAMC contains specific regulations with respect to lighting. LAMC Section 12.21 A.5(k) (amended by Ordinance No. 171,858), which will be incorporated as part of the New Zoning Code, states that all lights used to illuminate parking areas shall be designed, located, and arranged so as to reflect the light away from any street and any adjacent premises. Additionally, any new lighting would be designed to conform to applicable standards including LAMC Sections 93.0117 and 12.21 A.5(k), which pertains to outdoor lighting affecting residential property (no more than two foot-candles of lighting intensity from a light source is allowed on adjacent residential property). All new development would be required to be consistent with these LAMC regulations to reduce impacts from light. In addition, General Plan Framework Policies 5.5.3, 5.5.4, and 5.8.1 call for the formulation of building and site design standards, determination of appropriate urban design elements, and lighting commensurate with intended nighttime use. In addition, the Proposed Plans includes application of the new Development Standards (Article 4 of the New Zoning Code), which includes regulations pertaining to site lighting that would regulate the amount of illumination for different uses to minimize light trespass and to ensure that the appropriate type and amount of lighting is used. Compliance with these standards would ensure that light impacts of future development occurring under the Proposed Plans would be ***less than significant***.

Glare. Glare is a common phenomenon in the City of Los Angeles including the Southwest Valley CPAs primarily due to the occurrence of a high number of days per year with direct sunlight and the highly urbanized nature of the region. Most existing structures within the Southwest Valley CPAs are composed

of non-reflective materials such as concrete, wood, stucco, and plaster. Few structures have mostly glass façades. Reasonably anticipated development from the Proposed Plans would be generally consistent with the level of reflective surfaces on existing development and would comply with LAMC Chapter 9, Article 3, Section 93.0117 and Chapter 9, Article 1, Section 91.6205M, for light and glare affecting residential uses. These standards prohibit the use of highly reflective or deeply tinted glass. In addition, the new Development Standards (Article 4 of the New Zoning Code) include standards to reduce glare by prohibiting the use of materials that typically create high levels of glare and generate excessive heat. Adherence to applicable standards on all new development under the Proposed Plans would reduce glare impacts to ***less than significant***.

Shadow. Shadow effects already exist in the Plan Areas, especially in areas with taller buildings. The average building heights and associated shadows would increase in the Southwest Valley CPAs due to the higher permitted FAR and height in select areas. This increased building height and intensity would increase the number and length of shadows generated by buildings; however, this would not adversely affect the existing visual character of the area because shade effects are typical in an urban environment. The increased shade effects may also be considered beneficial, particularly during warmer seasons and sunny days, by providing cover and cooling effects during high heat days. Sunny weather conditions are not limited to a specific period within the calendar year in Southern California, and there would be ample opportunities for individuals to enjoy the sun. Additionally, shade effects could make an urban environment more pedestrian friendly. Thus, the potential increase in shade and shadows are not expected to substantially degrade the existing visual character or quality of the Southwest Valley CPAs and impacts would be ***less than significant***.

Mitigation Measure

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.1.6 CUMULATIVE IMPACTS

The geographic context for cumulative analysis of aesthetic impacts is generally localized to the immediate vicinity of the Southwest Valley CPAs. For this analysis, the geographic context for cumulative impacts on scenic views and vistas in the Southwest Valley CPAs include the geographic area within and outside the CPAs that would have views of and across the Southwest Valley CPAs.

The geographic context for cumulative impacts on visual character, scenic resources, lighting, and glare would be outside the geographic context of the Southwest Valley CPAs. The cumulative analysis accounts for reasonably foreseeable cumulative growth including growth from approved projects that are not yet built from other community plans, the Los Angeles County General Plan, and the SCAG RTP/SCS.

Scenic Vistas. The Southwest Valley CPAs are bordered by the Chatsworth-Porter Ranch CPA, Northridge CPA, and Mission Hills-Panorama City-North Hills CPA to the north, the Brentwood-Pacific Palisades CPA to the south, the Van Nuys-North Sherman Oaks CPA and Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass CPA to the east, and the Simi Hills to the west. Major east-west corridors include (from north to south) Roscoe Boulevard, Saticoy Street, Sherman Way, Vanowen Street, Victory Boulevard, and Ventura Boulevard. Major north-south corridors include (from west to east) Valley Circle Boulevard, Canoga Avenue, Woodley Avenue, De Soto Avenue, Winnetka Avenue, Topanga Canyon Boulevard, Reseda Boulevard, and Balboa Avenue. Within the Southwest Valley CPAs there are four primary views that the City has identified as scenic vistas:

- Warner Center skyline from the hillsides;
- Limited views of the Santa Monica Mountains;
- Views of the Sepulveda Basin;
- Panoramic views of the Southwest Valley CPAs from Mulholland Drive, Valley Circle Boulevard, and Ventura Boulevard.

Future developments along commercial corridors in adjacent communities and cities outside of the CPAs, whether they are mid-rise or high-rise developments, could change the views from these public vantage points. The Proposed Plans are not anticipated to have a cumulative impact on short-range views from these public vantage points. While the Proposed Plans would allow greater building heights than what currently exist in certain areas, the scenic vistas available from these public vantage points generally align with the existing street grid and while these views may be impinged upon, they would not be substantially obstructed or significantly changed by taller structures within the Southwest Valley CPAs. Therefore, the Proposed Plans' cumulative impact on scenic vistas would be ***less than significant*** and would not be cumulatively considerable.

Visual Character. The existing visual character of the geographic area is urban. Impacts on visual character would be generally limited to the community in which the new development would be located and immediately adjacent areas. Within the CPAs, a number of projects were approved in recent years and are expected to be built, in combination with future development under the Proposed Plans during the lifetime of the Proposed Plans.

Impacts from such development are generally described above as impacts of the Proposed Plans. Future development associated with the Proposed Plans would primarily affect the visual character within the Southwest Valley CPAs. New development in adjacent communities that are located in the immediate vicinity of the Southwest Valley CPAs' boundaries could potentially change the visual character of that area. However, the effects would be localized, and the Proposed Plans do not propose changes that would cause new development along the Southwest Valley CPAs' boundaries to significantly vary in height, massing, and scale when compared to the existing uses in these areas. Thus, new development along and near the Southwest Valley CPAs' boundaries is expected to be consistent with the visual character of the surrounding area.

While there are no official state-designated scenic highways within the Southwest Valley CPAs, two highways are eligible to become a state-designated scenic highway: (1) the easternmost portion of Route 101 as it enters Hidden Hills and approaches the western end of the Woodland Hills Neighborhood and (2) the northernmost segment of Route 27 as it approaches Louisville High School and passes Mulholland Drive on the southern end of the Woodland Hills Neighborhood. The existing visual character of the Southwest Valley CPAs and its adjacent communities is varied in terms of building ages, uses, heights, and massing. While individual buildings may be impacted, future development is not expected to substantially degrade this varied visual character. In summary, the Proposed Plans' impact on visual character would be ***less than significant*** and would not be cumulatively considerable.

Light and Glare. Development of cumulative projects in the Southwest Valley CPAs and adjacent areas could incrementally increase ambient nighttime lighting in this cumulative geographic area. The LAMC contains specific regulations with. LAMC Section 12.21 A.5(k) states that all lights used to illuminate a parking area shall be designed, located and arranged so as to reflect the light away from any street and any adjacent premises. Additionally, the Code or ordinances of adjacent communities require lighting of development to be directed away from surrounding properties and public rights-of-way. Any new lighting within the Southwest Valley CPAs, adjacent CPAs, and adjacent cities would be designed to conform to applicable lighting standards contained within the respective jurisdictional codes. With respect to glare, new development outside of the Southwest Valley CPAs is likely to use building materials that are consistent with the building materials that are commonly used in that community or city. Although future development would increase the shadow length that is generated by buildings; this increase would not adversely affect the existing visual character of the area. In summary, the Proposed Plans' impact on light and glare would be ***less than significant*** and would not be cumulatively considerable.

4.1.7. REFERENCES

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City of Los Angeles, Mobility Plan 2035, September 7, 2016. Available online at: https://planning.lacity.gov/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf, accessed January 27, 2026.

4.2 AGRICULTURE & FORESTRY RESOURCES

INTRODUCTION

This section evaluates the potential environmental effects on agriculture and forestry resources within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area, the Encino-Tarzana Community Plan Area, and the Reseda-West Van Nuys-Lake Balboa Community Plan Area, collectively referred to as the "Southwest Valley Community Plans," "Southwest Valley Community Plan Areas (CPAs)," or "Proposed Plans."

4.2.1 EXISTING ENVIRONMENTAL SETTING

Agricultural Land Use

A variety of programs administered by the State of California and Los Angeles County ("the County") classify and help protect agricultural lands in the County. The Farmland Mapping and Monitoring Program (FMMP), administered by the California Department of Conservation Division of Land Resource Protection, identifies important areas of farmland based on soil types and land use history. Agriculture zoning in Los Angeles 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. Los Angeles 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 assess the locations, quality, and quantity of agricultural lands in California on a county-by-county basis, as well as the conversion of these lands over time. 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. Natural Resources Conservation Service (NRCS), part of the U.S. Department of Agriculture; current land use information is gathered from aerial photographs, a computer mapping system, public review, and field reconnaissance. The FMMP maps approximately 47.9 million acres of land in California. FMMP designations do not affect local land use decisions; rather, they are identification tools that local governments can use for policy purposes.[1]

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1 California Department of Conservation, "Important Farmland Categories." Available online at: https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx, accessed September 22, 2025.

The City of Los Angeles integrates the California Department of Conservation's important farmland maps from the FMMP to identify agricultural resources within its boundaries. Similar to the FMMP, this data classifies land into categories such as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland.

The acreages listed in this section represent data from the 2025 FMMP maps in the City of Los Angeles and include mapped Farmland in the City's boundaries. The FMMP maps identify the following Farmland categories:[2]

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 four years prior to the mapping date.

2. **Farmland of Statewide Importance**: Farmland of Statewide Importance is farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

3. **Unique Farmland**: Unique Farmland is farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated but may include nonirrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

4. **Farmland of Local Importance:** Farmland of Local Importance is land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee. In Los Angeles County, Confined Animal Agriculture[3] is not part of the Farmland of Local Importance category.[4]

As shown in **Figure 4.2-1, Farmland Mapping and Monitoring Program–Designated Farmland within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA**; **Figure 4.2-2, Farmland Mapping and Monitoring Program–Designated Farmland within the Encino-Tarzana CPA**; and **Figure 4.2-3, Farmland Mapping and Monitoring Program–Designated Farmland within the Reseda-West Van Nuys-Lake Balboa CPA**, properties exist within the Southwest Valley CPAs that are designated as either Prime Farmland or Unique Farmland. There are no properties within the Southwest Valley CPAs that are

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2 *Ibid.*

3 Confined Animal Agriculture facilities include dairies, feedlots, poultry facilities, and aquaculture (fish farms).

4 California Department of Conservation, "Farmland Mapping and Monitoring Program - Status of Confined Animal Agriculture Facilities in Important Farmland GIS Data." Available online at: https://www.conservation.ca.gov/dlrp/fmmp/Documents/CI_in_Local_Definitions.pdf, accessed September 22, 2025.

designated as Farmland of Statewide Importance or Farmland of Local Importance. As shown in **Table 4.2-1, Prime or Unique Farmland within the Southwest Valley Community Plan Areas**, approximately 224.76 acres of land within the Southwest Valley CPAs have a Farmland designation, with 159.15 acres designated as Prime Farmland, and 65.61 acres designated as Unique Farmland. However, the majority of the mapped Farmland in the Southwest Valley CPAs are not located within areas of current agricultural use. Multiple properties designated Prime and/or Unique Farmland are situated in residential neighborhoods or commercial corridors within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA and the Encino-Tarzana CPA. Additional notable locations with either Prime and/or Unique Farmland designations include portions of the Sepulveda Dam Basin Recreation Area.[5,6]

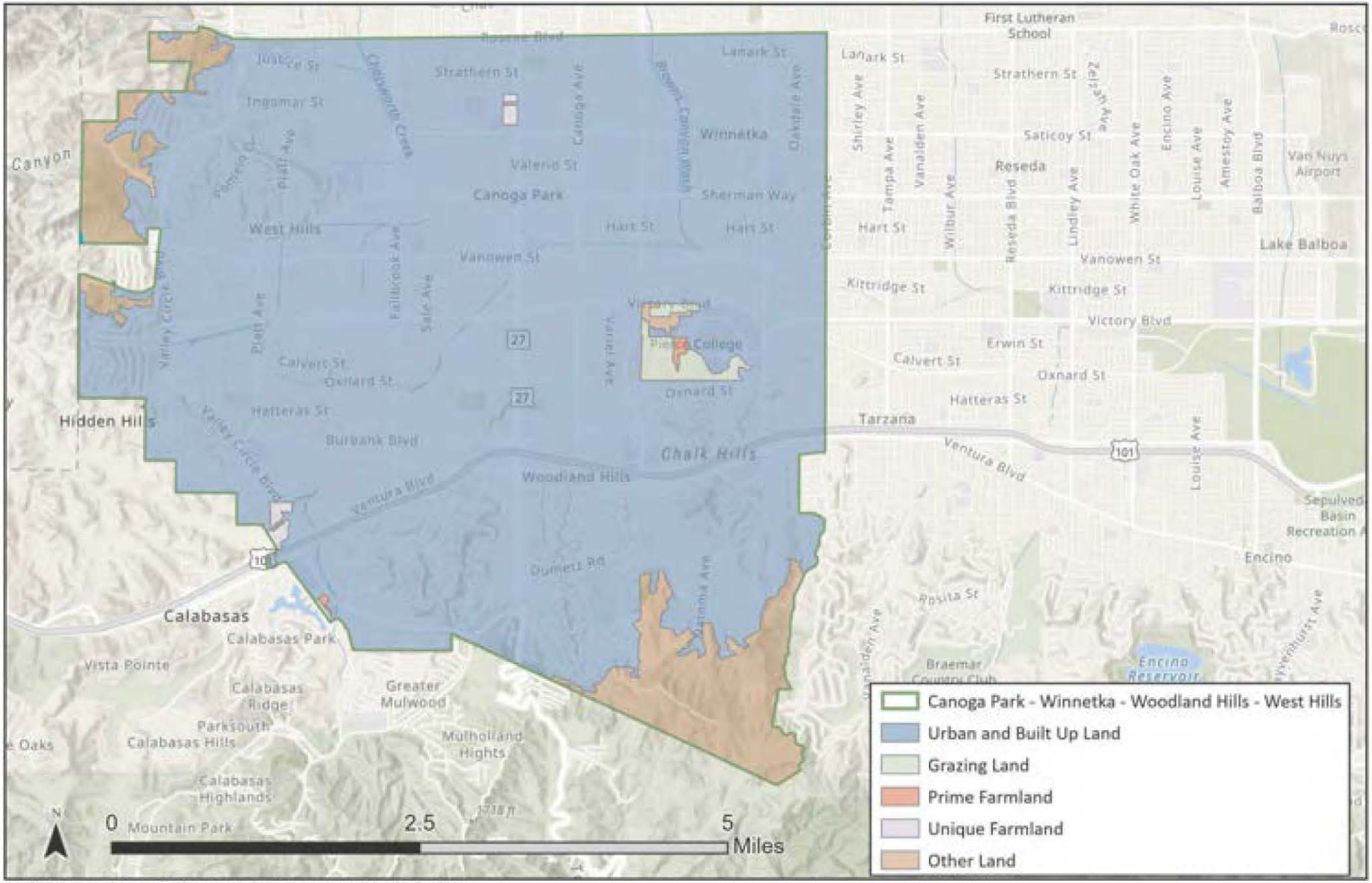
Table 4.2-1
Prime or Unique Farmland within the Southwest Valley Community Plan Areas

Southwest Valley CPA	Farmland Type	Acreage
Canoga Park-Winnetka-Woodland Hills-West Hills	Prime Farmland	20.6
	Unique Farmland	43.52
Encino-Tarzana	Prime Farmland	85.7
	Unique Farmland	10.57
Reseda-West Van Nuys-Lake Balboa*	Prime Farmland	52.85
	Unique Farmland	11.52
	Total Prime Farmland Acreage: 159.15	
	Total Unique Farmland Acreage: 65.61	

Notes: Includes parcels to be incorporated into the Reseda-West Van Nuys-Lake Balboa CPA as part of the Proposed Plans
Source: Los Angeles Department of City Planning (LADCP) March, 2026.

5 As the underlying land in the Basin is owned by the Federal government and operated under the aegis of the United States Army Corps of Engineers (USCOE) it is not subject to local zoning codes and regulations with respect to future land use and development decisions. However, as numerous facilities in the Basin operate under long-term lease agreements with the USCOE, efforts are made to remain generally consistent with applicable local plans, policies and regulations to the extent feasible.

6 As part of the Los Angeles Community College District (LACCD), Los Angeles Pierce College campus is not subject to local zoning codes and regulations. Generally, campuses that are part of LACCD may choose to exempt themselves from local planning and zoning requirements with respect to future land use and development decisions. However, it is LACCD's policy to be generally consistent with applicable local plans, policies and regulations to the extent feasible.



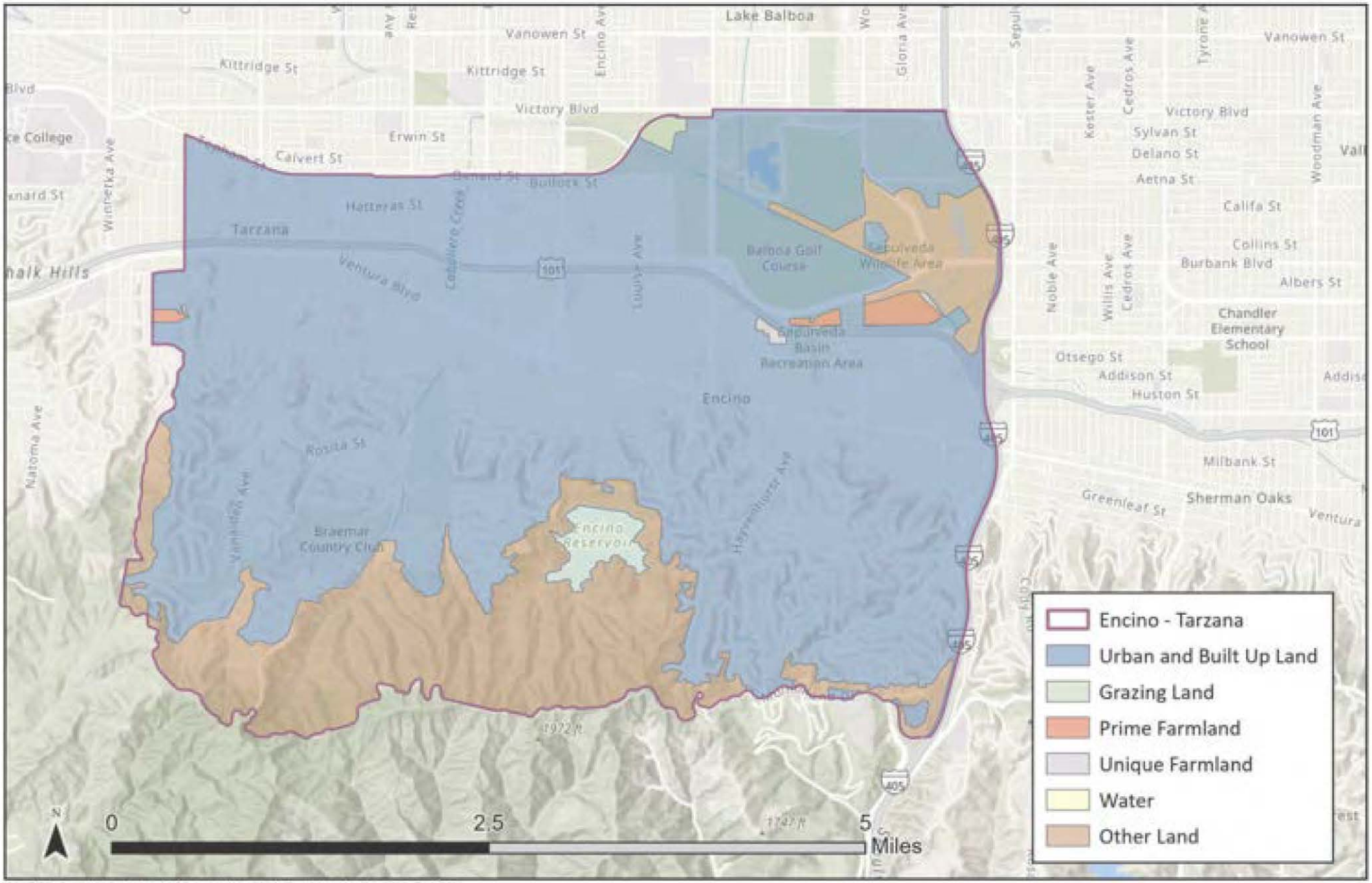
SOURCE: California Department of Conservation, 2025; City of Los Angeles, 2025; Esri, 2025

FIGURE **4.2-1**

IMPACT SCIENCES

Farmland Mapping and Monitoring Program–Designated Farmland in Canoga Park-Winnetka-Woodland Hills-West Hills CPA

1264.015•8/25



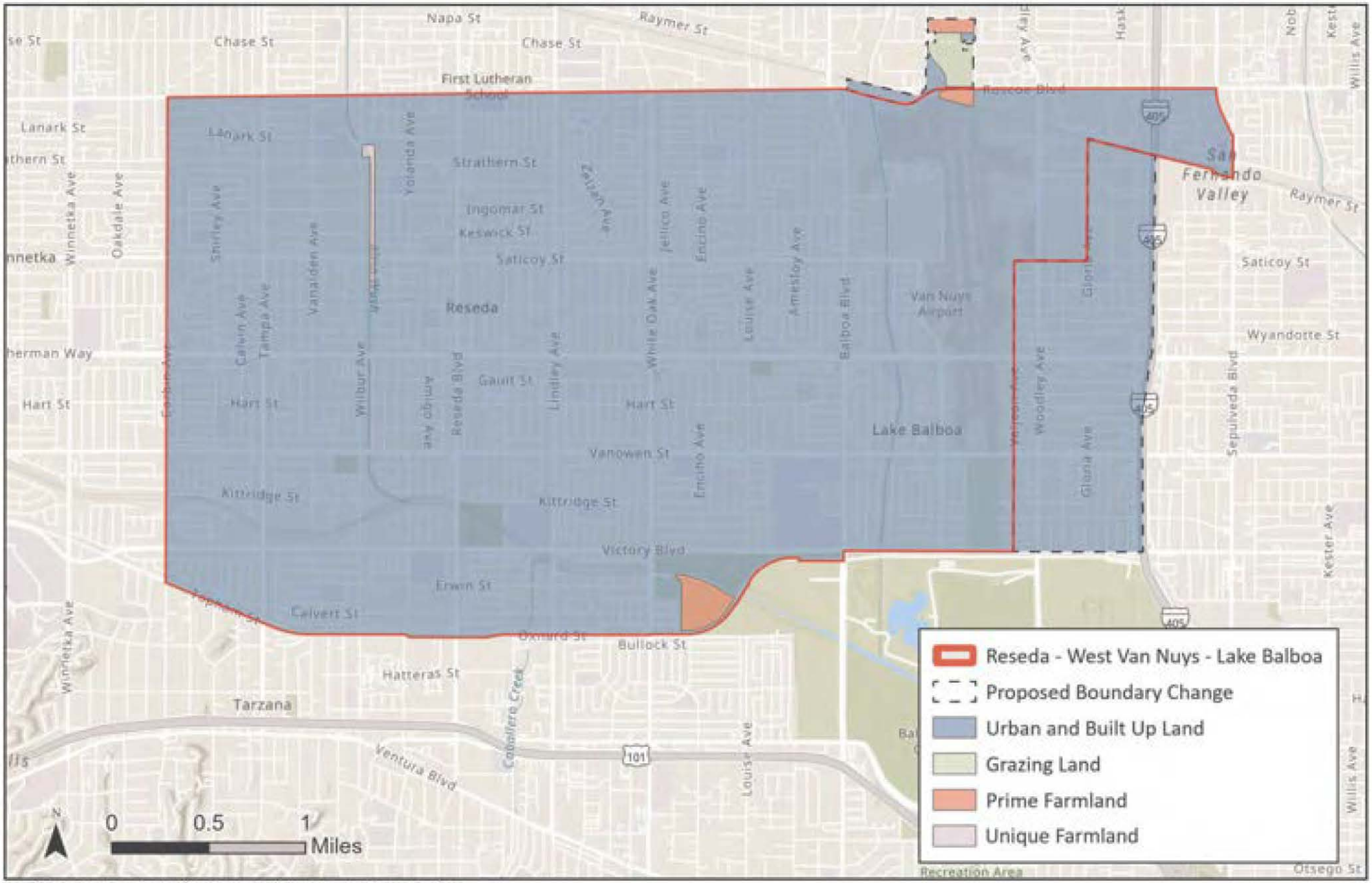
SOURCE: California Department of Conservation, 2025; City of Los Angeles, 2025; Esri, 2025

FIGURE **4.2-2**

IMPACT SCIENCES

Farmland Mapping and Monitoring Program–Designated Farmland in Encino-Tarzana CPA

1264.015•8/25



SOURCE: California Department of Conservation, 2025; City of Los Angeles, 2025; Esri, 2025

FIGURE **4.2-3**

IMPACT SCIENCES

Farmland Mapping and Monitoring Program–Designated Farmland in Reseda-West Van Nuys-Lake Balboa CPA

1264.015•8/25

Existing Agricultural Zoning

The City's existing Zoning Code establishes three agricultural zones: Agriculture [A1], Light Agriculture [A2], and Suburban Agriculture [RA]. These zones permit varying intensities of agricultural activity and preserve rural character within City's jurisdiction. The A1 zone is intended for larger-scale agricultural operations and requires the largest parcels, while A2 accommodates smaller-scale or "light" agricultural uses on moderately sized lots. The A1 and A2 zones also permit single-family residential and other non-agricultural uses such as golf courses. The RA zone bridges agriculture and suburban living, allowing residential uses alongside limited farming activities on smaller lots, often in semi-rural neighborhoods. All three zones permit crop cultivation, animal keeping, nurseries, and accessory agricultural structures, but they differ in lot size minimums, permitted densities, and setback requirements to match the intended intensity and surrounding land use context.

Figure 4.2-4, Existing Agricultural Zones in the Southwest Valley CPAs, shows the properties and neighborhoods within each Southwest Valley CPA currently zoned in variations of A1, A2, and RA zones. The majority of neighborhoods within the Encino-Tarzana CPA are zoned RA, while much of the undeveloped parcels in the hillside areas are zoned A1. A scattering of properties throughout the Canoga Park-Winnetka-Woodland Hills-West Hills CPA are zoned A1, A2, and RA, with a concentration of parcels located between Platt Avenue and Topanga Canyon Boulevard zoned RA. The Reseda-West Van Nuys-Lake Balboa CPA also has scattered properties that are zoned A1, A2, and RA, with a concentration of RA-zoned parcels in the northwest corner of the Plan Area in the neighborhood known as Reseda Ranch.

Williamson Act Contract Lands

A discussion of the California Land Conservation Act of 1965 (Williamson Act) is further summarized in **Section 4.2.2, Regulatory Framework**. The purpose of a Williamson Act contract is to preserve agricultural and open space lands by discouraging premature and unnecessary conversion to urban uses. According to the California Department of Conservation's Los Angeles County Williamson Act Map, the City of Los Angeles does not include any land under Williamson Act Enrollment.[7]

Forestry Resources and Timberland

Forest land is defined in the California Public Resources Code (Section 12220[g]) 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."

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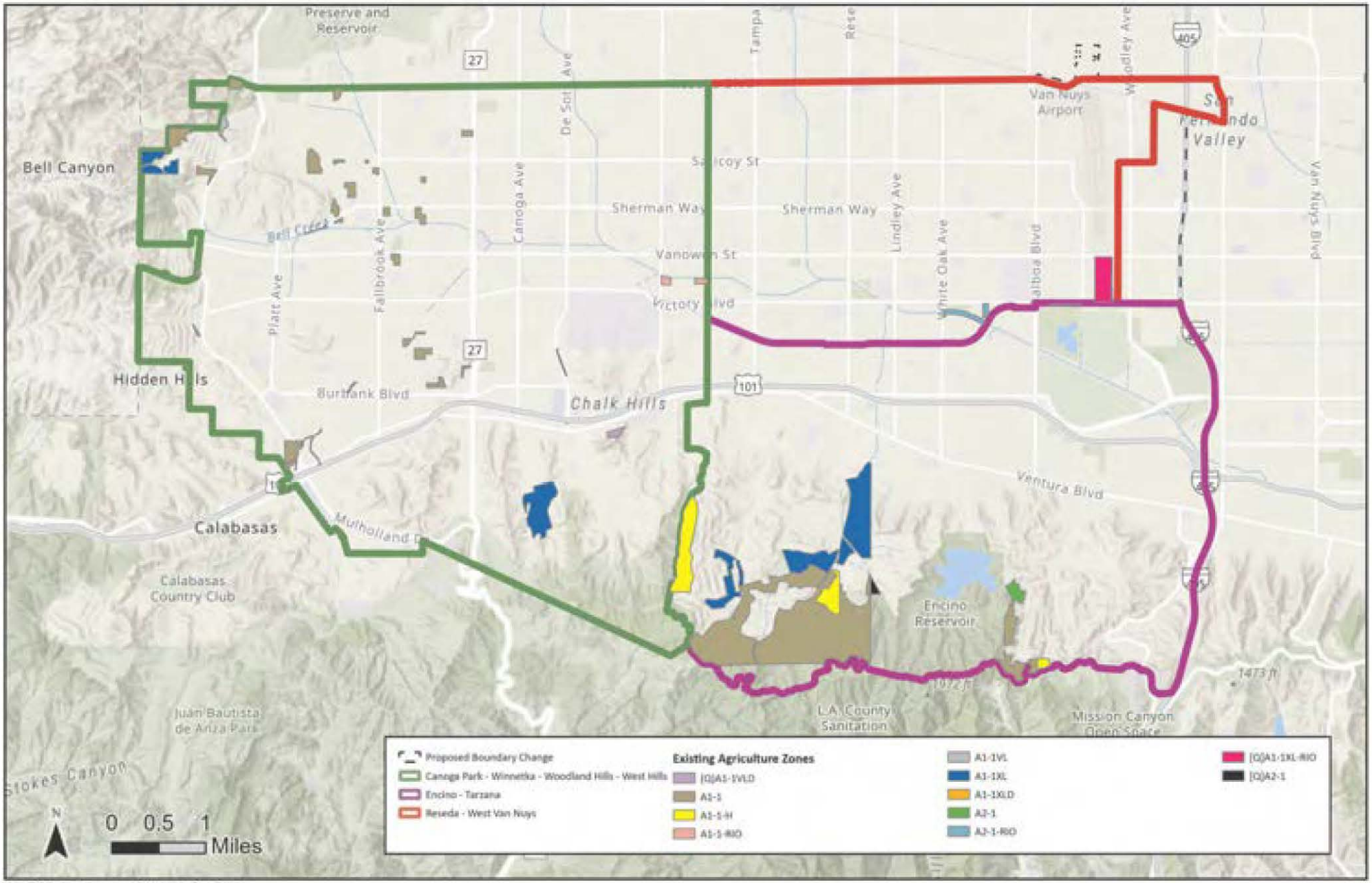
7 California Department of Conservation, "Williamson Act Enrollment Finder." Available online at: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/, accessed August 12, 2025.



SOURCE: City of Los Angeles, 2025; Esri, 2025

FIGURE **4.2-4**

IMPACT SCIENCES

Existing Agricultural Zones for the Southwest Valley CPAs

1264.015•10/25

Timberland is defined in the California Public Resources Code (Section 4526) as "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."

The Southwest Valley CPAs border along the Santa Monica Mountains to the south, and Bell Canyon to the west. Within the Southwest Valley CPA borders, portions of open spaces that are located within the Santa Monica Mountains and Bell Canyon have the potential to meet the forest land definition, described as land that can support 10-percent native tree cover of any species under natural conditions, and that allows for the management of one or more forest resources, including timber, fish and wildlife, biodiversity, water quality, and recreation. However, the California State Fire Marshal (CAL FIRE) has not identified any land within the Southwest Valley CPAs as forest land.[8,9] Additionally, there is no timberland or land currently zoned by the City for forest or timberland production in or adjacent to the Southwest Valley CPAs.[10] Open spaces located along the southern and western borders of the Southwest Valley CPAs are currently zoned as either Open Space [OS], A1, RA-1, or Residential Estate [RE].[11] Additionally, none of these open spaces are currently maintained or used for timberland production.

Existing Forestry Resource and Timberland Zones

The City's existing Zoning Code does not include zoning reserved for forestry resources or timberland.

4.2.2 REGULATORY FRAMEWORK

Federal

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

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8 CAL FIRE, "Fire and Resource Assessment Program-California Land Ownership." Available online: https://34c031f8-c9fd-4018-8c5a-4159cdff6b0d-cdn-endpoint.azureedge.net/-/media/calfire-website/what-we-do/fire-resource-assessment-program---frap/gis-data/ownershipboundaries2024map.pdf?rev=a14c3b0f7ce64aed92362ec9d6bf5531&hash=F9454F1DE164707FBA559012DD0DEF88, accessed August 12, 2025

9 CAL FIRE, California's Forests and Rangelands 2017. Figure 6.5, Exurban Parcelization and Land Cove. Available online at: https://34c031f8-c9fd-4018-8c5a-4159cdff6b0d-cdn-endpoint.azureedge.net/-/media/calfire-website/what-we-do/fire-resource-assessment-program---frap/assessment/forest-and-range-2017-assessment.pdf, accessed August 12, 2025.

10 City of Los Angeles Municipal Code Chapter 1A: City of LA Zoning Code, Article 5, Use.

11 City of Los Angeles, ZIMAS. Available online at: https://zimas.lacity.org/, accessed March 31, 2026.

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.

Federal agency representatives of projects that have the potential to convert farmland to non-farm use coordinate with their local office of the 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.

Agricultural Improvement Act of 2018

The Agricultural Improvement Act of 2018 (sometimes called the "2018 Farm Bill") was approved in 2018 and remains in effect through 2026.[12] It builds upon and continues to implement many of the crucial programs that serve agricultural producers. The U.S. Department of Agriculture is charged with implementing this law, which reauthorized previous programs to serve producers now while they seek public input for future programs. The 2018 Farm Bill continued funding for major programs but did include some changes to NRCS programs, such as expanding support to producers who address significant natural resources concerns by adopting conservation practices and activities.

State

Farmland Mapping and Monitoring Program

As noted above, 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 non-agricultural use would be considered an adverse impact. These map categories are defined in **Section 4.2.1, Existing Environmental Setting**.

12 A new bill, H.R.7567, to reauthorize the 'Farm Bill' through FY2031 is currently before the 119th Congress (2025-2026). https://www.congress.gov/bill/119th-congress/house-bill/7567, accessed July 22, 2026.

California Land Conservation Act (Williamson Act)

The Williamson Act of 1965 provides an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program requires a 10-year contract between the county where the subject land is located and the landowner. While subject to contract, the land is taxed on the basis of its agricultural use rather than its market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement. The goal of the Williamson Act is to protect agriculture and open space. There are no Williamson Act contract lands in the Proposed Plan Areas. The only Williamson Act contract lands in Los Angeles County are located on Santa Catalina Island and are preserved for open space and recreational purposes.

Fire and Resource Assessment Program

The CAL FIRE "Fire and Resource Assessment Program" (FRAP) is a statewide initiative that compiles, analyzes, and maps data on California's wildland resources to support fire protection, land management, and policy decisions. FRAP produces assessments every five years, integrating information on vegetation, fuels, fire history, forest health, biodiversity, watersheds, and land use to evaluate resource conditions and risks. It provides public GIS datasets, maps, and analytical tools that identify high fire hazard areas, assess ecological values, and plan mitigation or conservation strategies.

California Civil Code

Section 815 (Conservation Easements) of the California Civil Code establishes the legal framework for conservation easements in the state. A conservation easement is a voluntary, legally binding restriction on land use that permanently limits certain types of development to protect agricultural, open space, scenic, historic, or natural resource values. The law authorizes qualified holders, which can be public agencies or nonprofit organizations with conservation purposes, to acquire and enforce these easements. Landowners who grant a conservation easement retain ownership, and many use rights, but agree to restrict activities that would undermine the conservation values. The easements are recorded and run with the land in perpetuity, binding future owners. The statute also specifies that these easements serve the public interest and are enforceable through monitoring and legal remedies by the holder.

Local

City of Los Angeles Municipal Code (LAMC). The LAMC provides the set of detailed requirements that implement General Plan policies at the level of the individual parcel. Chapter 1A of the LAMC is the City's New Zoning Code, and it serves as a modernized, streamlined replacement for the City's previous zoning code, dated 1946. The Chapter introduces a specific Agricultural Uses category under its Use provisions. This category allows for a variety of uses related to agriculture, including open spaces, farming, nurseries, aviaries, and apiaries. Section 1.4.2.C notes that vacant land may be used for agricultural purposes, provided that those uses align with the applied Use District; and a Certificate of Occupancy is required before such use begins.

4.2.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to agricultural and forestry resources if they would:

- 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 non-agricultural use;
- Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined in Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104(g));
- Result in the loss of forest land or conversion of forest land to non-forest use; or
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

4.2.4 METHODOLOGY

This analysis uses information from the California Department of Conservation's FMMP, forestry literature, and mapping from CAL FIRE, and Chapter 1A of the LAMC. The Proposed Plans are evaluated in terms of whether Plan implementation would result in the permanent loss of, or loss of access to, agriculture and forestry resources occurring within the Southwest Valley CPAs

Land use and agricultural designation maps produced by planning and resource agencies, including the California Department of Conservation and local governments, to determine whether the implementation of the Proposed Plans would directly or indirectly affect land used for agricultural or forestry uses, and

analyzes the significance of such impacts based on the potential for the proposed Project to convert such lands to non-agricultural or non-forestry uses.

4.2.5 IMPACTS

Threshold 4.2-1 **Would implementation of the Proposed Plans 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 non-agricultural use?**

This impact would be less than significant.

Potential impacts related to the conversion of farmland to non-agricultural use occur through changes in land use designation, zoning changes, or development capacity increases that facilitate the redevelopment or rezoning of land currently mapped as agricultural. This includes land classified as Prime Farmland or Unique Farmland by the California Department of Conservation's Farmland Mapping and Monitoring Program.

As shown in **Figures 4.2-1** through **4.2-3**, there are several properties and areas within the Southwest Valley CPAs that are identified as either Prime Farmland and/or Unique Farmland pursuant to the FMMP. These areas include, but are not limited to, undeveloped areas within the Sepulveda Dam Basin Recreation Area in the Encino-Tarzana CPA, vacant land owned by Los Angeles World Airports (LAWA) as part of the runway protection area at Van Nuys Airport (VNY), and the Pierce College campus in the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, as well as various properties situated in residential neighborhoods of each Southwest Valley CPA. The Proposed Plans would not change the land use designation or introduce land use policies that would affect the Sepulveda Basin Recreation Area, as it is owned by the federal government and operated by the USCOE. Similarly, the Proposed Plans would not introduce land use policies that would directly affect Pierce College, as the campus is owned and operated by the Los Angeles Community College District (LACCD) or VNY, which is owned and operated by LAWA. Because these areas are outside of the City's (in the case of Sepulveda Basin and Pierce College) or Planning Department's (in the case of VNY) jurisdiction, implementation of the Proposed Plans would not directly or indirectly result in the conversion of any existing farmland at any of these locations into non-agricultural uses.

As part of the Proposed Plans, the entirety of the Southwest Valley CPAs' zoning will be updated to reflect the Chapter 1A designations (see **Section 3.0, Project Description**). This would result in certain parcels designated as either prime or unique farmland receiving a new zoning designation. In many cases, the zoning is like-for-like and does not increase or decrease the capacity of a site or change the use of the site.

For the most part, changes to use and density are focused along major corridors and not within the residential neighborhoods or hillside areas where the agricultural zoned parcels are located. Furthermore, all Use Districts except for the OS1 District (applied exclusively to Open Space designated parcels) proposed in the Southwest Valley Plans Update allow for agricultural uses including farming.

In the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, the sites with a farmland designation would be located within one of the new Residential Use Districts, such as Residential Limited [RG2] Use District and Residential Agriculture [RG3] Use District. This is a function of the City's proposed zoning system, which requires a combination of Use, Form, and Density Districts (see Section 3.0, Project Description). The proposed RG2 and RG3 Use Districts permit agricultural uses to occur on these parcels, ensuring that the existing uses would remain and be compatible with surrounding uses. In many cases, these parcels are not in use as farmland specifically but rather are residential homes, vacant land, or nursery sites. As such, the properties would not be rezoned to a non-agricultural use. Therefore, impacts would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant impact.

Threshold 4.2-2 Would implementation of the Proposed Plans conflict with existing zoning for agricultural use, or a Williamson Act contract?

This impact would be less than significant.

As stated above, Los Angeles County is a non-participating County under the California Williamson Act Enrollment for 2024. Therefore, the Southwest Valley CPAs are in Non-Enrolled Land, which is defined as land not enrolled in a Williamson Act contract.[13] As discussed above, there are several areas within the Southwest Valley CPAs that are currently zoned in different variations of A1, A2, or RA. These areas mostly consist of residential uses, agricultural uses, and some commercial uses. The Proposed Plans would involve rezoning the entirety of the Southwest Valley CPAs into the new zoning nomenclature of the adopted Chapter 1A of the New Zoning Code. As such, the properties that are currently zoned as any sub variations

[13] California Department of Conservation, *The Williamson Act Status Report*, 2022. Available online at: https://www.conservation.ca.gov/dlrp/wa/Documents/stats_reports/2022%20WA%20Status%20Report.pdf, accessed August 12, 2025.

of A1, A2, or RA would be re-zoned as part of the New Zoning Code. Permitted Agricultural uses in the majority of A1, A2, and RA zoned properties would be permitted under the New Zoning Code. In the Santa Monica Mountains, a cluster of open space areas located southwest of the Encino Reservoir, within the Encino-Tarzana CPA, which is currently zoned A1 (see Figure 4.2-4), would be re-zoned as Open Space [VF2-OS1]. However, the area is not mapped as Prime or Unique farmland, nor is it currently being used for agricultural purposes.[14] Thus, implementation of the Proposed Plans would not conflict with existing zoning for agricultural use. Impacts would be ***less than significant.***

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant impact.

Threshold 4.2-3 **Would implementation of the Proposed Plans conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?**

This impact would be less than significant.

As stated above, several open spaces within the Santa Monica Mountains and Bell Canyon have the potential to meet the forest land definition under PRC Section 1220(g) and timberland definition under PRC Section 4526. However, CAL FIRE has not identified any land within the Southwest Valley CPAs as forest land. There are no undeveloped areas and open spaces that are currently maintained or used for timberland production. The City currently does not have a zone or zoning district dedicated to forest land or timberland use/production. While the open space areas within the Santa Monica Mountains and Bell Canyon are zoned either OS, A1, RA-1, or RE, these zones do not allow for forest or timberland uses.

[14] The area of open space south of the Encino reservoir is land owned by the Santa Monica Mountains Conservancy/Mountains Recreation and Conservation Authority. The parcels under these organizations' ownership are all being redesignated and rezoned to OS across the Southwest Valley CPAs. This decision was made following meetings with these organizations and is being done at the request of the organizations.

The Proposed Plans would not impact open spaces that are owned and maintained under different jurisdictions, such as Topanga State Park. The Proposed Plans would not introduce land use policies that would allow deforestation or halt timberland production. Therefore, the Proposed Plans would not conflict with existing zoning for, or cause rezoning of, forest land, timberland. Impacts would be ***less than significant.***

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant impact.

Threshold 4.2-4 **Would implementation of the Proposed Plans result in the loss of forest land or conversion of forest land to non-forest use?**

This impact would be less than significant.

As stated above, CAL FIRE has not identified any land within the Southwest Valley CPAs as forest land; as such, the Proposed Plans would not result in the loss of any forest land or conversion of forest land to non-forest uses. Impacts would be ***less than significant.***

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant impact.

Threshold 4.2-5 **Would implementation of the Proposed Plans involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?**

This impact would be less than significant.

The Proposed Plans are a set of zoning changes and policy actions intended to plan for anticipated development in the City through 2050. The City includes minimal land in use for farmland, and within the CPAs, a limited number of parcels are zoned as farmland and are in use as residential homes, nurseries, or are vacant. The Proposed Plans would rezone all three CPAs using the City's New Zoning Code. However, the permitted uses for the existing zones that allow agricultural uses would be maintained. The Proposed Plans primarily focus development along the major corridors and areas in proximity to transit within the CPAs and do not propose any specific changes related to farmland. Therefore, implementation of the Proposed Plans would not result in changes in the existing environment, which, due to their location or nature, could result in conversion of farmland to non-agricultural uses. As such, impacts would be ***less than significant.***

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant impact.

4.2.6 CUMULATIVE IMPACTS

The cumulative context to analyze impacts to agricultural resources, forest resources, and timberland includes reasonably foreseeable future development within the City of Los Angeles, as well as the County of Los Angeles pursuant to applicable planning documents, including the Southern California Association of Governments (SCAG) Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy and adjacent community plans, as well as previously approved but unbuilt projects in the County or adjacent Community Plan Areas.

Agricultural Resources

As discussed above, there are parcels within the CPAs that are zoned for farmland or agricultural uses. However, these sites are not in use as active farmland but instead serve as vacant/undeveloped land, residential homes, or greenhouse/nursery uses. Further, the uses would be maintained with the plan through the City's new zoning nomenclature. These parcels are not connected with other farmland agricultural parcels outside of the CPAs and, therefore, are unlikely to combine to create a cumulative impact. As such, the Proposed Plans would not contribute to a significant impact on agricultural resources or result in a cumulatively considerable impact.

Forest Resources and Timberland

While the Southwest Valley CPAs have large open space areas, which contain a number of trees, these areas are generally used for recreation and zoned as open space, and are not identified as forest land by CAL FIRE nor are they defined as timberland or zoned for timberland production. Therefore, the Proposed Plans would not result in a cumulatively considerable contribution to a significant impact on forestry resources and timberland.

4.2.7 REFERENCES

CAL FIRE. "Fire and Resource Assessment Program-California Land Ownership." Available online: https://34c031f8-c9fd-4018-8c5a-4159cdff6b0d-cdn-endpoint.azureedge.net/-/media/calfire-website/what-we-do/fire-resource-assessment-program---frap/gis-data/ownershipboundaries2024map.pdf?rev=a14c3b0f7ce64aed92362ec9d6bf5531&hash=E9454F1DE164707FBA559012DD0DEE88, accessed August 12, 2025.

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California Department of Conservation. *The Williamson Act Status Report*. 2022. Available online at: https://www.conservation.ca.gov/dlrp/wa/Documents/stats_reports/2022%20WA%20Status%20Report.pdf, accessed August 12, 2025.

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4.3 AIR QUALITY

INTRODUCTION

This section examines the degree to which the Southwest Valley Community Plan Areas, which include the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area, Reseda-West Van Nuys-Lake Balboa Community Plan Area, and Encino-Tarzana Community Plan Area, collectively referred to as the "Southwest Valley Community Plan Areas," or "Proposed Plans" may result in significant adverse changes to air quality. Both short-term construction emissions occurring from activities, such as grading and haul truck trips, and long-term effects related to the ongoing operation of individual development projects within the Southwest Valley Community Plan Areas (CPAs) are discussed in this section. The analysis focuses on air pollution from two perspectives: daily emissions and pollutant concentrations. "Emissions" refer to the actual quantity of pollutant measured in pounds per day (ppd or lbs/day). "Concentrations" refer to the amount of pollutant material per volumetric unit of air and are measured in parts per million (ppm), parts per billion (ppb), or micrograms per cubic meter ($\mu g/m^3$).

Also discussed in this section is the potential for the Proposed Plans to conflict with or obstruct implementation of the applicable air quality plan, to violate an air quality standard or contribute substantially to an existing or projected air quality violation, to result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment, or to expose sensitive receptors to substantial pollutant concentrations. Air quality data utilized in the preparation of this section is included in **Appendix 4.3, Air Quality Data,** of this EIR.

4.3.1 EXISTING ENVIRONMENTAL SETTING

Air Pollutants

Los Angeles is located in the South Coast Air Basin (SCAB or Basin), named so because its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys below. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. The climate within the Basin varies considerably between the coastal zone, inland valleys, mountain areas, and deserts. Most of the Basin is relatively arid, with very little rainfall and abundant sunshine during the summer months. The air quality in the SCAB is primarily influenced by a wide range of emissions sources (such as dense population centers, heavy vehicular traffic, and industry) and weather.

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific Ocean, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The SCAB experiences warm summers, mild winters, infrequent rainfall, light winds, and moderate humidity. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The SCAB is a coastal plain with connecting broad valleys and low hills bounded by the Pacific Ocean to the west and high mountains around the rest of its perimeter.

The Basin experiences a persistent temperature inversion (increasing temperature with increasing altitude) as a result of the Pacific high. This inversion limits the vertical dispersion of air contaminants, holding them relatively near the ground. As the sun warms the ground and the lower air layer, the temperature of the lower air layer approaches the temperature of the base of the inversion (upper) layer until the inversion layer finally breaks, allowing vertical mixing with the lower layer. This phenomenon is observed in mid to late afternoons on hot summer days. Winter inversions frequently break by midmorning.

The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high wind speeds, ambient air pollutant concentrations are lowest. During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas are transported predominantly onshore into Riverside and San Bernardino counties. In the winter, the greatest pollution problem is the accumulation of carbon monoxide (CO) and nitrogen oxides (NO_x) due to low inversions and air stagnation during the night and early morning hours. In the summer, the longer daylight hours and the brighter sunshine combine to cause a reaction between hydrocarbons and NO_x to form photochemical smog.

Air pollutant emissions in the SCAB are generated by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point sources and area sources. Point sources occur at an identified location and are usually associated with manufacturing and industry. Examples of point sources are boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and produce many small emissions. Examples of area sources include residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and consumer products, such as barbeque lighter fluid and hair spray. Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, race cars, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when fine dust particles are pulled off the ground surface and suspended in the air during high winds.

Both the federal and state governments have established ambient air quality standards for outdoor concentrations of various pollutants in order to protect public health and welfare. These pollutants are referred to as "criteria air pollutants" as a result of the specific standards or criteria that have been adopted for them. Federal and state ambient air quality standards (AAQS) 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 protection against decreased visibility and damage to animals, crops, vegetation, and buildings.

Criteria Air Pollutants

The federal Clean Air Act (CAA) requires the United States Environmental Protection Agency (U.S. EPA) to set National Ambient Air Quality Standards (NAAQS) for maximum allowable concentrations of six "criteria" pollutants in outdoor air. The six pollutants are carbon monoxide (CO), lead (Pb), ground-level ozone (O_3), nitrogen dioxide (NO_2), particulate matter (respirable particulate matter [PM10] and fine particulate matter [PM2.5]), and sulfur dioxide (SO_2). The standards are set at a level that protects public health with an adequate margin of safety for six common air pollutants (also known as "criteria air pollutants"). In addition, toxic air contaminants (TACs) are a concern in the SCAB. The characteristics of each of these pollutants are briefly described below.

Ozone (O_3). Ozone is a highly reactive and unstable gas that is formed when reactive organic gases (ROG), sometimes referred to as volatile organic compounds (VOCs), and nitrogen oxides (NO_X), byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. O3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant. Short-term exposure (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes.

Carbon Monoxide (CO). Carbon monoxide is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. In urban areas, such as within the Plan Areas, automobile exhaust accounts for the majority of CO emissions. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike O3, motor vehicles operating at slow speeds are the primary source of CO in the SCAB. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Nitrogen Dioxide (NO_2). Nitrogen dioxide is a nitrogen oxide compound that is produced by the combustion of fossil fuels, such as in internal combustion engines (both gasoline and diesel powered), as well as point sources, especially power plants. Of the seven types of NO_x compounds, NO_2 is the most abundant in the atmosphere. As ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic areas, such as urban areas like the Southwest Valley CPAs, may be exposed to higher concentrations of NO_2 than those indicated by regional monitors.

Fine and Respirable Particulate Matter (PM10 and PM2.5). Respirable and fine particulate matter, PM10 and PM2.5, consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter, respectively. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. However, in populated areas like the Southwest Valley CPAs, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.

Sulfur Dioxide (SO_2). Sulfur dioxide is a colorless, pungent gas formed primarily by the combustion of high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfates (SO_4). Collectively, these pollutants are referred to as sulfur oxides (SO_x). Generally, the highest levels of SO_2 are found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels.

Lead (Pb). Lead occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne Pb in the SCAB. The use of leaded gasoline is no longer permitted for on road motor vehicles, so the majority of such combustion emissions are associated with off-road vehicles. However, because leaded gasoline was emitted in large amounts from vehicles when leaded gasoline was used for on road motor vehicles, Pb is present in many urban soils and can be re-suspended in the air. Other sources of Pb include the manufacturing and recycling of batteries, paint, ink, ceramics, ammunition, and the use of secondary lead smelters.

Pb is also found in lead-based paint, which is considered to be a health hazard for people, especially children. From the turn of the century through the 1940s, paint manufacturers used lead as a primary ingredient in many oil-based paints. Use of lead in paint decreased but was still used until 1978, when it was banned from residential use. Remodeling, renovations, or demolition activities in older buildings could disturb lead-based paint surfaces.

Toxic Air Contaminants (TACs). TACs refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long duration) and acute (i.e., severe but of short duration) adverse effects on human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. TACs are different from criteria pollutants in that ambient air quality standards have not been established for them, largely because there are hundreds of TACs and their effects on health tend to be felt on a local scale rather than on a regional basis.

Health Effects of Criteria Air Pollutants

The health effects of criteria pollutants (i.e., O_3, CO, PM10 and PM2.5, NO_2, SO_2, and Pb) are described below. The harmful effects of each criteria pollutant are summarized in **Table 4.3-1, Summary of Health Effects of Criteria Pollutants,** and are further discussed in the *Public Health Effects and Sierra Club v. County of Fresno* White Paper. As discussed above, NAAQS for criteria pollutants are set at a level that protects public health with an adequate margin of safety. **Section 4.3.2** summarizes how often criteria pollutants exceed NAAQS in the Southwest Valley CPAs in recent years.

Table 4.3-1
Summary of Health Effects of Criteria Pollutants

Pollutant	General Description
O3	• Aggravation of respiratory and cardiovascular diseases • Reduced lung function • Increased cough and chest discomfort
CO	• Aggravation of some heart diseases (angina) • Reduced tolerance for exercise • Impairment of mental function • Impairment of fetal development • Death at high levels of exposure
NO_2	• Aggravation of respiratory illness
PM10 and PM2.5	• Reduced lung function • Aggravation of respiratory and cardio-respiratory diseases • Increases in mortality rate • Reduced lung function growth in children
SO_2	• Aggravation of respiratory diseases (asthma, emphysema) • Reduced lung function
Pb	• Behavioral and hearing disabilities in children • Nervous system impairment

Source: South Coast Air Quality Management District, Guidance Document for Air Quality Issues in General Plans and Local Planning, Appendix I, 2005.

Ozone. Individuals exercising outdoors, children, and people with preexisting lung diseases such as asthma and chronic pulmonary lung disease are considered to be the most susceptible sub-groups for ozone effects. Short-term exposures (lasting for a few hours) to ozone at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated ozone levels are associated with increased school absences. In recent years, a correlation between elevated ambient ozone levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple sports and live in high-ozone communities.

Ozone exposure under exercising conditions is known to increase the severity of the observed responses mentioned above. Animal studies suggest that exposure to a combination of pollutants that include ozone may be more toxic than exposure to ozone alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

Carbon Monoxide. Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of worsening oxygen supply to the heart.

Inhaled CO has no direct toxic effect on the lungs, but exerts its effect on tissues by interfering with oxygen transport by competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include patients with diseases involving heart and blood vessels, fetuses, and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes.

Reduction in birth weight and impaired neurobehavioral development has been observed in animals chronically exposed to CO resulting in COHb levels similar to those observed in smokers. Recent studies have found increased risks for adverse birth outcomes with exposure to elevated CO levels. These include pre-term births and heart abnormalities. Additional research is needed to confirm these results.

Nitrogen Dioxide. Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposures to NO_2 at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO_2 in healthy individuals. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

In animals, exposure to levels of NO_2 considerably higher than ambient concentrations may result in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune response. The severity of lung tissue damage associated with high levels of ozone exposure increases when animals are exposed to a combination of O_3 and NO_2.

Particulate Matter. A consistent correlation between elevated ambient respirable and fine particulate matter (PM10 and PM2.5) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks, and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in life span, and increased mortality from lung cancer.

Daily fluctuations in fine particulate matter concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Studies show that lung function growth in children is reduced with long-term exposure to particulate matter.

The elderly, people with pre-existing respiratory or cardiovascular disease, and children appear to be more susceptible to the effects of PM10 and PM2.5.

Sulfur Dioxide. A few minutes of exposure to low levels of SO_2 can result in airway constriction in some asthmatics. Increased resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed in asthmatics after acute exposure to SO_2. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO_2.

Animal studies suggest that despite SO_2 being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.

Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO_2 levels. In these studies, efforts to separate the effects of SO_2 from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically, or one pollutant alone is the predominant factor.

Sulfates. Most health effects associated with fine particles and SO_2 at ambient levels are also associated with SO_4. Thus, both mortality and morbidity effects have been observed with an increase in ambient SO_4 concentrations. However, efforts to separate the effects of SO_4 from the effects of other pollutants have generally not been successful.

Clinical studies of asthmatics exposed to sulfuric acid suggest that adolescent asthmatics are possibly a subgroup susceptible to acid aerosol exposure. Animal studies suggest that acidic particles, such as sulfuric acid aerosol and ammonium bisulfate, are more toxic than non-acidic particles like ammonium sulfate. Whether the effects are attributable to acidity or to particles remains unresolved.

Lead. Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure. Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence levels. In adults, increased lead levels are associated with increased blood pressure. Lead poisoning can cause anemia, lethargy, seizures, and death. It appears that there are no direct effects of lead on the respiratory system. Lead can be stored in the bone from early-age environmental exposure, and elevated blood lead levels can occur due to the breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland), and osteoporosis (breakdown of bony tissue).

Toxic Air Contaminants. TACs are a broad class of compounds known to cause or contribute to cancer or non-cancer health effects such as birth defects, genetic damage, and other adverse health effects. As discussed previously, effects from TACs may be both chronic and acute on human health. Acute health effects are attributable to sudden exposure to high quantities of air toxins. These effects include nausea, skin irritation, respiratory illness, and, in some cases, death. Chronic health effects result from low-dose, long-term exposure from routine releases of air toxics. The effect of major concern for this type of exposure is cancer, which requires a period of 10 to 30 years after exposure to develop.

TACs are found in ambient air, especially in urban areas, and are emitted by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., benzene near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about two-thirds of the cancer risk from TACs (based on the state-wide average). According to the California Air Resources Board (CARB), diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the State's Proposition 65 or under the federal Hazardous Air Pollutants programs. The U.S. EPA has adopted Ultra Low Sulfur Diesel (ULSD) fuel standards that went into effect in June 2006 in an effort to reduce diesel particulate matter substantially. As of June 1, 2006, refiners and importers nation-wide have been required by the U.S. EPA to ensure that at least 80 percent of the volume of the highway diesel fuel they produce, or import would be ULSD-compliant. As of December 10, 2010, only ULSD fuel was available for highway use nationwide. In California, which was an early adopter of ULSD fuel and engine technologies, 100 percent of the diesel fuel sold – downstream from refineries, up to and including fuel terminals that store diesel fuel – was ULSD fuel since July 15, 2006. Since September 1, 2006, all diesel fuel offered for sale at retail outlets in California has been ULSD fuel.

4.3.2 EXISTING CONDITIONS

Citywide (Regional) Air Quality

Ambient air quality is determined primarily by the type and amount of pollutants emitted into the atmosphere, as well as the size, topography, and meteorological conditions of a geographic area. The SCAB has low mixed heights and light winds, which help to accumulate air pollutants. Exhaust emissions from mobile sources generate the majority of ROG, CO, NOx, and SOx both in the qSCAB generally and specifically the Los Angeles County portion of the SCAB. Area-wide sources generate the most airborne particulates (i.e., PM10 and PM2.5) in both the SCAB and Los Angeles County. Measurements of ambient concentrations of criteria pollutants are used by the U.S. EPA and the CARB to assess and classify the air quality of each air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with national and state standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in "attainment." If the pollutant concentration exceeds the standard, the area is classified as a "non-attainment" area. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated "unclassified."

The U.S. EPA and the CARB use different standards for determining whether the SCAB is in attainment. Under the CCAA the State has developed the California ambient air quality standards (CAAQS), which are generally more stringent than the national ambient air quality standards (NAAQS). In addition to the federal criteria pollutants, the CAAQS also specifies standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. Federal and State standards are summarized in **Table 4.3-2, Ambient Air Quality Standards**. The attainment status for the Los Angeles County portion of the SCAB with regard to the NAAQS and CAAQS is shown in **Table 4.3-3, Attainment Status for the South Coast Air Basin**.

Table 4.3-2
Ambient Air Quality Standards

Air Pollutant	Averaging Time	State Standard	Federal Standard
Ozone (O_3)	1-Hour	0.09 ppm	-
	8-Hour	0.07 ppm	0.07 ppm
Carbon Monoxide (CO)	1-Hour	20.0 ppm	35.0 ppm
	8-Hour	9.0 ppm	9.0 ppm
Nitrogen Dioxide (NO_2)	1-Hour	180 ppb	100 ppb
Sulfur Dioxide (SO_2)	1-Hour	250 ppb	75 ppb
	24-Hour	40 ppb	140 ppb
Sulfates (SO_4)	24-Hour	25 ug/m3	-
Fine Particulate Matter (PM2.5)	24-Hour	-	35 ug/m3
	Annual Arithmetic Mean	12 ug/m3	9 ug/m3 (Primary) 15 ug/m3 (Secondary)
Respirable Particulate Matter (PM10)	24-Hour	50 ug/m3	150 ug/m3
Lead (Pb)	30-Day Average	1.5 ug/m3	-
	Calendar Quarter	-	1.5 ug/m3 (for certain areas)
	Rolling 3-Month Average	-	0.15 ug/m3

ppm = parts per million; ppb = parts per billion; µg/m3 = microgram per cubic meter.
Source: CARB. Ambient Air Quality Standards. Available at: https://ww2.arb.ca.gov/sites/default/files/2024-08/AAQS%20Table_ADA_FINAL_07222024.pdf accessed July 29, 2026.

Table 4.3-3
Attainment Status for the SCAB

Air Pollutant	CAAQS	NAAQS
Ozone (1-Hour)	Nonattainment	Nonattainment (Extreme)
Ozone (8-Hour)	Nonattainment	Nonattainment (Extreme)
Carbon Monoxide (1-Hour and 8-Hour)	Attainment	Attainment (Maintenance)
Nitrogen Dioxide (1-Hour)	Attainment	Unclassified/Attainment
Nitrogen Dioxide (Annual)	Attainment	Attainment (Maintenance)
Sulfur Dioxide (1-Hour)	n/a	Unclassified/Attainment
Sulfur Dioxide (24-Hour)	n/a	Unclassified/Attainment
PM2.5 (24-Hour)	n/a	Nonattainment (Serious)
PM2.5 (Annual)	Nonattainment	Pending
PM10 (24-Hour)	Nonattainment	Attainment (Maintenance)
PM10 (Annual)	Nonattainment	n/a
Lead (Pb)	n/a	Nonattainment (Partial)

Source: Southern California Air Quality Management District (SCAQMD), National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin, available at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf, accessed July 29, 2026.

Sensitive Receptors

There is a strong connection between health risk and the proximity of the source of air pollution. Local jurisdictions have the responsibility for determining land use compatibility for sensitive receptors. A sensitive receptor is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following population groups who are most likely affected by air pollution: children less than 14 years of age, adults over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. Land uses where these population groups are likely to spend a substantial amount of time are considered sensitive receptors. According to the SCAQMD, sensitive receptors include the following:

- Schools, playgrounds and childcare centers
- Long-term health care facilities
- Rehabilitation centers
- Convalescent centers
- Hospitals
- Retirement homes
- Residences

The Southwest Valley CPAs currently contain all of these sensitive uses, with single- and multi-family residential uses throughout the Southwest Valley CPAs. As described in **Section 4.14, Public Services**, there are 77 Los Angeles Unified School District (LAUSD) schools and 32 parks and recreational facilities in the Southwest Valley CPAs.

Southwest Valley CPAs Air Quality

The South Coast Air Quality Management District (SCAQMD) divides the SCAB into 38 source receptor areas (SRAs), wherein monitoring stations operate to monitor the various concentrations of air pollutants in the region. The Southwest Valley CPAs include areas located in SRA 2 and 6, which covers portions of Northwest Los Angeles County Coastal and West San Fernando Valley, respectively.

SCAQMD Station No. 74 collects ambient air quality data for SRA 6, and SCAQMD Station No. 91 collects ambient air quality data for SRA 2. Station No. 74 monitors O_3, CO, NO_2, and PM2.5. Station No. 91 monitors O_3 and NO_2.

Table 4.3-4 and **Table 4.3-5** identify the federal and State ambient air quality standards for the relevant air pollutants, along with the ambient pollutant concentrations that were measured between 2022 and 2024. **Table 4.3-4** identifies the concentrations within SRA 2. The table only includes the monitoring data from Station No. 91 for O_3 and NO_2, as it is the only monitoring station within SRA 2 that measures these pollutants.

Table 4.3-4
Summary of Ambient Air Quality in the Southwest Valley Community Plan Areas - Source Receptor Area 2

Pollutant	Standards[1]	Year		
		2023	2024	2025
OZONE (O_3)				
Maximum 1-hour concentration monitored (ppm)		0.109	0.093	0.086
Maximum 8-hour concentration monitored (ppm)		0.066	0.069	0.070
Number of days exceeding state 1-hour standard	0.09 ppm	1	0	0
Number of days exceeding federal/state 8-hour standard	0.070 ppm	0	0	0
NITROGEN DIOXIDE (NO_2)				
Maximum 1-hour concentration monitored (ppm)		0.044	0.080	0.051
Annual average concentration monitored (ppm)		0.009	0.017	0.009
Number of days exceeding state 1-hour standard	0.18 ppm	0	0	0

Source: SCAQMD. 2024. Historical Air Quality Data by Year. Available online at: https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year, accessed August 27, 2026.

[1] *Parts by volume per million of air (ppm), micrograms per cubic meter of air ($\mu g/m^3$), or annual arithmetic mean (aam).*

Table 4.3-5
Summary of Ambient Air Quality in the Southwest Valley Community Plan Areas - Source Receptor Area 6

Pollutant	Standards[1]	Year		
		2023	2024	2025
OZONE (O_3)				
Maximum 1-hour concentration monitored (ppm)		0.104	0.132	0.115
Maximum 8-hour concentration monitored (ppm)		0.096	0.097	0.086
Number of days exceeding state 1-hour standard	0.09 ppm	10	14	6
Number of days exceeding federal/state 8-hour standard	0.070 ppm	30	49	22
NITROGEN DIOXIDE (NO_2)				
Maximum 1-hour concentration monitored (ppm)		0.048	0.055	0.058
Annual average concentration monitored (ppm)		0.010	0.009	0.010
Number of days exceeding state 1-hour standard	0.18 ppm	0	0	0
CARBON MONOXIDE (CO)				
Maximum 1-hour concentration monitored (ppm)		2.3	2.2	2.3
Maximum 8-hour concentration monitored (ppm)		1.7	1.8	1.9
Number of days exceeding state 1-hour standard	20 ppm	0	0	0
Number of days exceeding federal 1-hour standard	35 ppm	0	0	0
FINE PARTICULATE MATTER (PM2.5)				
Maximum 24-hour concentration monitored ($\mu g/m^3$)		21.90	43.10	45.10
Annual average concentration monitored ($\mu g/m^3$)		8.81	9.87	9.45
Number of samples exceeding federal standard	35 $\mu g/m^3$	0	2	1

Source: SCAQMD. 2024. Historical Air Quality Data by Year. Available online at: https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year, accessed August 27, 2026.

[1] *Parts by volume per million of air (ppm), micrograms per cubic meter of air ($\mu g/m^3$), or annual arithmetic mean (aam).*

SCAQMD also operates and maintains an air monitoring network for toxic air contaminants (TACs). The MATES-IV program measured concentrations of more than 30 air pollutants, including both gases and particulates, at 10 fixed sites throughout the Basin. The monitoring study was accompanied by a computer modeling exercise in which the SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data. MATES-IV found that the annual average carcinogenic risk in the Basin declined from 1,194 in a million in 2005 to 418 in a million in 2012. The highest carcinogenic risk of about 2,500 in a million was found near the Ports of Los Angeles and Long Beach.

The SCAQMD completed the MATES-V Study, which again included a fixed site monitoring program with ten stations, an updated emissions inventory of TACs, and a modeling effort to characterize risk across the Basin.[1] The study concluded that the average background cancer risk within the Basin is approximately 455 in a million. The MATES-V study also indicated that the average amount of diesel particulate matter has decreased by 53 percent in the Basin since the publication of the MATES-IV study. The risk reduction can be attributed to several factors, most notably, changes in diesel emissions between 2012 and 2018.[2] Cancer risks for the Southwest CPAs range from approximately 268 to 431 in a million.[3]

4.3.3 REGULATORY FRAMEWORK

Air quality in the SCAB, in which Los Angeles is located, is addressed through the efforts of various federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policymaking, education, and a variety of programs. The agencies responsible for improving air quality in the SCAB are discussed below.

Federal

Federal Clean Air Act. Congress passed the first major Clean Air Act (CAA) in 1970 (42 U.S. Code [USC] Sections 7401 et seq.). This Act gives the EPA broad responsibility for regulating motor vehicle emissions from many sources of air pollution, from mobile to stationary sources. Pursuant to the CAA, the U.S. EPA is authorized to regulate air emissions from mobile sources like heavy-duty trucks, agricultural and construction equipment, locomotives, lawn and garden equipment, and marine engines; and stationary sources such as power plants, industrial plants, and other facilities. The CAA sets National Ambient Air Quality Standards (NAAQS) for the six most common air pollutants to protect public health and public welfare. These pollutants include particulate matter, ozone, carbon monoxide, sulfur oxides, nitrogen oxides, and lead. For each pollutant, the U.S. EPA designates an area as attainment for meeting the standard or nonattainment for not meeting the standard. A maintenance designation entails an area that was previously designated as nonattainment but is currently designated as attainment. The CAA directs states to develop state implementation plans (SIPs), applicable to appropriate industrial sources in the state, in order to achieve these standards.

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1 South Coast Air Quality Management District, *MATES V Multiple Air Toxics Exposure Study*, August 2021. Available online at: https://www.aqmd.gov/docs/default-source/planning/mates-v/mates-v-final-report-9-24-21.pdf?sfvrsn=d2e4ac61_6, accessed July 29, 2026.

2 Ibid.

3 South Coast Air Quality Management District "MATES V Data Visualization Tool." Available online at: https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/Main-Page/?data_id=dataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A153&views=Click-tabs-for-other-data%2CCancer-Risk, accessed July 29, 2026.

The U.S. EPA is responsible for enforcing the federal Clean Air Act and the NAAQS. The U.S. EPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The U.S. EPA also maintains jurisdiction over emissions sources outside state waters (outer continental shelf), and establishes various emissions standards for vehicles sold in states other than California. These standards identify levels of air quality for seven criteria pollutants: O_3, CO, NO_2, SO_2, PM10, PM2.5, and lead. The thresholds are considered to be the maximum concentration of ambient (background) air pollutants determined safe to protect the public health and welfare with an adequate margin of safety.

As part of its enforcement responsibilities, the U.S. EPA requires each state with areas that do not meet the federal standards to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the time frame identified in the SIP. Note that an SIP is not a single document, but rather a collection of documents including technical reports, district rules, state regulations, programs, and air quality management plans (AQMPs). AQMPs are developed by the local air districts to ensure local compliance with the aims of the SIP and become part of the SIP once submitted and approved. Consequently, compliance with the applicable SIP ensures compliance with the AQMP as well. Under federal law, 187 substances are currently listed as hazardous air pollutants (HAPs). Major sources of specific HAPs are subject to the requirements of the National Emissions Standards for Hazardous Air Pollutants (NESHAPS) program. The EPA is establishing regulatory schemes for specific source categories and requires implementation of the Maximum Achievable Control Technologies (MACT) for major sources of HAPs in each source category. State law has established the framework for California's TAC identification and control program, which is generally more stringent than the federal program and is aimed at HAPs that are a problem in California. The state has formally identified 244 substances as TACs and is adopting appropriate control measures for each. Once adopted at the state level, each air district will be required to adopt a measure that is equally or more stringent.

Transportation Conformity. Transportation conformity is required under Clean Air Act section 176(c) to ensure that federally supported highway and transit project activities are consistent with ("conform to") the purpose and requirements of the SIP. Conformity currently applies to areas that are designated non-attainment, and those re-designated to attainment after 1990 ("maintenance areas" with plans developed under CAA section 175A) for the following transportation-related criteria pollutants: ozone, particulate matter (PM2.5 and PM10), CO, and NO2. Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS. The transportation conformity regulation is found in 40 CFR part 93.

Conformity also requires reporting on the timely implementation of Transportation Control Measures (TCMs), thus reinforcing the link between AQMP/SIPs and the transportation planning process. TCMs are expected to be given funding priority and to be implemented on a schedule.

National Emissions Standards for Hazardous Air Pollutants Program. Under federal law, 187 substances are currently listed as HAPs. Major sources of specific HAPs are subject to the requirements of the NESHAPS program. The EPA is establishing regulatory schemes for specific source categories and requires implementation of the MACT for major sources of HAPs in each source category. State law has established the framework for California's TAC identification and control program, which is generally more stringent than the federal program and is aimed at HAPs that are a problem in California. The state has formally identified 244 substances as TACs and is adopting appropriate control measures for each. Once adopted at the state level, each air district will be required to adopt a measure that is equally or more stringent.

State

California Clean Air Act. The California Clean Air Act (CCAA) established a legal mandate for air basins to achieve the California ambient air quality standards (CAAQS) by the earliest practical date. These standards apply to the same seven criteria pollutants as the federal Clean Air Act and also include sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride. The state standards are more stringent than the federal standards, and in the case of PM10 and SO_2, far more stringent.

The California Air Resources Board (CARB) oversees air quality planning and control throughout California. It is primarily responsible for ensuring the implementation of the California Clean Air Act, responding to the federal Clean Air Act planning requirements applicable to the state, and regulating emissions from motor vehicles and consumer products within the state. In addition, CARB also sets health-based air quality standards and control measures for toxic air contaminants (TACs). Much of CARB's research goes toward automobile emissions, as they are the primary contributors to air pollution in California. Under the Clean Air Act, CARB has the authority to establish more stringent standards for vehicles sold in California and for various types of equipment available commercially. It also sets fuel specifications to further reduce vehicular emissions. However, recent federal scrutiny of California's initiative to establish its own standards has resulted in the proposed rescission of the CCAA waiver requests for the following regulations: Advanced Clean Cars II (ACC II), Advanced Clean Trucks (ACT), Heavy-Duty Omnibus (Omnibus), Zero-Emission Airport Shuttle, and Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1); these rescissions are being legally challenged by CARB, stating that the National Highway Traffic Safety Administration (NHTSA) does not

have the authority to unilaterally void California's authority under the Clean Air Act (CCA).[4] Although federal actions and litigation have created uncertainty regarding certain California vehicle emission standards from the proposed rescission of California's Clean Air Act waivers, there is confidence from CARB that these legal challenges will likely not be defensible, as previous legal challenges to these programs have not been successful in the past.

CARB supervises and supports the regulatory activities of local air quality districts as well as monitors air quality itself. Health and Safety Code Section 39607(e) requires CARB to establish and periodically review area designation criteria. These designation criteria provide the basis for CARB to designate areas of the state as attainment, nonattainment, or unclassified according to state standards. CARB makes area designations for 10 criteria pollutants: O_3, CO, NO_2, SO_2, PM10, PM2.5, sulfates, lead, hydrogen sulfide, and visibility-reducing particles.[5] Air quality of a region is considered to be in attainment of the state standards if the measured ambient air pollutant levels for O_3, CO, NO_2, PM10, PM2.5, SO_2 (1- and 24-hour), and lead are not exceeded, and all other standards are not equaled or exceeded at any time in any consecutive three-year period.

California State Implementation Plan. The federal CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The SIP is a living document that is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The CAA Amendments dictate that states containing areas violating the NAAQS revise their SIPs to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The EPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

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4 California Air Resources Board, California & the Waiver: The facts. Available online at: https://ww2.arb.ca.gov/sites/default/files/2019-09/California-Waiver-Background-Legal-091719A.pdf, accessed July 22, 2026.

5 California Air Resources Board, "Area Designations Maps (State and National)," https://www.arb.ca.gov/desig/desig.htm. 2017. According to California Health and Safety Code, Section 39608, "state board, in consultation with the districts, shall identify, pursuant to subdivision (e) of Section 39607, and classify each air basin which is in attainment and each air basin which is in nonattainment for any state ambient air quality standard." Section 39607(e) states that the State shall "establish and periodically review criteria for designating an air basin attainment or nonattainment for any state ambient air quality standard set forth in Section 70200 of Title 17 of the California Code of Regulations. California Code of Regulations, Title 17, Section 70200 does not include vinyl chloride; therefore, CARB does not make area designations for vinyl chloride.

State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the EPA for approval and publication in the Federal Register. The 2022 Air Quality Management Plan (2022 AQMP) is the SIP for the Basin. The 2022 AQMP for the SCAAQMD is discussed in greater detail under the **Regional** subheading of the **Regulatory Framework.**

California Air Toxics Program. CARB's Statewide Comprehensive Air Toxics Program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community" [Health and Safety Code Section 39666(f)]. The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds.

California has established a two-step process of risk identification and risk management to address the potential health effects from air toxic substances and protect the public health of Californians. In the first step (identification), CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified as a TAC in California. During this process, CARB and the OEHHA staff draft a report that serves as the basis for this determination. CARB staff assesses the potential for human exposure to a substance, and the OEHHA staff evaluates the health effects. After CARB and the OEHHA staff hold several comment periods and workshops, the report is then submitted to an independent, nine-member Scientific Review Panel (SRP), which reviews the report for its scientific accuracy. If the SRP approves the report, they develop specific scientific findings, which are officially submitted to CARB. CARB staff then prepares a hearing notice and draft regulation to formally identify the substance as a TAC. Based on the input from the public and the information gathered from the report, the CARB decides whether to identify a substance as a TAC. In 1993, the California Legislature amended the Toxic Air Contaminant Identification and Control Act by requiring CARB to identify 189 federal hazardous air pollutants as State TACs.

In the second step (risk management), CARB reviews the emission sources of an identified TAC to determine if any regulatory action is necessary to reduce the risk. The analysis includes a review of controls already in place, the available technologies and associated costs for reducing emissions, and the associated risk.

California Air Toxics "Hot Spots" Information and Assessment Act (AB 2588). The California Air Toxics Program is supplemented by the Air Toxics "Hot Spots" program, which became law (AB 2588, Statutes of 1987) in 1987. In 1992, the AB 2588 program was amended by Senate Bill 1731 to require facilities that pose a significant health risk to the community to perform a risk reduction audit and reduce their emissions through implementation of a risk management plan. Under this program, which is required under the Air Toxics "Hot Spots" Information and Assessment Act (Section 44363 of the California Health and Safety Code), facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks when present.

Typically, land development projects generate diesel emissions from construction vehicles during the construction phase, as well as some diesel emissions from small trucks during the operational phase. Diesel exhaust is mainly composed of particulate matter and gases, which contain potential cancer-causing substances. Emissions from diesel engines currently include over 40 substances that are listed by the EPA as hazardous air pollutants and by CARB as TACs. On August 27, 1998, CARB identified particulate matter in diesel exhaust as a TAC, based on data linking diesel particulate emissions to increased risks of lung cancer and respiratory disease.[6]

In March 2015, the OEHHA adopted "The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments" in accordance with the Health and Safety Code, Section 44300. The Final Guidance Manual incorporates the scientific basis from three earlier developed Technical Support Documents to assess risk from exposure to facility emissions. The 2015 OEHHA Final Guidance has key changes, including greater age sensitivity, particularly for children, decreased exposure durations, and higher breathing rate profiles. Because cancer risk could be up to three times greater using this new guidance, it may result in more stringent mitigation requirements, more agency backlog, and increased difficulty in obtaining air permits. Regardless of the change in the calculation methodology, actual emissions and cancer risk within SCAB have declined by more than 50 percent since 2005.

The CARB provides a computer program, the Hot Spots Analysis and Reporting Program (HARP), to assist in a coherent and consistent preparation of an HRA. HARP2, an update to HARP, was released in March 2015. HARP2 has a more refined risk characterization in HRA and CEQA documents and incorporates the 2015 OEHHA Final Guidance.

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6 Diesel exhaust is included within pollutants subject to the hotspot program. Please refer to OEHHA's Air Toxics Hot Spot Program Risk Assessment Guidelines, March 6, 2015. Available online at: https://oehha.ca.gov/air/crnr/notice-adoption-air-toxics-hot-spots-program-guidance-manual-preparation-health-risk-assessments, accessed July 29, 2026.

California's Diesel Risk Reduction Program. CARB identified particulate emissions from diesel-fueled engine TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program.

For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Diesel Advisory Committee approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase.

During the control measure phase, specific statewide regulations designed to further reduce diesel particulate matter (DPM) emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce DPM emissions.

Regional

Southern California Association of Governments. The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Ventura, Orange, Riverside, San Bernardino, and Imperial Counties. SCAG develops long-range regional transportation plans, including sustainable communities' strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality Management Plans. As required by federal and state law, SCAG develops plans pertaining to transportation, growth management, hazardous waste management, housing, and air quality. SCAG data are used in the preparation of air quality forecasts and the conformity analysis included in the AQMP.

To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the 2024-2050 RTP/SCS on April 4, 2024, also known as Connect SoCal 2024.[7] The Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies, and strategies for achieving the region's shared goals of health, prosperity, accessibility, and connectedness through 2050, with a particular focus on system management, revitalization, and reuse, such as infill development and repurposing underutilized properties. The vision for the region incorporates a range of best practices for increasing transportation choices, reducing dependence on personal automobiles, further

7 SCAG, *Connect SoCal 2024 RTP/SCS*, April 4, 2024. Available online at: https://scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf, accessed July 30, 2026.

improving air quality, and encouraging growth in walkable, mixed-use communities with ready access to transit infrastructure and employment. More and varied housing types and employment opportunities would be located in and near job centers, transit stations, and walkable neighborhoods where goods and services are easily accessible via shorter trips. To support shorter trips, people would have the choice of using neighborhood bike networks, car share, or micro-mobility services like shared bicycles or scooters. For longer commutes, people would have expanded regional transit services and more employer incentives to carpool or vanpool. Other longer trips would be supported by on-demand services such as micro transit, carshare, and citywide partnerships with ride-hailing services. For those who choose to drive, hotspots of congestion would be less difficult to navigate due to cordon pricing, and using an electric vehicle will be easier thanks to an expanded regional charging network. The Connect SoCal 2024 is expected to reduce per capita transportation emissions by 19 percent by 2035, which is consistent with SB 375 compliance with respect to meeting the State's GHG emission reduction goals.[8]

The Connect SoCal 2024 states that the SCAG region is home to about 18.8 million people and currently includes approximately 6 million homes and 9 million jobs.[9] The integrated growth forecast projects that, by 2050, these figures will increase by 2 million people, with nearly 1.6 million more housing units and 1.3 million more jobs.[10] The Connect SoCal 2024 overall land use pattern reinforces the trend of focusing on new housing and employment in the region's Priority Development Areas (PDAs). PDAs account for 8.2 percent of the region's total land area, but implementation of SCAG's recommended growth strategies will help these areas accommodate 66 percent of forecasted household growth and 54 percent of forecasted employment growth between 2019 and 2050. PDAs are areas within the SCAG region where future growth can be located to help the region reach Plan goals; PDAs in the Connect SoCal 2024 include Neighborhood Mobility Areas, Transit Priority Areas (TPAs), Livable Corridors, and Spheres of Influence (in unincorporated areas only). PDAs follow the principles of center-focused placemaking, providing locations where many Connect SoCal strategies can be fully realized. This more compact form of regional development, if fully realized, can reduce travel distances, increase mobility options, improve access to workplaces, and conserve the region's resource areas.

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8 SCAG, *Final Connect SoCal 2024*, Chapter 3: The Plan, p. 97, accessed July 30, 2026.

9 SCAG, *Final Connect SoCal 2024*, Chapter 2: Our Region Today, p. 50, accessed September 4, 2025

10 SCAG, *Final Connect SoCal 2024*, Chapter 1: Executive Summary, p. 12, accessed September 4, 2025.

South Coast Air Quality Management District. The SCAQMD is the agency principally responsible for comprehensive air pollution control in the SCAB. To that end, the SCAQMD, a regional agency, works directly with SCAG, county transportation commissions, and local governments, and cooperates actively with all State and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, monitors air quality, and provides regulatory enforcement through such measures as educational programs, monitors, or fines, when necessary.

The SCAQMD is responsible for developing programs to reduce emissions from stationary, mobile, and indirect sources to meet national and state AAQS. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMP). The AQMP identifies the control measures that will be implemented to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while population growth has occurred in the SCAB.

On December 2, 2022, the SCAQMD Governing Board approved the 2022 AQMP that lays a path for improving air quality and meeting federal air pollution standards by 2037, including integrated strategies and measures to meet the NAAQS. The AQMP aims to, among other goals, reduce almost 70 percent of smog-forming emissions by 2037 beyond existing regulations, require zero-emission technologies across all sectors, and lay out specific actions needed from the federal government to reduce emissions from ships, trains, aircraft, and other sources primarily under federal regulatory authority. The 2022 AQMP also focuses on communities disproportionately impacted by air pollution with a dedicated chapter on environmental justice.[11]

The future air quality levels forecast in the 2022 AQMP are based on the most recent assumptions provided by both CARB and the Southern California Association of Governments (SCAG) for motor vehicle emissions and demographic updates, and include updated transportation conformity budgets.[12]The 2022 AQMP incorporates SCAG's RTP/SCS emission inventory methodologies for various source categories and SCAG's latest growth forecasts. For example, future growth projections were based on demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by SCAG for their 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).[13]

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11 SCAG, *Final Connect SoCal 2024*, Chapter 3: The Plan, p. 97, accessed July 30, 2026.

12 SCAG, *Final Connect SoCal 2024*, Chapter 2: Our Region Today, p. 50, accessed September 4, 2025

13 SCAG, *Final Connect SoCal 2024*, Chapter 1: Executive Summary, p. 12, accessed September 4, 2025.

Although a more recent RTP/SCS has been adopted by the SCAG (Connect SoCal 2024), the 2020-2045 RTP/SCS was utilized in the formation of the AQMP. The future air quality levels forecast in the AQMP are based on several assumptions. For example, the SCAQMD assumes that new development in the SCAB will occur in accordance with population growth and transportation projections identified by SCAG in its most current RTP/SCS. The AQMP also assumes that development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations, which are designed to address air quality impacts and pollution control measures. The AQMP acknowledges that the most significant air quality challenge in the Basin is to reduce NOX emissions sufficiently to meet the upcoming ozone standard deadlines.

SCAQMD Rules and Regulations. The SCAQMD has adopted several rules and regulations to regulate sources of air pollution in the Air Basin and to help achieve air quality standards for land use development projects, which include, but are not limited to 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. The following is a list of rules which apply to the reasonably anticipated development of the Proposed Plans:

- **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 PM10 emissions to less than 50 micrograms per cubic meter (μg/m3) 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). Mitigation measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers and/or ceasing all activities. Finally, a contingency plan may be required if so determined by the U.S. EPA.

Regulation XI – Source Specific Standards: Regulation XI sets emissions standards for specific sources. The following is a list of rules which may apply to reasonably anticipated development of the Proposed Plans:

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

- **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 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 PM10 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 Best Available Control Technology (BACT). 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. The following is a list of rules which may apply to the Proposed Plans:

- **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 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines:** This rule applies to stationary compression ignition (CI) engines greater than 50 brake horsepower 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.

Rule 2305 Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program: The WAIRE Program has compliance and reporting requirements for warehouse owners and operators to reduce nitrogen oxide and diesel emissions from the goods movement industry, help meet federal air quality standards and improve public health. It applies to warehouses that have at least 100,000 square feet of indoor floor space in single building.[14] WAIRE was adopted May 7, 2021, by the South Coast Air Quality Management District.[15] Under WAIRE, owners are required to submit

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14 South Coast Air Quality Management District, Rule 2305: Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, May 7, 2021. Available online at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xxiii/r2305.pdf?sfvrsn=15, accessed September 4, 2026

15 Ibid.

information about their buildings and tenants. Warehouse operators are required to earn a specific number of points every year through a menu-based point system, based on the number of truck trips made to and from the warehouse. Mitigation fees may be paid as an option. The compliance program is being phased in based on the size of a warehouse, starting in 2022 with warehouses that are larger than 250,000 square feet; 2023 for warehouses between 150,000 square feet and 250,000 square feet; and 2024 for warehouses between 100,000 square feet and 150,000 square feet.[16]

Cumulative Impacts from Air Toxics. On February 17, 2022, the SCAQMD held its first working group meeting to initiate a public process for the development of additional guidance for public agencies when they evaluate cumulative air quality impacts from increased concentrations of air toxics for projects subject to the requirements of the CEQA. The working group has held four meetings with the most recent occurring on November 6, 2024. As noted in the working group meeting presentation notes,[17] the SCAQMD is seeking feedback on a phased approach to enhance cumulative air toxics analyses for projects subject to CEQA. The process is currently in the concept development stages and draft guidance will ultimately be issued by the SCAQMD.

Local

City of Los Angeles General Plan Air Quality Element. The Air Quality Element of the *City of Los Angeles General Plan* (City Air Quality Element), adopted on November 24, 1992, sets forth the goals, objectives and policies that guide the City in the implementation of its air quality improvement programs and strategies. The City Air Quality Element acknowledges that numerous efforts are underway at the regional, county, and city levels addressing clean air concerns and that coordination of these various efforts, and the involvement of the area's residents are crucial to the achievement of state and federal AAQS.

The City's Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and clean air goals. Mutually reinforcing strategies need to be developed which work to reduce the use of single occupant vehicles and which work to reduce vehicle trips and vehicle miles traveled (VMT).

The City Air Quality Element establishes six goals:

- Good air quality in an environment of continued population growth and healthy economic structure;

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16 Ibid.

17 SCAQMD, "CEQA Policy Development (NEW), Cumulative Impacts from Air Toxics for CEQA Projects," available online at: https://www.aqmd.gov/docs/default-source/ceqa/documents/wgm-6-20241106.pdf?sfvrsn=405a8561_13, accessed July 29, 2026.

- Less reliance on single-occupant vehicles with fewer commute and non-work trips;
- Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques;
- Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation and air quality;
- Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting; and
- Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

City of Los Angeles General Plan Framework Element. The Framework Element contains goals, objectives, and policies related to land use that address the issues of land use distribution, policies specific to Framework land use designations, and density. Adopted in 1996, the Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element's key guiding principles include:

- Grow strategically.
- Conserve existing residential neighborhoods.
- Balance the distribution of land uses.
- Enhance neighborhood character through better development standards.
- Create more small parks, pedestrian districts, and public plazas.
- Improve the connection of public and private space through good urban design.
- Improve mobility and access.
- Identify a hierarchy of commercial Districts and Centers.
- Provide land and supporting services for the retention of existing and attraction of new industries.

Plan for a Healthy Los Angeles. The Plan for a Healthy Los Angeles, adopted by the City Council on March 31, 2015, lays the foundation to create healthier communities for all residents in the City. As an element of the *General Plan*, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. With a focus on public health and safety, the Plan for a Healthy Los Angeles provides a roadmap for addressing the most basic and essential quality-of- life issues: safe neighborhoods, a clean environment (i.e., improved ambient

and indoor air quality), the opportunity to thrive, and access to health services, affordable housing, and healthy and sustainably produced food.

Los Angeles Green Plan. The City has begun to address the issue of global climate change by publishing Green LA, An Action Plan to Lead the Nation in Fighting Global Warming (LA Green Plan). This document outlines the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities. According to the LA Green Plan, the City is committed to the goal of reducing emissions of CO2 to 35 percent below 1990 levels. To achieve this, the City will:

- Increase the generation of renewable energy;
- Improve energy conservation and efficiency; and
- Change transportation and land use patterns to reduce dependence on automobiles.

The LA Green Plan is discussed in greater detail in **Section 4.8, Greenhouse Gas Emissions.**

Sustainable City pLAn (pLAn). In addition to GreenLA, Mayor Eric Garcetti released Los Angeles's first-ever Sustainable City pLAn on April 8, 2015.[18] The Sustainable City pLAn is a roadmap to achieving short-term results and sets a path to strengthen and transform the City in future decades. Actionable goals include increasing the green building standard for new construction, creating a benchmarking policy for building energy use, developing "blue, green, and black" waste bin infrastructure, reducing water use by 20 percent, and possibly requiring LEED Silver or better certification for new construction.[19] In 2019, the Sustainable City pLAn was updated with new goals, targets, and actions through adoption of L.A.'s Green New Deal as discussed in greater detail in **Section 4.8, Greenhouse Gas Emissions**.

Mayor Bass' Climate Action Plan for Los Angeles. On April 16, 2026, Los Angeles Mayor Karen Bass released her *Climate Action Plan for Los Angeles* (CAP).[20] The CAP outlines a path for the City to achieve carbon neutrality by 2045, double local solar production, and install 120,000 EV chargers. The CAP is centered around four overarching goals:

1. LA will be a clean, connected, and healthy city that improves the quality of life for all Angelenos.
2. LA will be home to climate-resilient neighborhoods where people and nature can thrive.
3. LA will be a thriving green economy with opportunity for all.

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18 City of Los Angeles, *Los Angeles Sustainable City pLAn*, April 2015, available online at: https://lacity.gov/highlights/sustainable-city-plan, accessed July 28, 2026.

19 *Ibid.*

20 City of Los Angeles, Mayor Bass' Climate Action Plan for Los Angeles, April 16, 2026. Available online at: https://plan.mayor.lacity.gov/sites/g/files/wph2541/files/2026-04/MayorBassClimateActionPlanforLosAngeles_2026_1.pdf, accessed July 9, 2026.

4. LA will be a global model of bold and equitable climate leadership.

The CAP includes 14 objectives that outline a strategic roadmap as well as over 50 targets and actions designed to deliver concrete, measurable climate outcomes.

City of Los Angeles Green Building Program. The purpose of the City's Green Building Program is to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional, and global ecosystems. The program consists of a Standard of Sustainability and Standard of Sustainable Excellence. The program addresses five key areas:

- Site: location, site planning, landscaping, storm water management, construction and demolition recycling;
- Water Efficiency: efficient fixtures, wastewater reuse, and efficient irrigation;
- Energy & Atmosphere: energy efficiency, and clean/renewable energy;
- Materials & Resources: materials reuse, efficient building systems, and use of recycled and rapidly renewable materials; and
- Indoor Environmental Quality: improved indoor air quality, increased natural lighting, and improved thermal comfort/control.

The Standard of Sustainability establishes a requirement for non-residential projects at or above 50,000 square feet of floor area, high-rise residential (above six stories) projects at or above 50,000 square feet of floor area, or low-rise residential (six stories or less) of 50 or more dwelling units within buildings of at least 50,000 square feet of floor area to meet the intent of the United States Green Building Council's Leadership in Energy and Environmental Design (LEED) Certified level. The Standard also applies to existing buildings that meet the minimum thresholds described above when redevelopment construction costs exceed a valuation of 50 percent of the existing building's replacement cost.

The voluntary Standard of Sustainable Excellence establishes an incentive program for projects that register with the LEED program, contract with a certified LEED professional, and can demonstrate how the project will achieve LEED certification at a Silver or higher level. These projects are eligible for priority processing services within the Department of City Planning and expedited services within the Department of Building and Safety.

City of Los Angeles Green Building Code. Effective August 20, 2014, the following types of projects are subject to the Los Angeles Green Building Code:

- All new buildings (residential and non-residential)

- All building additions (residential and non-residential)
- Alterations with a building permit valuation over $200,000 (residential and non-residential)

The program addresses five key areas: (1) Site: location, site planning, landscaping, storm water management, construction and demolition recycling; (2) Water Efficiency: efficient fixtures, wastewater reuse, and efficient irrigation; (3) Energy & Atmosphere: energy efficiency, and clean/renewable energy; (4) Materials & Resources: materials reuse, efficient building systems, and use of recycled and rapidly renewable materials; and (5) Indoor Environmental Quality: improved indoor air quality, increased natural lighting, and improved thermal comfort/control.

On December 10, 2022, the Los Angeles City Council approved Ordinance No. 187719, which amended Chapter IX of the Los Angeles Municipal Code (LAMC), referred to as the Los Angeles Green Building Code, to incorporate by reference certain portions of the 2022 Edition of the California Building Standards Code and to make local administrative, climatic, geological, topographical, or environmental changes. Projects filed on or after January 1, 2023, must comply with the provisions of the Los Angeles Green Building Code. Specific mandatory requirements and elective measures are provided for three categories: (1) low-rise residential buildings; (2) nonresidential and high-rise residential buildings; and (3) additions and alterations to nonresidential and high-rise residential buildings. Article 9, Divisions 4 and 5 include mandatory measures for newly constructed nonresidential and high-rise residential buildings. While the 2025 CALGreen Standards are in effect as of January 1, 2026, the City of Los Angeles has not yet adopted these standards.

City of Los Angeles Municipal Code-Chapter 1A. Chapter 1A of the City's Municipal Code establishes new guidance documents to enable City Planning to be able to regulate particular land uses and activities more effectively. These guidance documents include the Chapter 1A Environmental Protection Measures (EPM) Handbook (EPM Handbook). The EPM Handbook provides guidance on how the new zoning regulations in Chapter 1A of the Los Angeles Municipal Code integrate environmental protections into land use decisions and development standards. These protections include required environmental protection measures and best management practices for project applicants and developers to implement in their development projects. To protect existing biological resources, the EPM Handbook outlines environmental protection measures and best management practices that would mainly be implemented during the construction phase of development projects. Upon Plan adoption, project applicants are required to comply with the environmental protection measures as applicable. The best management practices listed in the Handbook are not mandated and are to be implemented based on the Applicant's discretion and responsibility.

4.3.4 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans' air quality impacts would be significant if the Proposed Plans would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- 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;
- Expose sensitive receptors to substantial pollutant concentrations;
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Specific quantitative thresholds used to define these general CEQA thresholds are discussed below.

SCAQMD Thresholds

The SCAQMD has developed specific CEQA regional and localized significant thresholds (LSTs) to assess air quality impacts associated with individual development projects. The regional and local construction and operation significance thresholds for individual projects in the Southwest Valley CPAs are shown in **Table 4.3-6, SCAQMD Daily Construction Emissions Thresholds SCAQMD Daily Construction Emissions Thresholds,** and **Table 4.3-7, SCAQMD Daily Operation Emissions Thresholds**. The regional thresholds apply throughout the City, while LSTs vary depending on the air monitoring areas, or source receptor areas, in which a development project is located.

The SCAQMD developed LSTs in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the CEQA Air Quality Handbook (1993). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for NOx, CO, PM10, and PM2.5. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each SRA, distance to the sensitive receptor, and project size. LSTs have been developed for emissions within construction areas up to five acres in size.[21]

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21 South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, 2008, available online at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2, accessed July 30, 2026.

The Southwest Valley CPAs include areas which are located within SRA 2 (Northwest Los Angeles County Coastal) and SRA 6 (West San Fernando Valley). The LST values for development projects with lot sizes from less than one acre up to five acres in SRA 2 and 6 are displayed in the tables below. As appropriate, analysis of individual projects in the Southwest Valley CPAs must address the appropriate threshold based on the size of the project site, the proximity of sensitive receptors, and if each site is in SRA 2 and 6. **Table 4.3-6, SCAQMD Daily Construction Emissions Thresholds**, presents the construction LST values for development sites within 25 meters of sensitive receptors, the most conservative thresholds.

Table 4.3-6
SCAQMD Daily Construction Emissions Thresholds

Criteria Pollutant[1]	Regional Threshold (Pounds Per Day)	On-Site Localized Thresholds (Pounds per Day)[2]		
		1 Acre	2 Acres	5 Acres
Source Receptor Area 2 (Northwest Los Angeles County Coastal)				
Volatile Organic Compounds (VOC)	75	-	-	-
Nitrogen Oxides (NOx)	100	103	147	172
Carbon Monoxide (CO)	550	562	827	1,531
Sulfur Oxides (SOx)	150	-	-	-
Respirable Particulates (PM10)	150	4	6	13
Fine Particulates (PM2.5)	55	3	4	6
Source Receptor Area 6 (West San Fernando Valley)				
Volatile Organic Compounds (VOC)	75	-	-	-
Nitrogen Oxides (NOx)	100	103	147	221
Carbon Monoxide (CO)	550	426	644	1,158
Sulfur Oxides (SOx)	150	-	-	-
Respirable Particulates (PM10)	150	4	6	11
Fine Particulates (PM2.5)	55	3	4	6

Note: 1. The SCAQMD has adopted a significance threshold of three (3) pounds per day for lead (Pb). Reasonably expected projects from the Proposed Plans would not include sources of lead emissions, and a discussion of air quality impacts from lead emissions is excluded from the air quality impact analyses.
2 Localized significance thresholds are based on a 25-meter receptor distance as the Southwest Valley CPAs are highly urbanized.
Source: SCAQMD. Appendix C: Mass Rate Look Up Tables. Available online at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2, accessed July 29, 2026.

The regional operational significance thresholds for individual projects throughout Los Angeles, including the Southwest Valley CPAs, are shown in **Table 4.3-7, SCAQMD Daily Operation Emissions Thresholds**. These quantitative thresholds are considered when making a significance determination using the *State CEQA Guidelines* Appendix G thresholds, above, as appropriate. Localized analyses of on-site emissions

associated with individual projects are typically limited to industrial and commercial land uses that involve considerable on-site heavy-duty vehicle traffic or employ stationary sources of substantial air pollutant emissions.

Table 4.3-7
SCAQMD Daily Operation Emissions Thresholds

Criteria Pollutant[1]	Regional Threshold (Pounds Per Day)	On-Site Localized Thresholds (Pounds per Day)[2]		
		1 Acre	2 Acres	5 Acres
Source Receptor Area 2 (Northwest Los Angeles County Coastal)				
Volatile Organic Compounds (VOC)	75	-	-	-
Nitrogen Oxides (NOx)	100	103	147	172
Carbon Monoxide (CO)	550	562	827	1,531
Sulfur Oxides (SOx)	150	-	-	-
Respirable Particulates (PM10)	150	1	2	3
Fine Particulates (PM2.5)	55	1	1	2
Source Receptor Area 6 (West San Fernando Valley)				
Volatile Organic Compounds (VOC)	75	-	-	-
Nitrogen Oxides (NOx)	100	103	147	221
Carbon Monoxide (CO)	550	426	644	1,158
Sulfur Oxides (SOx)	150	-	-	-
Respirable Particulates (PM10)	150	1	2	3
Fine Particulates (PM2.5)	55	1	1	2

Note: 1. The SCAQMD has adopted a significance threshold of three (3) pounds per day for lead (Pb). Reasonably expected projects from the Proposed Plans would not include sources of lead emissions, and a discussion of air quality impacts from lead emissions is excluded from the air quality impact analyses.
2 Localized significance thresholds are based on a 25-meter receptor distance as the Southwest Valley CPAs are highly urbanized.
Source: SCAQMD. Appendix C: Mass Rate Look Up Tables. Available online at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2, accessed July 29, 2026.

The SCAQMD is also tasked with managing exposure of sensitive receptors to air toxics and health risk. According to SCAQMD methodology, health effects from carcinogenic air toxics are described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. The SCAQMD has stated that the incremental cancer risk should not exceed 10 persons in one million, and the chronic and acute risks should not exceed a calculated Hazard Index value of 1.0. The SCAQMD quantitative thresholds are considered when making a significance determination based on the *State CEQA Guidelines* Appendix G thresholds, above, as appropriate.

4.3.5 METHODOLOGY

The terminology and methodology used to evaluate the significance of potential impacts to air quality are described below. In accordance with CEQA requirements and the CEQA review process, the City 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. The City uses SCAQMD's CEQA Air Quality Handbook as the guidance document for the environmental review of plans and development proposals within its jurisdiction. The City does not, however, have the specific technical expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the county and region will meet federal and State standards. Instead, the City relies upon the expertise of the SCAQMD, uses the CEQA Air Quality Handbook, and SCAQMD recommended thresholds of significance as the guidance for the environmental review of plans and development proposals. For purposes of this analysis, the *State CEQA Guidelines* Appendix G criteria are used, supplemented by the thresholds identified in current SCAQMD guidance.

Air quality impacts resulting from implementation of the Proposed Plans are assessed at a programmatic level because information on specific development projects is not known for the Southwest Valley CPAs. The SCAQMD CEQA Air Quality Handbook states that the air quality assessment should be as comprehensive as possible at a programmatic level. In the absence of SCAQMD programmatic thresholds, the EIR evaluates broad air quality impacts and examines the Proposed Plans' consistency with the 2022 AQMP, described previously. Consistency with this plan would ensure compliance with regional and local air quality goals. The analysis also broadly examines temporary construction emissions, long-term operational emissions, localized pollutant concentrations, TACs, and odors. Common sources of construction emissions include heavy-duty off-road construction equipment exhaust, fugitive dust, and architectural coatings. Sources of operational emissions include the use of consumer products, motor vehicle trips attracted to or generated by a land use, and on-site combustion of natural gas. A best effort approach to disclose all reasonably foreseeable impacts based on available information is used consistent

with the requirements of CEQA. To this end, the analysis of construction impacts is based on estimated construction scenarios, as described below.

Construction

Construction emissions were estimated for equipment exhaust emissions and truck trips for example individual construction projects using the California Emissions Estimator Model (CalEEMod, Version 2022.1.1.45), which is the model recommended for use by the SCAQMD.[22] Equipment emission factors in CalEEMod are based on CARB data. Equipment was assumed to operate for eight hours per day. CalEEMod includes worker and vendor trip lengths based on the metropolitan planning organization (MPO), in this case SCAG, which is in turn based on the local Transportation Analysis Zone (TAZ) data aggregated to the SCAG jurisdictional boundary. Truck emission factors in CalEEMod are from CARB's Emission Factor Computer Model (EMFAC2021) and trucks were assumed to travel 40 miles per day, with a one-way distance of 20 miles to the disposal site. Fugitive dust and architectural coating emissions are qualitatively discussed because it would be speculative to quantify lot acreage and the size of buildings to be coated. These example projects account for four scales of intensity with respect to equipment usage and truck trips, as itemized below.

- Example 1: crew of 10 workers, two pieces of heavy-duty equipment, and 25 truck trips per day
- Example 2: crew of 20 workers, four pieces of heavy-duty equipment, and 50 truck trips per day
- Example 3: crew of 50 workers, eight pieces of heavy-duty equipment, and 100 truck trips per day
- Example 4: crew of 100 workers, 10 pieces of heavy-duty equipment, and 150 truck trips per day

These crew sizes, equipment inventories, and truck volumes are representative of a reasonable range of construction activity intensity for individual projects based on previous development in the City of Los Angeles including the Southwest Valley CPAs. Maximum daily regional and localized emissions were quantified for these construction scenarios and assessed in the context of the SCAQMD significance thresholds. It is not practicable to estimate the incremental change in daily off-road equipment activity or daily VMT associated with construction projects within the Southwest Valley CPAs resulting from implementation of the Proposed Plans with any reasonable degree of accuracy. Construction of individual projects within the Southwest Valley CPAs are happening under existing conditions, and future infill development would continue occurring in the absence of the Proposed Plans. There is no substantive evidence as to whether implementation of the Proposed Plans would accelerate the turnover and redevelopment of land uses within the Southwest Valley CPAs and attempting to quantify additional daily construction activity spurred by adoption of the Proposed Plans would be entirely speculative.

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22 California Air Pollution Control Officers Association, "CalEEMod 2022," available online at: https://caleemod.com/.

Therefore, the analysis of emissions from reasonably expected construction projects under implementation of the Proposed Plans assumes a baseline of zero for daily criteria pollutants emissions, which is extremely conservative given that there are generally multiple large and small construction projects going on in the Southwest Valley CPAs at any given time.

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 potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. The model is considered by the SCAQMD to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California. Operational emissions include both direct and indirect sources including mobile sources, water use, solid waste, area sources, natural gas, and electricity use emissions. Mobile sources data accounts for all vehicle trips that have an origin and/or destination in the Southwest Valley CPAs, given that these trips are generated by land uses within the Southwest Valley CPAs. CalEEMod incorporates the CARB OFFROAD and EMFAC emission inventory models to estimate emissions from off-road equipment and on-road mobile vehicles, respectively. The OFFROAD and EMFAC models contain emission factors for specific categories of equipment and vehicles corresponding to the year of project analysis. Vehicle emissions were estimated using EMFAC2021 emission factors incorporated into CalEEMod because EMFAC2021 represents the current CARB-approved emissions model and reflects the best available technical methodology at the time this analysis was prepared; additionally, EMFAC2021 remains the latest approved model by the U.S. EPA.[23] California's long standing clean air and climate leadership, empowered through California's CAA waivers (which has all or partly been implemented in 13 other states and the District of Columbia), through federal regulations such as the Energy Policy and Conservation Act (EPCA), or agencies like the NHTSA are being threatened and weaponized to attack California's authority to set standards above what is established at the federal level. While these challenges remain ongoing, there is confidence from CARB that these legal challenges will likely not be defensible, as prior challenges to these programs have not been successful in the past. Although federal actions and litigation have created uncertainty regarding certain California vehicle emission standards from the proposed recission of California's CAA waivers, no final regulatory direction has superseded the use of EMFAC2021 for project-level emissions analysis. This analysis recognizes the ongoing federal and judicial actions concerning California Clean Air Act waivers; however, as the timing, scope, and ultimate disposition of these actions remain uncertain, no speculative

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23 Madera County Transportation Commission, Frequently Asked Questions: California Clean Air Act Waiver Revocation, August 18, 2025. Available online at: https://mccmeetingspublic.blob.core.usgovcloudapi.net/maderactc-meet-3fcf00f593384a429b4bf5f42e28ed02/ITEM-Attachment-001-7cdc9b75863a40faa7f6099cb34cea5d.pdf, accessed July 28, 2026.

adjustment to emission factors were made. The emissions estimates therefore represent conditions under the currently approved modeling framework.

The horizon year of the Proposed Plans (2050) is 26 years later than the existing conditions baseline year of 2024, and construction activities would be occurring during each year within the timeframe. To demonstrate how emissions from construction projects within the Southwest Valley CPAs would change over time based on the anticipated fleet turnover that CARB modeling staff predict, the analysis of emissions that would be generated by construction activities addressed the inventory scenarios described above in both existing (2024) conditions and 2050. Refer to **Appendix 4.3** for detailed construction emissions modeling calculation files.

Operations

Regarding future operational conditions, reasonably anticipated development from the Proposed Plans would generate air pollutant emissions from regional on-road vehicle travel (mobile sources), consumer products and landscaping (area sources), and natural gas combustion within the Southwest Valley CPAs land uses (energy sources). Mobile source emissions were estimated using regional VMT data provided in the transportation model prepared for the Proposed Plans (see **Section 4.15, Transportation and Traffic**) and vehicle emission rates based on EMFAC2021, as described above. Additional sources of air pollutant emissions associated with land use development include VOCs from consumer products and cleaning supplies, exhaust emissions from landscaping equipment, and emissions from natural gas combustion from building facilities and appliances. These emissions were estimated using emission factors and calculation methodologies described within the CalEEMod technical documentation. Detailed operations emissions modeling calculation files can be found in **Appendix 4.3**.

Concurrent Construction and Operations

There is no comprehensive timeline for the construction of individual projects within the Southwest Valley CPAs through the horizon year of 2050, and it is not possible to estimate the rate of redevelopment over such a long timeframe. Similar to what is already occurring within the Southwest Valley CPAs under existing and ongoing conditions, sources of air pollutant emissions involved in the construction of individual projects would be active while operational emissions are continuously occurring. The City cannot reasonably anticipate if growth would be linear or sporadic between 2024 and 2050. Given the uncertainty of year-to-year growth, interim year emissions analyses are unlikely to yield reasonably accurate portrayal of emissions prior to 2050. It would also be inappropriate to consider construction emissions in combination with ongoing operational emissions, as the SCAQMD air quality significance thresholds were derived separately and the SCAQMD handbook explicitly states that operational

emissions begin when construction is completed. It would not serve the goal of providing an informational document to combine hypothetical construction projects with operational emissions in an interim emissions scenario, nor is this approach standard practice for air quality impacts assessments under CEQA. Without a robust understanding of project details including the schedules under which individual projects would be constructed, the exercise of combining construction and operational emissions would not add informational value and would not bolster the disclosure of air quality impacts.

4.3.6 IMPACT ANALYSIS

Threshold 4.3-1 Would implementation of the Proposed Plans conflict with or obstruct implementation of the applicable air quality plan?

This impact would be less than significant.

The air quality plans applicable to CEQA projects within the City are the SCAQMD 2022 AQMP, SCAG's Connect SoCal RTP/SCS and the City of Los Angeles General Plan. The 2022 AQMP was adopted in December 2022 and represents the most updated regional blueprint for achieving the federal air quality standards and minimizing public health concerns related to air quality. As discussed in **Section 4.3.3, Regulatory Framework**, the overall strategy for the 2022 AQMP was designed to meet applicable federal and state requirements, including attainment of the ambient air quality standards. The primary focus of the 2022 AQMP is to attain the 2015 8-hour ozone standard of 70 parts per billion (ppb). The AQMP provides base year emissions (2018) and emission projections that forecast future air quality conditions, including the effects from adopted rules and regulations as well as other emission reduction strategies. In doing so, the 2022 AQMP relied upon the most recent planning assumptions and the best available information, including CARB's mobile source emission factors for the on-road mobile source emissions inventory; CARB's in-use fleet inventory for the off-road mobile source emission inventory; the latest point source inventory; updated area source inventories; SCAG's forecast growth assumptions developed for the 2020 RTP/SCS and SCAG's mobile source emissions estimates developed for the 2020 RTP/SCS. As previously discussed, while there is a more current RTP/SCS (Connect SoCal 2024), the 2020 RTP/SCS' was the adopted RTP/SCS at the time that the 2022 AQMP was developed.

In accordance with the procedures established in SCAQMD's CEQA Air Quality Handbook, the impact discussion considers the following criteria to determine whether the Proposed Plans are consistent with applicable SCAQMD and SCAG planning objectives:

- Would the project create any impacts related to air quality violations, such as:
  - An increase in the frequency or severity of existing air quality violations;

  - Causing or contributing to new air quality violations; or,
  - Delaying timely attainment of air quality standards or the interim emission reductions specified in the AQMP?
- Would the project exceed the assumptions utilized in preparing the AQMP:
  - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
  - Does the Project incorporate mitigation measures to reduce potentially significant impacts; and/or
  - To what extent is Project development consistent with the AQMP land use policies and control measures?

Regarding the first criterion, air quality violations refer to instances of ambient air quality standards being exceeded. Projects that emit enough pollutants to create additional air quality violations could delay attainment of an air quality standard beyond the timeline specified in the AQMP. The SCAQMD established the regional and localized air quality significance thresholds as a screening tool to avoid the potential occurrence and exacerbation of air quality violations resulting from construction and operation of individual CEQA projects. However, attainment of the ambient air quality standards is focused on achieving a particular concentration region-wide, and available modeling programs that simulate pollutant concentrations are better suited for these regional scale assessments.

The standard CEQA practice for assessing air quality impacts is based on quantifying, disclosing, and analyzing project mass daily emissions for criteria pollutants and—when project specific details are available—pollutant concentrations for TACs. For CEQA purposes, concentrations of criteria pollutants for which the SCAQMD has established quantitative mass daily thresholds generally cannot be reasonably calculated.[24] More detail on modeling criteria pollutant and TAC concentrations is provided in **Appendix 4.3**. As an example, due to the complexity of ozone formation in the atmosphere, a specific mass amount of NO_x or VOCs emitted in a particular area does not equate to a particular concentration of O3 in that area. Based on the nature of pollutant fate and transport in the atmosphere, the limitations of available scientific models to simulate concentrations, and lack of available information on future sources of emissions, for those projects where regional construction and/or operational emissions are anticipated to exceed the SCAQMD's daily significance thresholds, it is not possible to determine with any accuracy the concentration of O3 that will be created at or near a project site or area or the frequency or severity of air quality violations.

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24 City of Los Angeles, Air Quality and Health Effects – *Sierra Club v. County of Fresno*, October 2019.

In addition, there is no correlation between individual instances of exceeding SCAQMD thresholds and potential air quality violations. The potential for violations of air quality concentrations is determined at the project level by complex dispersion modeling based on site specific information and characteristics, and at the regional level by even more complicated modeling that takes into account numerous factors that are unknown at this time. The City evaluated the feasibility of correlating instances of SCAQMD mass daily thresholds being exceeded by individual CEQA projects to exacerbations of air quality violations, and offered the following considerations:

> *"[Once a project's emissions enter the environment, these emissions are subject to a number of complex factors and variables, including chemical changes, dispersal, and weather variation, and ultimately combine with other existing conditions to result in the regional ambient air quality and concentrations of pollutants.*
>
> *"… The SCAQMD conducts regional-scale modeling in order to evaluate regional-scale air pollution, including modeling for the AQMP, modeling attainment demonstrations, and the Multiple Air Toxics Exposure Studies (MATES). This involves a regional scale photochemical model such as CAMx and CMAQ, which have a modeling domain on the order of hundreds of kilometers. The effort, resources, and availability of necessary input data required to perform this type of analysis is complex and extensive, and infeasible for smaller projects...*
>
> *"The computer models (e.g., CMAQ modeling platform) used to simulate and predict an attainment date for ozone are based on regional inventories of precursor pollutants and meteorology within an air basin. At a very basic level, based on gross assumptions appropriate for regional-scale analysis, the models simulate future ozone levels based on predicted changes in precursor emissions basin wide. It should be noted that it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region. The computer models are not designed to determine whether the emissions generated by an individual development project, or even emissions from most relatively small-scale areas such as specific plan areas or community plan areas, will affect the date that the air basin attains the ambient air quality standards."*[25]

It is noted that in evaluating the AQMP itself, the Program EIR for the AQMP determined that construction activities associated with the AQMP were consistent with the AQMP despite identifying daily air pollutant emissions during construction activities that would exceed the SCAQMD mass daily thresholds for criteria pollutants. As discussed in **Section 3.0, Project Description**, implementation of the Proposed Plans would not substantially change the types of land uses that are allowed within the Southwest Valley CPAs.

With respect to the second criterion, the AQMP was prepared to achieve national and state air pollution standards within the region. A project that is considered to be consistent with the AQMP would not interfere with attainment of AQMP goals because the growth from the project is included in the regional projections used to formulate the AQMP. As previously stated, the 2022 AQMP utilizes regional projections

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25 City of Los Angeles, *Air Quality and Health Effects – Sierra Club v. County of Fresno*, October 2019.

included in the SCAG 2020-2045 RTP/SCS. At the time that the 2022 AQMP and the 2020-2045 RTP/SCS were adopted, the Proposed Plans could not have been accounted for, as the Plan had not been proposed or adopted yet. While the Proposed Plans were not factored into these regional projections used to formulate the AQMP, the Proposed Plans will help the City achieve housing and transportation goals promoted by the RTP/SCS. According to the 6th Regional Housing Needs Assessment (RHNA) for the City, which quantifies the need for housing within each jurisdiction during specified planning periods, the City needs to develop a total of 456,643 dwelling units, the County needs to develop 812,060 dwelling units, and the region needs to develop 1,341,827 units for the period of October 2021 through October 2029.[26] Implementation of the Proposed Plans are anticipated to result in an increase of 115,282 dwelling units and a total of 85,165 new jobs. The Proposed Plans would provide a considerable contribution to the projected needs established in the RHNA for the City, the County, and the region as a whole. Implementation of the Proposed Plans would maximize underutilized parcels that are in proximity to employment centers and transportation because the Plan Areas contain multiple High-Quality Transit Corridors.[27] Furthermore, the Proposed Plans meet the goals and policies established within the City's Housing Element to encourage an accommodation of a variety of housing types to meet the existing and future needs of City residents.[28] Please refer to **Section** 4.11**, Land Use Planning**; **Section** 4.13**, Population and Housing**; and **Section** 4.15**, Transportation**, for a full discussion of the less-than-significant impacts associated with the Plans' growth and regional planning. As detailed therein, the Proposed Plans would not conflict with regional growth projections identified in the formulation of the AQMP. Thus, the Proposed Plans are also consistent with the second criterion. As the Proposed Plans are consistent with Criterion Nos. 1 and 2, they would not conflict with or obstruct implementation of any applicable air quality plan, and this impact is less than significant.

As discussed in **Section 4.7, Greenhouse Gas Emissions**, and **Section 4.10, Land Use and Planning**, the Proposed Plans would be consistent with the applicable goals of the RTP/SCS. Specifically, the Proposed Plans would incentivize new development opportunities around existing and planned transit systems; would direct growth to transit hubs and job centers; would encourage mixed-use development; and would encourage a variety of mobility options, such as making streets more walkable to promote pedestrian-friendly corridors. These growth strategies are consistent with the RTP/SCS and the 2022 AQMP. It is also

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26 SCAG, *SCAG 6th Cycle Final RHNA Allocation Plan*, 2021. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/6th_cycle_final_rhna_allocation_plan_070121.pdf?1646938785, accessed July 30, 2026

27 SCAG, *High-Quality Transit Corridors Interactive Map*, 2024. Available online at: https://maps.scag.ca.gov/portal/apps/experiencebuilder/experience/?id=97f9699f14654b3b8895c74846541f75&page=Main-Map, accessed July 30, 2026.

28 City of Los Angeles, *City of Los Angeles 2021-2029 Housing Element*, 2021. Available online at: https://planning.lacity.gov/plans-policies/housing-element, accessed on July 30, 2026.

noted that these strategies would be consistent with the Air Quality Element and the Framework Element of the *City of Los Angeles General Plan*.

In addition, the Proposed Plans would not conflict with 2022 AQMP assumptions regarding development projects including strategies to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations that are designed to address air quality impacts and required pollution control measures. Therefore, impacts related to conflicting with—or obstructing implementation of—the applicable air quality plans would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.3-2 **Would the Proposed Plans 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?**

This impact would be significant and unavoidable for regional construction and operational activities. With respect to construction, depending on the construction years, sizes of future construction projects, and number of concurrent construction projects, VOC, NOx, CO, PM10, and PM2.5 emissions could exceed regional thresholds of significance. With respect to operations, VOC, PM10, and PM2.5 emissions would exceed regional thresholds of significance.

The SCAQMD CEQA Air Quality Handbook advises that for both construction and operational activities, if a project exceeds the identified project-level significance thresholds, its emissions would be cumulatively considerable, resulting in potentially significant adverse air quality impacts to the region's existing air quality conditions. In Appendix D to its "White Paper on Control Strategies to Address Cumulative Impacts from Air Pollution," the SCAQMD asserts that project-specific and cumulative significance thresholds are the same based on this reasoning, and projects that do not exceed project-specific thresholds are generally not considered to be cumulatively significant.[29] The following analyses were developed using the framing of cumulatively considerable impacts established by the SCAQMD in promulgating its thresholds.

Construction – Regional Emissions

Construction activity associated with reasonably anticipated development from the Proposed Plans have the potential to create air quality impacts through emissions produced by the use of heavy-duty construction equipment and by vehicle trips generated by construction worker commuting, construction vendor material deliveries, and haul truck trips to and from individual development sites within the Southwest Valley CPAs. Fugitive dust (PM10 and PM2.5) emissions would primarily result from demolition and site preparation (e.g., grading) activities. NO_x emissions would primarily result from the use of construction equipment. During the finishing phase, paving operations and the application of architectural coatings (e.g., paints) and other building materials would release VOCs, the other precursor emission to O3. 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.

SCAQMD's Rule 403, Fugitive Dust, is a control requirement for preventing, mitigating and controlling the release of airborne particulate matter emissions from earth moving activities. It is mandatory for all construction projects in the SCAB to comply with Rule 403 or face violations that would incur fines. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce PM2.5 and PM10 emissions associated with

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29 South Coast Air Quality Management District, *White Paper on Control Strategies to Address Cumulative Impacts from Air Pollution – Appendix D*, 2003, available online at: http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper-appendix.pdf?sfvrsn=4, accessed July 30, 2026.

construction activities by approximately 61 percent.[30] New construction would also be subject to VOC emission limits for architectural coatings, adhesives, and sealants in the LA Green Building Code. In addition, SCAQMD Rules 1113 and 1168 establish VOC limits to control emissions from the application of architectural coatings, adhesives, and sealants. In addition, new development would be required to comply with standards outlined in the City's EPM handbook regarding air quality controls during construction activities. In turn, compliance with these standards would result in compliance with SCAQMD Rules 401, 402, and 403.

Table 4.3-9, Estimated Maximum Daily Construction Emissions – Existing (2024), shows the estimated average daily construction emissions associated with the four sample construction activity scenarios for existing (2024) conditions, and **Table 4.3-10, Estimated Maximum Daily Construction Emissions – 2050,** presents the same activity emissions from sources in 2050 as generated using the regulatory emissions models. These scenarios are representative of reasonable construction activity intensities for individual future development projects in the Southwest Valley CPAs. Results of the emissions modeling demonstrate that daily emissions of criteria pollutants from heavy-duty diesel equipment and trucks during construction activities would likely not exceed the SCAQMD regional thresholds under reasonably anticipated circumstances for individual projects in 2024 (**Table 4.3-9**) and similar individual large projects in 2050 (**Table 4.3-10**) would also likely not exceed the thresholds. However, it is anticipated that development under the Proposed Plans could result in several projects (small, medium, and the occasional large project) being constructed within the Southwest Valley CPAs at any given time.

The City of Los Angeles Department of Building and Safety has established VOC content limits for architectural coatings, adhesives, and sealants as part of the Los Angeles Green Building Code (including a flat coating limit of 50 grams VOC per Liter and a non-flat coating limit of 100 grams VOC per Liter). Compliance with the Los Angeles Green Building Code is mandatory for new development projects within the City of Los Angeles. Implementation of the VOC content limits for architectural coatings under the Los Angeles Green Building Code and subsequent updates would substantially reduce the likelihood that off-gassing emissions from painting, finishing, and paving activities would exceed SCAQMD's air quality significance threshold for VOC. The SCAQMD has also published Rules 1113 and 1168 that limit VOC content in architectural coating applications, from which the City derived its Green Building Code limits. The use of architectural coatings with low VOC content would also eliminate the potential for daily VOC emissions to exceed the applicable SCAQMD threshold.

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30 SCAQMD, "Overview – Fugitive Dust Mitigation Measure Tables," available online at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/mitigation-measures-and-control-efficiencies/fugitive-dust/fugitive-dust-overview.pdf?sfvrsn=2, accessed July 30, 2026.

Table 4.3-9
Estimated Maximum Daily Construction Emissions – Existing (2024)

Example Scenarios – Daily Activity[1]	Pounds per Day					
	VOC	NO_x	CO	SO_x	PM10	PM2.5
2 Pc. Heavy-Duty Equipment, 25 Truckloads	1.34	16.09	13.54	0.04	1.75	0.83
4 Pc. Heavy-Duty Equipment, 50 Truckloads	2.68	32.18	27.09	0.08	3.49	1.67
8 Pc. Heavy-Duty Equipment, 100 Truckloads	5.46	64.46	55.68	0.15	7.25	3.39
10 Pc. Heavy-Duty Equipment, 150 Truckloads	7.23	85.35	76.96	0.22	11.02	4.77
Regional Significance Threshold	***75***	***100***	***550***	***150***	***150***	***55***
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

[1] Equipment exhaust was estimated conservatively assuming eight hours per day of operation. Truck emissions were estimated assuming a round trip length of 40 miles.

Table 4.3-9, Estimated Maximum Daily Construction Emissions – 2050, presents the emissions that would be generated by the same construction activity sources in the 2050 analytical year. The regulatory models account for mandatory improvements in engine technologies, control measures, and fuel efficiencies that are adopted at the state level, as well as the phase-out of older equipment and vehicles over time. Therefore, the aggregate fleet average emission factors in 2050 are considerably lower than in 2024. As shown in **Table 4.3-10**, construction of individual large projects within the Southwest Valley CPAs in 2050 would likely not generate criteria pollutant or ozone precursor emissions in excess of any applicable SCAQMD regional threshold and would be considerably lower than the same scenarios in 2024. Therefore, the magnitude of construction-related emissions under the Proposed Plans would gradually decrease as they approach the 2050 horizon year.

Table 4.3-10
Estimated Maximum Daily Construction Emissions – 2050

Example Scenarios - Daily Activity[1]	Pounds per Day					
	VOC	NO_x	CO	SO_x	PM10	PM2.5
2 Pc. Heavy-Duty Equipment, 25 Truckloads	0.64	5.80	6.39	0.04	1.33	0.44
4 Pc. Heavy-Duty Equipment, 50 Truckloads	1.28	11.59	12.78	0.08	2.66	0.90
8 Pc. Heavy-Duty Equipment, 100 Truckloads	2.58	23.20	26.12	0.15	5.58	1.86
10 Pc. Heavy-Duty Equipment, 150 Truckloads	3.37	31.72	35.68	0.22	8.93	2.85
Regional Significance Threshold	***75***	***100***	***550***	***150***	***150***	***55***
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
[1] Equipment exhaust was estimated conservatively assuming eight hours per day of operation. Truck emissions were estimated assuming a round trip length of 40 miles.

As shown above, construction activities would likely not exceed the SCAQMD regional thresholds under reasonably anticipated circumstances for individual projects in 2024 (**Table 4.3-9**) and similar individual large projects in 2050 (**Table 4.3-10**) would also likely not exceed the thresholds. However, it is anticipated that development under the Proposed Plans could result in several projects (small, medium, and the occasional large project) being constructed within the Southwest Valley CPAs at any given time. As it is possible that multiple construction projects would occur within the relatively large CPAs, construction-related emissions could combine to exceed the regional thresholds of significance.[31] Therefore, reasonably anticipated construction from the Proposed Plans could result in a ***potentially significant*** impact related to regional emissions of criteria pollutants.

Operations

Reasonably anticipated future development from the Proposed Plans would generate long-term regional air pollutant emissions, which would result from mobile sources (motor vehicle exhaust) and area sources, such as consumer products and natural gas combustion. Emissions from motor vehicle exhaust were estimated using VMT data for existing conditions, 2050 Without the Proposed Plans, and 2050 With the Proposed Plans. **Table 4.3-11, Daily VMT for the Southwest Valley Community Plan Areas,** shows the estimated regional daily VMT associated with vehicle trips in the Southwest Valley CPAs for the aforementioned conditions that were used in the mobile source emissions analysis. As shown, total daily VMT would increase from existing conditions to 2050 With Proposed Plans conditions. The increase in total VMT can be attributed to ambient regional growth, as well as the increases in households and employment in the Southwest Valley CPAs resulting from implementation of the Proposed Plans, which are described in **Section 4.13, Population, Housing, and Employment**. The daily VMT estimates were utilized in conjunction with stationary source utility demand to assess regional operational air pollutant emissions generated under the Proposed Plans.

Additional sources of air pollutant emissions associated with land use development include natural gas consumption and landscaping, as well as VOC emissions from consumer products (i.e., cleaning supplies and solvents). Area source emissions in the Southwest Valley CPAs are attributed to the use of consumer products and landscaping equipment, and energy source emissions are attributed to natural gas

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31 For example, **Table 4.3-10** demonstrates that a combination of one small construction project (two pieces of equipment and 25 truckloads), three medium construction projects (eight pieces of equipment and 100 truckloads each), and one large construction project (10 pieces of equipment and 150 truckloads) in the year 2050 would exceed the NOx threshold of significance. While it is anticipated that development under the Proposed Plans could result in several projects (small, medium, and the occasional large project) being constructed at any given time, it would be speculative to model specific project years, sizes of projects, or number of concurrent construction projects. Thus, this analysis conservatively assumes that any number of construction scenarios could occur, potentially combining to exceed regional thresholds of significance for VOC, NOx, CO, PM10, and PM2.5. It is not anticipated that SOx emissions would exceed the threshold of significance.

combustion in both residential and non-residential land uses. The 2050 Without Proposed Plans condition was included for informational purposes and was not relied on for the air quality impact analysis or conclusions.

Table 4.3-11
Daily VMT for the Southwest Valley Community Plan Areas

Scenario	Community Plan Area Trips Daily VMT
Existing (2024)	15,601,300
2050 Without Proposed Plans	17,238,500
2050 With Proposed Plans	20,296,200

Source: Fehr & Peers, 2026. See ***Section 4.15, Transportation and Traffic.***
Note: The 2050 Without Proposed Plans scenario is included for informational purposes and not for impact analysis or conclusions.

Table 4.3-12, Community Plan Area Land Use Summary, presents estimates of the existing and reasonably anticipated number of residential units and square footage of non-residential development within the Southwest Valley CPAs. Estimates of daily regional operational emissions were calculated using the values presented in **Table 4.3-12** and emissions factors obtained from survey data contained in CalEEMod version 2022.1.[32]

Table 4.3-12
Community Plan Area Land Use Summary

Land Use Statistics	2024 Existing Conditions	2050 Without Proposed Plans (No Project)	2050 With Proposed Plans
Residential Dwelling Units (Total)	150,177	213,047	265,459
Commercial (Square Footage)	199,746,060	102,125,177	145,599,949
Industrial (Square Footage)	29,751,514	70,023,522	74,893,172
Public Facilities (Square Footage)	16,601,666	22,442,041	26,156,949

Source: Fehr & Peers, 2026. See ***Section 4.15, Transportation and Traffic.***
Note: The 2050 No Project scenario is included for informational purposes, and not used in the impact analysis or determination of significance

32 California Air Pollution Control Officers Association, *California Emissions Estimator Model (Version 2022.1) User's Guide,* 2022, available online at: https://www.caleemod.com/user-guide, accessed July 29, 2026.

Table 4.3-13, Estimated Regional Operational Emissions, presents estimated regional daily emissions under each scenario. Relative to existing conditions, total daily emissions of VOC, SOx, PM10, and PM2.5 would be higher under the Proposed Plans condition in 2050. While daily SOx emissions would be higher than those estimated under existing conditions, the incremental increase in daily SOx emissions would be below the SCAQMD regional air quality significance thresholds. The difference in daily VOC, PM10, and PM2.5 emissions between existing conditions and the Proposed Plans in 2050 would exceed the applicable SCAQMD mass daily thresholds. The increase in VOC emissions from area sources is predominately attributed to the use of consumer products (such as deodorants, hair sprays, cleaning products, spray paint, solvents, and insecticides) that are estimated uniformly based on the square footage of residential and nonresidential development using an emission factor from CalEEMod that is specific to the SCAQMD jurisdiction (1.98×10^{-5} lb. VOC per square foot per day).[33] This factor value represents a regional average emission factor that was derived from CARB consumer product Emission Inventory, and does not reflect future VOC content reductions that will occur.

The VOC content of consumer products is regulated by CARB at the state level. CARB reviews product databases and identifies opportunities to achieve maximum feasible VOC reductions from consumer products that are technologically and commercially viable. CARB acknowledges that improvements in consumer products control strategies are essential to eventually meeting the federal air quality standards statewide. Historically, regulated consumer products have been subject to standards that limit VOC content by mass. Some regulated product categories, such as aerosol coatings and multipurpose lubricants, have subsequently been regulated by setting reactivity-based limits. While both regulatory approaches are intended to reduce ozone formation from consumer products, the relative effectiveness of each regulatory approach varies by product category. Product manufacturers have complied with VOC content standards and reactivity limits by reformulating products. Since the program's inception, CARB's progressively declining VOC standards and reactivity limits have reduced VOC emissions by 250 tpd.[34] However, emissions modeling herein conservatively employed the CalEEMod consumer products emission factor that does not factor in the anticipated reductions, and this analysis likely overstates estimated VOC emissions.

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33 California Air Pollution Control Officers Association, *California Emissions Estimator Model (Version 2022.1) User's Guide, Appendix C*, 2022, available online at: https://www.caleemod.com/user-guide, accessed July 30, 2026.

34 CARB, *Public Webinar for Proposed Amendments to the Consumer Products Regulations*, November 2020.

With respect to mobile sources, as shown in **Table 4.3-13**, future daily regional emissions of NOx and CO under implementation of the Proposed Plans are expected to decrease relative to existing emissions. VOC and SOx exhaust emissions and particulate matter emissions attributed to brake and tire wear and road dust would increase relative to existing conditions. As shown in more detail in **Appendix 4.3**, PM10 and PM2.5 exhaust emissions would decrease compared to existing conditions while PM10 and PM2.5 dust emissions would increase compared to existing conditions. The increase in dust-related particulate matter emissions is due to the increase in total VMT. The improvement to exhaust-related emissions is largely a result of fleet turnover and improvements in vehicular engine efficiency technologies and fuel pollutant concentrations that are projected to occur between existing conditions and 2050 resulting from more stringent statewide regulations. While these regulations are in contention due to the proposed recissions to the Clean Air Act waivers, future emissions are calculated based on implementation of known and approved regulations that are accounted for the in CARB EMFAC application, as EMFAC2021 represents the current CARB-approved emissions model and it remains the latest approved model by the U.S. EPA.

Table 4.3-13
Estimated Regional Operational Emissions

Scenario	Daily Emissions (Pounds per Day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
Existing Conditions (2024)						
Mobile Sources	6,206.23	5,491.49	56,129.60	124.98	11,143.80	2,886.59
Area Sources	32,994.30	1,558.20	40,947.20	42.11	3,030.36	3,024.61
Energy Sources	94.11	1,693.33	910.77	10.27	130.05	130.05
Total	**39,294.64**	**8,743.02**	**97,987.57**	**177.36**	**14,304.21**	**6,041.25**
2050 Without Proposed Plans						
Mobile Sources	5,085.11	3,246.62	39,640.60	109.28	12,277.60	3,147.88
Area Sources	33,085.50	1,579.14	42,376.60	42.22	3,028.33	3,023.35
Energy Sources	114.07	1,987.73	1,110.00	12.44	157.62	157.62
Total	**38,284.68**	**6,813.49**	**83,127.20**	**163.94**	**15,463.55**	**6,328.85**
2050 With Proposed Plans						
Mobile Sources	6,363.84	3,956.04	47,458.00	129.00	14,455.80	3,706.64
Area Sources	36,011.30	1,555.28	47,599.40	42.03	3,027.99	3,021.70
Energy Sources	128.45	2,239.85	1,260.29	14.01	177.50	177.50
Total	**42,503.59**	**7,751.17**	**96,317.69**	**185.04**	**17,661.29**	**6,905.84**

Scenario	Daily Emissions (Pounds per Day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
Net Daily Emissions						
Change from Existing Conditions	**3,208.95**	**-991.85**	**-1,669.88**	**7.68**	**3,357.08**	**864.59**
SCAQMD Regional Threshold	55	55	550	150	150	55
Exceed Threshold?	**Yes**	**No**	**No**	**No**	**Yes**	**Yes**

Note: The 2050 Without Proposed Plans scenario is included for informational purposes and not for impact analysis or conclusions. Net emissions refer to the difference between Proposed Plans and existing conditions. Emissions reported for the highest daily pollutant for either summer or winter.

While NOx, CO, and PM exhaust emissions from mobile sources are expected to decrease over time as a result of statewide emissions reductions measures, the anticipated ambient growth in residential housing and non-residential reasonably anticipated development under the Proposed Plans would result in increased generation of area and energy source emissions primarily through use of consumer products and natural gas. When compared to existing conditions, future development in the Southwest Valley CPAs, would result in daily emissions of VOC from these sources that would contribute to the exceedance SCAQMD regional significance thresholds. Reasonably anticipated development in the Southwest Valley CPAs would increase the use of consumer products, which is the predominant contributor to operational VOC emissions, as described above. Available emission factors for consumer products VOC emissions used in the analysis represent SCAQMD regional averages derived from the 2008 CARB consumer product emission inventory, when the statewide inventory was approximately 239.6 lbs/day.[35] CARB continually applies increasingly stringent regulations on consumer products, and the emissions presented in this document represent highly conservative estimates of VOC emissions from area sources within reasonably anticipated development in the operational year of 2050. Additionally, area and energy-related increases in emissions of NOx and CO would be partially offset by the decrease in mobile source emissions of NOx and CO. Nevertheless, because operational emissions would exceed the SCAQMD daily emissions thresholds for VOC, PM10, and PM2.5, impacts are considered ***potentially significant***.

Mitigation Measures

Upon adoption of the Proposed Plans, project applicants are required to comply with the environmental protection measures (EPMs) provided in Chapter 1A as applicable. The following EPMs and associated best management practices (incorporated herein by reference) are applicable to the Proposed Plans.

35 California Air Pollution Control Officers Association, *California Emissions Estimator Model (Version 2022.1) User's Guide, Appendix D*, 2022, available online at: https://www.caleemod.com/user-guide, accessed July 29, 2026.

Construction

MM AQ-1 **Dust Control Compliance with SCAQMD Rule 403** requires that any project whose construction activities involve the use of construction equipment and require a permit from Los Angeles Department of Building and Safety (LADBS) to comply with Rule 403 of the SCAQMD, implement best available dust control measures during Ground Disturbance Activities, and active construction operations to negate dust.

MM AQ-2 **Equipment Maintenance** Equipment Maintenance ensures that projects whose construction activities involve the use of construction equipment and require a permit from the LADBS maintain construction equipment in good, properly tuned operating condition, as specified by the manufacturer, to minimize exhaust emissions. Documentation demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications shall be maintained per the proof of compliance requirements in Sec. 1.D.6. (Additional Requirements).

All construction equipment shall achieve emissions reductions that are no less than what could be achieved by a Tier 3 diesel emissions control strategy for a similarly sized engine as defined by California Air Resources Board regulations.

MM AQ-3 **Vehicle Idling Limit and Notification Signs** limits vehicle idling during project construction activities to five minutes as set forth in the California Code of Regulations, Title 13, Section 2449 for projects whose construction activities involve the use of construction vehicles and require a permit from LADBS. Signs must be posted in areas where they will be seen by vehicle operators stating idling time limits.

MM AQ-4 **Non-Diesel Fueled Electrical Power** requires the use of electricity from power poles rather than temporary gasoline or diesel-powered generators to the extent available and feasible for any project whose construction activities that involve the use of construction equipment and require a permit from LADBS.

MM AQ-5 **Emissions Standards for Off-Road Construction Equipment Greater than 50 Horsepower** requires any project whose construction activities involve the use of construction equipment, require a permit from LADBS, and involve at least 5,000 cubic yards of on-site cut/fill on any given day, meet the U.S. Environmental Protection Agency's (USEPA) Tier 4 emission standards for off-road diesel-powered construction equipment equal to or greater than 50 horsepower during construction. Operators shall maintain records of all off-road equipment associated with Project construction to document that

each piece of equipment used meets these emission standards per the proof of compliance requirement in Sec. 1.D.6. (Additional Requirements). In lieu of compliance with this requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that Project construction activities would not exceed the SCAQMD's regional and localized construction thresholds.

MM AQ-6 **Use of Low Polluting Fuels** requires that any project whose construction activities involve the use of construction equipment, requires a permit from LADBS, and involves at least 5,000 cubic yards of on-site cut/fill on any given day, that uses construction equipment that is less than 50 horsepower, use low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline).

In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that Project construction activities would not exceed the SCAQMD's regional and localized construction thresholds.

MM AQ-7 **Emission Standards for On-Road Haul Trucks** requires that for projects whose construction activities involve the use of construction equipment, require a permit from LADBS, and involve more than 90 round-trip haul truck trips on any given day for demolition debris and import/export of soil, construction haul truck operators for demolition debris and import/export of soil use trucks that meet the California Air Resources Board's (CARB) 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of nitrogen oxides (NOX) emissions. Operators shall maintain records of all trucks associated with Project construction to document that each truck used meets these emission standards per the proof of compliance requirements in Sec. 1.D.6.

MM AQ-8 **Routes for On-Road Haul Trucks** requires that for projects whose construction activities involve the use of construction vehicles and require a permit from LADBS, construction contractors shall reroute construction trucks away from congested streets or sensitive uses, as feasible.

Significance After Mitigation

Construction

As indicated above, individual construction projects in 2024 and 2050 would likely not exceed SCAQMD regional significance thresholds, but there may be several future year construction projects underway in the Southwest Valley CPAs at any one time.[36] **Mitigation Measures AQ-1** through **AQ-8** would reduce regional and localized emissions generated by various construction activities, including equipment operation, truck trips, and painting. For construction impacts, the use of Tier 4 equipment would result in a 50 to 90 percent reduction in NOx and particulate matter emissions from diesel-powered off-road construction equipment relative to Tier 3 engines, which are typically used as the industry standard. Requiring engines to meet Tier 4 emissions standards is becoming more common as the equipment is more widely available and would reduce emissions for some construction projects that could otherwise have significant impacts to a less than significant level. Los Angeles County Metropolitan Transportation Authority already requires the use of Tier 4 engines in all their construction projects. However, on-road heavy-duty haul trucks are not regulated under the same off-road emissions standards and the City cannot feasibly require all construction-related on-road trucks operating within City limits to adhere to more stringent engine emissions standards.

Furthermore, as shown in **Table 4.3-10**, by the horizon year of 2050 even the largest of individual construction projects within the Southwest Valley CPAs would be unlikely to generate daily emissions of criteria pollutants and O3 precursors in excess of the SCAQMD regional mass daily thresholds due to fleet turnover, improvements in engine technologies, control measures, and fuel efficiency. As noted above, multiple construction projects may be underway at any given time, and those emissions should be considered cumulatively as occurring under the Proposed Plans. However, the material effect of the Proposed Plans related to construction emissions would be attributed to the incremental change in total off-road equipment and on-road vehicle activity within the CPAs on a daily basis relative to activities occurring under Existing Conditions. This incremental impact is not possible to determine in the absence of a comprehensive project inventory programmed through the Proposed Plans horizon year of 2050. Although the Proposed Plans would involve revisions to the existing zoning designations, it is not feasible

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36 **Table 4.3-10** demonstrates that a combination of one small construction project (two pieces of equipment and 25 truckloads), three medium construction projects (eight pieces of equipment and 100 truckloads each), and one large construction project (10 pieces of equipment and 150 truckloads) in the year 2050 would exceed the NOx threshold of significance. While it is anticipated that development under the Proposed Plans could result in several projects (small, medium, and the occasional large project) being constructed at any given time, it would be speculative to model specific project years, sizes of projects, or number of concurrent construction projects. Thus, this analysis conservatively assumes that any number of construction scenarios could occur, potentially combining to exceed regional thresholds of significance for VOC, NOx, CO, PM10, and PM2.5. It is not anticipated that SOx emissions would exceed the threshold of significance.

to determine if its implementation would spur an increase in daily construction equipment or heavy-duty vehicle use throughout the Southwest Valley CPAs. While some zoning changes would increase allowable land use density on particular parcels, implementation of the Proposed Plans would not necessarily accommodate larger project sites than under existing conditions, which might reduce logistical constraints on the number of equipment and vehicles that could access a given construction site on a daily basis, thereby increasing the average project's daily hours of activity. It is also impossible to verify whether implementation of the Proposed Plans would accelerate the rate of redevelopment within the Southwest Valley CPAs, which could affect the number of active construction sites that may be under development simultaneously.

Reductions in average equipment and vehicle emissions are anticipated to result from enforcement of mandatory regulatory actions. Based on adopted regulations, daily emissions of NOx from the modeled construction activities at individual sites would be reduced by approximately 64 percent between the existing conditions and the 2050 horizon year. Specific reduction in emissions below the SCAQMD significance thresholds cannot be demonstrated in the absence of individual project details to assess. It is reasonable to assume that construction activities for an individual large development project in the Southwest Valley CPAs or multiple medium and smaller projects could generate emissions that would exceed the SCAQMD regional significance threshold for NOx despite emission reductions even with implementation of **Mitigation Measures AQ-1** through **AQ-8**. **Mitigation Measures AQ-1** through **AQ-8** reflect feasible mitigation measures for the reduction of construction related air quality emissions. Given the programmatic nature of this analysis and unknown potential future project-level impacts, identification of additional mitigation measures and their potential effectiveness at a project or cumulative level would be speculative. Therefore, the Proposed Plans are considered to result in a ***significant and unavoidable*** impact related to criteria pollutants for which the region is nonattainment under the NAAQS or CAAQS.

Operations

While exhaust emissions from mobile sources are expected to decrease for NOx, CO, and PM, VOC and SOx exhaust emissions and PM dust emissions would increase compared to existing conditions. Additionally, the anticipated growth in residential housing and non-residential uses under the Proposed Plans would result in increased generation of area and energy source emissions, primarily through use of consumer products and energy consumption. When compared to existing conditions, the Proposed Plans would result in daily emissions of VOC, PM10, and PM.25 from these sources that would contribute to the exceedance SCAQMD regional significance thresholds.

The increase in dust-related particulate matter emissions (brake and tire wear) is due to the increase in total VMT. No feasible mitigation measures are available to reduce on-road PM10 and PM2.5 dust emissions.

With respect to VOC emissions, the VOC content of consumer products manufactured, distributed, sold, and used within the Southwest Valley CPAs is regulated at the state level, and there is no jurisdictional authority to enforce consumer products VOC content within the CPA. No feasible mitigation measures are available to reduce long-term VOC emissions associated with implementation of the Proposed Plans to below SCAQMD thresholds. As such, impacts with respect to operational VOC, PM10, and PM2.5 emissions are ***significant and unavoidable.***

Associated Health Effects (Sierra Club v. County of Fresno)

The Court in *Sierra Club v. County of Fresno* held that projects with significant air quality impacts need to "relate the expected adverse air quality impacts to likely health consequences or explain why it is not feasible at the time of drafting to provide such an analysis, so that the public may make informed decisions regarding the costs and benefits of the project." Based on the above analysis and conclusions, the Proposed Plans would result in significant unavoidable impacts for construction related emissions of VOC, NOx, CO, PM10, and PM2.5 and operational emissions of VOC, PM10, and PM2.5. As discussed below, while additional information is provided about health effects of these pollutants, **Appendix 4.3** explains why it is not feasible to provide analysis to relate these significant impacts to likely health consequences.

There is no established pathway to accurately quantify ozone-related health impacts caused by NOx or VOC emissions from individual construction projects or localized area plans such as the Proposed Plans (see **Appendix 4.3**). SCAQMD indicates that it may be feasible to analyze air quality related health impacts for projects on a regional scale with very high emissions of NOx and VOCs, where impacts are regional. The example SCAQMD provided in its amicus brief in the *Sierra Club* decision was for proposed Rule 1315, which authorized various newly permitted sources to use offsets from the District's "internal bank" of emission reductions. The CEQA analysis accounted for essentially all of the increases in emissions due to new or modified sources in the SCAQMD between 2010 and 2030, or approximately 6,620 pounds per day of NOx and 89,947 pounds per day of VOC, to expected health outcomes from O3 and particulate matter (e.g., 20 premature deaths per year and 89,947 school absences in the year 2030 due to ozone).

Accordingly, for the Proposed Plans, it is not feasible to directly correlate emissions of VOC and/or NOx in the Southwest Valley CPAs with specific health impacts from O3. Further, SCAQMD's amicus brief notes that O3 formation is not linearly related to emissions. Therefore, O3 impacts vary depending on the location of the emissions, the location of other precursor emissions, meteorology, and seasonal impacts, and because O3 is formed later and downwind from the actual emission. Lead agencies that use SCAQMD's thresholds of significance may determine that a project would have a significant air quality impact and must apply all feasible mitigation measures; however, it would not be able to precisely correlate the project to quantifiable

health impacts, unless the emissions are sufficiently high to use a regional modeling program, which is not the case for the Proposed Plans.

With respect to particulate matter emissions, although CARB has a methodology that can predict expected mortality for large amounts of PM2.5, this methodology is not suited for project-level analyses and may provide unreliable results due to a variety of uncertainties, such as the representativeness of the demographics used in the methodology, as well as the specific source of PM and the corresponding health impacts. The use of this methodology for specific development project-level analyses could result in unreliable findings in many cases and would not provide meaningful information. As such, it is not appropriate for the Proposed Plans.

As detailed in **Appendix 4.3,** while a number of models and tools are available to quantify emissions, these models are limited by a number of factors in determining health impacts of individual development and infrastructure projects as well as local plan-level projects. The U.S. EPA currently performs health impact assessments (HIAs) using the Community Multiscale Air Quality (CMAQ) model for pollutant transport modeling and Environmental Benefits Mapping and Analysis Program - Community Edition (BENMAP-CE) for health impact calculations. However, these models are designed to estimate health impacts over a large-scale area (e.g., city-wide, state-wide). In addition, the CMAQ model requires inputs such as regional sources of pollutants and global meteorological data, which are not readily accessible. Other general limitations of the current suite of models include not being able to model concentrations or dispersion of pollutants, the unsuitability of regional models in providing accurate results for local-level plans or individual projects, and limitations on being able to correlate concentrations to related health effects.

As noted in **Appendix 4.3**, "[f]or local plans or projects that exceed any identified SCAQMD air quality threshold, City EIR documents are able to identify and disclose generalized health effects of certain air pollutants but are currently limited and are unable to establish an accurate connection between any local plan or project and a particular health effect." At this time, it is infeasible for City EIRs to directly link a plan or project's significant air quality impacts with a specific health effect. A number of factors contribute to this uncertainty, including the regional scope of air quality monitoring and planning, technological limitations for accurate modeling at a local plan- or project-level, and the intrinsically complex nature between air pollutants and health effects in conjunction with local environmental variables.

Threshold 4.3-3 **Would implementation of the Proposed Plans expose sensitive receptors to substantial pollutant concentrations?**

This impact would be less than significant with mitigation incorporated for construction; significant and unavoidable for operational TAC-related impacts associated with distribution centers and warehouses.

Regarding health risks from existing emissions sources, the California Supreme Court ruling in *California Building Industry Association vs. Bay Area Air Quality Management District* (December 17, 2015) held that, "agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents. But when a proposed project's risks exacerbate those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the project's impact on the environment – and not the environment's impact on the project – that compels an evaluation of how future residents or users could be affected by exacerbated conditions." Assessing health risks from existing land uses equates to assessing the environment's impact on the project. The California Supreme Court ruled that this analysis would not be consistent with CEQA.

Construction – Localized Emissions

The analysis of localized pollutant concentrations and possible exposures of nearby sensitive receptors that would result from construction activities under the Proposed Plans evaluated emissions of ozone precursors and criteria pollutants in the context of the air quality standards, and also considered TAC emissions and associated receptor exposures and health risks.

Criteria Pollutants and Ozone Precursors. As discussed under Significance Thresholds, the SCAQMD developed area specific LST screening values for mass daily emissions of NO_x, CO, PM10, and PM2.5 to assess the possibility of elevated criteria pollutant concentrations occurring at sensitive receptors during construction and operation of individual development projects. The LST values are specific to the SRA in which an individual project is located and are based on historical air quality conditions and proximity to the nearest sensitive receptor(s). The Southwest Valley CPAs include areas located in SRA 2 and 6, which covers portions of Northwest Los Angeles County Coastal and West San Fernando Valley, respectively. It is reasonable to assume that some individual projects in the Southwest Valley CPAs would involve construction activity adjacent to existing and future sensitive receptors (e.g., residences and schools). However, the SCAQMD established in the PEIR for the 2022 AQMP that the LST screening methodology is not applicable to regional projects such as local general plans, specific plans, or air quality plans under the rationale that the details of the individual projects to implement these types of plans and their locations

are not known at the time of plan adoption.[37,38] A localized construction analysis would therefore be speculative for individual projects within the Southwest Valley CPAs given the lack of a comprehensive redevelopment schedule that would need to include programmatic construction locations and construction activities under the Proposed Plans. However, a qualitative evaluation of possible localized impacts was prepared for informational disclosure as a conservative approach.

Notwithstanding that potential pollutant emissions cannot be quantified at this stage of the planning process; the possibility exists that adjacent construction projects could collectively generate emissions of NOx, PM10 and/or PM2.5 in excess of the LST screening values presented in **Table 4.3-6** and create elevated particulate concentrations at nearby receptors remains. Pollutant concentrations are typically highest near sources of emissions (within a few hundred feet) and dissipate with distance. Thus, sensitive receptors in and adjacent to the Southwest Valley CPAs would be the most susceptible to emissions and concentrations of air pollutants resulting from construction activities that would occur with implementation of the Proposed Plans. Based on recent air quality data and SCAQMD research, particulate matter (PM10 and PM2.5) is the pollutant most likely to present possible public health concerns during construction within the Southwest Valley CPAs. Sources of particulate matter involved in construction activities would include exhaust from diesel-fueled equipment and trucks as well as fugitive dust generated by earth-moving and ground-disturbing activities. Fugitive dust emissions would be reduced through compliance with SCAQMD Rule 403 for activities requiring earthwork and material movement, such as demolition and grading, which would decrease the likelihood of PM10 and PM2.5 concentrations exceeding the CAAQS at sensitive receptor locations in and adjacent to the Southwest Valley CPAs. Compliance with and enforcement of regulatory measures to control emissions will reduce average emissions from off-road equipment and heavy-duty trucks over time as older units are phased out of the regional fleet inventory and newer equipment is introduced with engines meeting more stringent emissions standards.

The CARB maintains a statewide database of registered off-road equipment that has been tested and verified to comply with the tiers of emission control standards. The CARB 2025 in-use off-road diesel equipment inventory update demonstrates that off-road equipment with Tier 4 engines already represent the plurality of available units statewide,[39] with Tier 0–2 equipment promulgated to be phased out entirely

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37 SCAQMD, *Final Localized Significance Methodology*, Revised July 2008.

38 SCAQMD, *Final Program Environmental Impact Report for the 2022 Air Quality Management Plan*, p. 4.2-21, November 2022.

39 CARB, 2025 In-Use Off-Road Diesel Emission Inventory Update, July 2025. Available online at: https://ww2.arb.ca.gov/sites/default/files/2025-09/2025%20In-Use%20Off-Road%20Inventory%20Update%20-%202025%20ADA%20FINAL.pdf, accessed July 30, 2026.

by 2033 under the CARB 2020 Mobile Source Strategy.[40,41] Furthermore, as of January 2023, heavy-duty on-road trucks are required to meet 2010 U.S. EPA emissions standards in accordance with the CARB Truck and Bus Regulation. Because off-road equipment and heavy-duty truck use during construction generate diesel exhaust—which constitutes approximately 70 percent of the total ambient cancer risk from air pollution in the greater Los Angeles region—nearby sensitive receptors could be affected by criteria pollutant and TAC emissions during construction of individual projects. Although localized emissions of NOx and particulate matter during construction would be controlled through regulatory compliance, as the status of some regulations remain contested, impacts related to localized criteria pollutant (PM10 and PM2.5) emissions would be ***potentially significant*** before mitigation.

Toxic Air Contaminants. Some large individual projects may be subject to a requirement of preparing a Health Risk Assessment (HRA) to analyze potential carcinogenic risks and non-carcinogenic hazards resulting from concentrations of diesel PM at sensitive receptor locations generated by heavy-duty off-road construction equipment. OEHHA published a guidance manual in 2015 to assist the preparation of HRA for carcinogenic and non-carcinogenic exposures to air toxics in accordance with the Air Toxics "Hot Spots" Information and Assessment Act. The 2015 OEHHA HRA guidelines provide methodologies for assessing various types of environmental exposures to toxic contaminants, including inhalation exposures. The 2015 OEHHA HRA guidance relied upon a comprehensive review of the most up-to-date scientific literature to formulate the recommended exposure estimation methodologies. The OEHHA guidance acknowledges that children are especially susceptible to the effects of TAC exposure, and incorporated age sensitivity factors (ASFs) and age-specific daily breathing rates (DBRs) to account for the differences in sensitivity to carcinogens during early life exposure. OEHHA recommends a default ASF of 10 for the age range between the third trimester of pregnancy through two years, and an ASF of three for ages two through 15 years.

As a conservative measure to characterize maximum potential exposures of sensitive receptors to carcinogenic risks, residential exposures are assumed to begin at birth and exposures of children at schools are anticipated to begin at the lowest educational grade level. The OEHHA guidance provides recommended DBR values that are specific to the age of the receptor and the type of activity in which the receptor would be engaged during exposure, which are evaluated on a case-by-case basis. The SCAQMD implements AB 2588 (the California Air Toxics "Hot Spot" Information and Assessment Act) requirements through Rule 1402, Control of Toxic Air Contaminants from Existing Sources, which includes additional requirements beyond the state law, including a program to encourage facilities to voluntarily reduce risk, and to compel high risk facilities to reduce toxic emissions much more quickly than previously required.

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40 CARB South Coast AQMP Mobile Source Working Group, *Development of Amendments to the In-Use Off-Road Diesel-Fueled Fleets Regulation*, June 15, 2021.

41 CARB, *2020 Mobile Source Strategy*, October 28, 2021.

While CARB provides both criteria and direction on the state level through the Emissions Inventory Criteria Guideline (EICG) for facilities to compile and submit air toxic emission data, the SCAQMD has not adopted guidelines to implement the 2015 OEHHA HRA guidelines for construction.[42]

The specific locations of future construction activity in the Southwest Valley CPAs are not currently known. The construction health risk analysis is speculative given the lack of a construction location and construction activities. However, a review of several published EIRs for some of the largest development projects analyzed throughout the City did not show any significant impacts resulting from construction related to TACs. For example, none of the following reviewed projects had significant impacts from construction-related TACs:

- Olympia Project: 1.84 million new square feet, occupying a whole city block, and 284,000 cubic yards of soil export;[43]
- 2134 Violet Street Project: 569,448 square feet, involving a whole City block, with 239,000 cubic yards of soil export;[44]
- Crossroads Project: 1.4 million square feet in Hollywood Plan Area, 647,753 cubic yards of soil export;[45]
- Times Mirror Project: 1.5 million square feet on 3.6-acre city block, involving 37-story tower and a 53-story tower, and export of 364,000 cubic yards of soil;[46] and
- 5th and Hill Project: 260,689 square feet on 0.38-acre site, involving 53-story building, with 25,092 cubic yards of soil export.[47]

An example of a City EIR that identified a potential impact related to TACs under a conservative worst-case scenario was the 6220 Yucca Project, which involved demolition of an existing structure and construction of 210 multi-family residential units, 136 hotel rooms and approximately 12,570 square feet of commercial/restaurant uses on a 1.16-acre site, with export of 120,000 cubic yards of soil. The EIR found that impacts would be less than significant with mitigation.[48] The 6220 Yucca Project air quality analysis for this development project relied on a conservative measurement but found that application of standard

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42 SCAQMD, Air Toxics "Hot Spots" Program (AB 2588). Available online at: https://www.aqmd.gov/home/rules-compliance/compliance/toxic-hot-spots-ab-2588, accessed July 30, 2026.

43 City of Los Angeles, *1001 Olympic (Olympia) Project*, 2018.

44 City of Los Angeles, *2143 Violet Street Project*, 2020.

45 City of Los Angeles, Department of City Planning, *Crossroads Hollywood Project*, 2017.

46 City of Los Angeles, *Times Mirror Square Project*, 2019.

47 City of Los Angeles, *5th and Hill Project*, 2018.

48 City of Los Angeles, *6220 Yucca Project*, 2020.

mitigation reduced impacts to a less than significant level. The mitigation identified for the 6220 Yucca project is substantially similar to mitigation identified above, as it relates to using Tier 4 equipment. While development projects following the implementation of the Proposed Plans would likely not be as intensive as what was analyzed in the 6220 Yucca project, without knowing the intensity of development being proposed on a project level, it cannot be assured that impacts would be less than significant without mitigation. As such, the Proposed Plans could result in substantial pollutant concentrations at sensitive receptors during construction activities before mitigation. As a result, this impact is considered ***potentially significant***.

Operations

An important element to consider regarding potential future exposures of residents within the Southwest Valley CPAs to air pollution from nearby freeway traffic is that regional air quality is improving over time, and mandated advancements in fuel efficiency and alternative fueled vehicles will reduce aggregate fleet average pollutant emissions from mobile sources in the future. However, as previously discussed, these advancements are being scrutinized at a federal level and may be jeopardized in the wake of the proposed recissions to California's Clean Air Act waver requests. While these challenges remain ongoing, there is confidence from CARB that these legal challenges will not be defensible.

The trend of decreasing pollutant concentrations in the Los Angeles area has been documented for some time, especially as evidenced in the SCAQMD Multiple Air MATES reports. Using the regional toxic air contaminants emissions inventory and monitored concentrations at 10 locations throughout its jurisdiction, the SCAQMD determined that the population-weighted average carcinogenic risk within the South Coast Air Basin decreased by approximately 57 percent (from 853 per million to 367 per million) between the 2002–2004 monitoring period (MATES III) and the 2012–2013 monitoring period (MATES IV).[49] The MATES V study concluded that the average background cancer risk within the Basin is approximately 455 chances per million. The MATES-V study also indicated that the average amount of diesel particulate matter has decreased by 53 percent in the Basin since the publication of the MATES-IV study.[50] As the regional vehicle fleet turns over and older vehicles are replaced with newer ones, improvements to fuel efficiency and engine technologies will continue to result in decreases in ambient carcinogenic risk throughout the South Coast Air Basin and the City of Los Angeles.

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49 SCAQMD, *MATES IV Final Report – Multiple Air Toxics Exposure Study in the South Coast Air Basin*, May 2015.

50 South Coast Air Quality Management District, *MATES V Final Report*, 2021, available online at: http://www.aqmd.gov/docs/default-source/planning/mates-v/mates-v-final-report-9-24-21.pdf?sfvrsn=6, accessed July 30, 2026.

Regarding exposures of sensitive receptors to pollutant concentrations near heavily-trafficked roadways, the Air Quality analyses within the SCAG Program Environmental Impact Reports (PEIRs) for the Connect SoCal 2024 RTP/SCS addressed the forecasted regional reduction in carcinogenic risk at residential receptors near heavily-trafficked freeway segments in the SCAG region.[51] The Connect SoCal RTP/SCS 2024 has the same horizon year as the analysis prepared for the Proposed Plans and examined how concentrations and consequent exposures to mobile-source TACs would be projected to decrease in the future as vehicles with enhanced emission control and fuel efficiency technologies replace older vehicles in the regional fleet. The fleet turnover produces an effect of aggregate average per-vehicle emission rates being lower in future years compared to existing conditions, and air quality trends in the Southwest Valley CPAs reflect this cause-and-effect. For example, the Connect SoCal 2024 RTP/SCS PEIR estimated that the maximum 30-year exposure to residential cancer risk for each transportation segment is significantly reduced compared to the conditions in 2019. While the total all vehicle daily VMT would rise in Imperial, Riverside, and San Bernardino Counties between 2019 and 2050 under the Connect SoCal 2024 RTP/SCS (even though per capita VMT is expected to decrease in all counties except in Imperial County), the maximum potential cancer risk would be reduced by approximately 50-75 percent when compared to the existing conditions.

One of the methods that CARB recommends to reduce indoor exposures to roadway source air pollution is the installation of high-efficiency filtration units in controlled air ventilation systems. To address this public health concern, the City adopted the Clean Up Green Up Ordinance (Ordinance Number 184,245) on April 13, 2016, which among other provisions, includes provisions related to ventilation system filter efficiency in mechanically ventilated buildings.[52] The Ordinance requires that all new mechanically ventilated buildings within 1,000 feet of a freeway have ventilation systems outfitted with filtration devices achieving at a Minimum Efficiency Reporting Value (MERV) of 13 (City Ordinance No. 184,245 – Municipal Code § 99.04.504.6). CARB research indicates that ventilation systems with MERV 13 rated filters are capable of removing up to 90 percent of particulate matter less than 2.5 microns in diameter (PM2.5) relative to ambient outdoor concentrations.[53] This Ordinance requires that these filters be installed prior to occupancy, and recommendations for maintenance with filters of the same value shall be included in the operation and maintenance manual. Design of new residential units permitted within 1,000 feet of the local freeways would be required to comply with the ordinance, as well as other provisions of the Los Angeles

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51 SCAG, *Draft Program Environmental Impact Report for the Connect SoCal 2024 RTP/SCS*, November 2023. Available online at: https://scag.ca.gov/sites/default/files/2024-05/23-3052-peir-2024-draft-3-3-air-quality.pdf, accessed July 30, 2026.

52 City of Los Angeles Department of City Planning, Ordinance Number 184,245 Clean Up Green Up, Council File No. 15-1026, adopted April 13, 2016.

53 CARB, *Technical Advisory – Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways Appendix B*, April 2017.

Green Building Code related to air ventilation and outdoor air infiltration through the building envelope. Additionally, Land Use Policy LU 18.5 within the Southwest Valley Community Plans Update encourages building designs that minimize exposure to air pollution by incorporating air filtration systems, double-paned windows, and landscaping with densely planted vegetation proven to filter particulate matter pollution, especially when located adjacent to a freeway and high traffic arterial roads.

Another pollutant for which land development, and in particular increased traffic congestion, can potentially create impacts is CO. Elevated CO levels can occur at roadway intersections that experience high traffic volumes and high levels of engine idling. Historically, mobile source-related CO concentrations at high-volume (e.g., congested) intersections have been linked to health concerns according to U.S. EPA and SCAQMD. According to the *2004 Revision to the California State Implementation Plan for Carbon Monoxide*, requirements for cleaner vehicles, equipment, and fuels have cut peak CO levels in half since 1980 despite growth (CARB 2004).[54] However, with cleaner technologies, automobile emissions of CO have steadily declined over the years and in 2001, the SCAB met both the federal and state 8-hour CO standards at all monitoring stations for the first time. CO attainment was also demonstrated in the 2003 AQMP and the region has remained in attainment of CO standards ever since.

Within the City of Los Angeles, the busiest intersection evaluated in 2003 was that at Wilshire Boulevard and Veteran Avenue (located outside the Southwest Valley CPAs), which had a daily traffic volume of approximately 100,000 vehicles per day. The 2003 1-hour concentration for this intersection was 4.6 ppm, which indicates that the most stringent 1-hour CO standard (20.0 ppm) would likely not be exceeded until the daily traffic at the intersection exceeded more than 400,000 vehicles per day.[55] With implementation of the Proposed Plans, no intersection in the Southwest Valley CPAs would experience daily trip volumes exceeding 400,000 vehicles per day. Therefore, the Proposed Plans have no potential to generate localized CO concentrations at intersections that exceed state CO standards. Impacts related to CO standards would, therefore, be ***less than significant***.

The Southwest Valley CPAs land use composition primarily includes residential and commercial uses, as well as public facility and industrial uses. The residential and commercial land uses reasonably anticipated from the Proposed Plans typically do not generate TAC emissions at levels that would expose people to substantial pollutant concentrations. However, new industrial development within the Southwest Valley CPAs is allowed. Under the Proposed Plans, industrial land uses could increase from 29,751,514 square feet in 2024 to 74,893,172 square feet by 2050. Regarding industrial development, including potential warehouse or distribution center operations, new industrial sources of emissions are subject to SCAQMD Regulation

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54 CARB, *2004 Revision to the California State Implementation Plan for Carbon Monoxide*, 2004.

55 City of Los Angeles, *South Los Angeles and Southeast Los Angeles Community Plans Draft EIR*, 2016.

XIII (New Source Review). Under this rule, hazardous facilities are legally subject to provisions that require public notice and modeling analysis to determine and, if necessary, mitigate the downwind impact prior to permit issuance. Permit issuance for these hazardous facilities under the Proposed Plans would be handled on a case-by-case basis, and the emissions modeling analysis would be project-specific. Each individual future industrial project would be responsible for demonstrating compliance with the air quality thresholds of significance devised by the SCAQMD that are designed to protect public health and prevent exposures to substantial pollutant concentrations.

The operation of distribution centers with large truck fleets could also generate TAC emissions from diesel-fueled sources that could impact sensitive receptors. Because there are existing and proposed residential uses in the Southwest Valley CPAs, new distribution facilities and associated truck routes could potentially be located near sensitive uses. Based on various health studies, air quality modeling, and monitoring studies, the CARB recommends avoiding the siting of new sensitive land uses (e.g., residences, schools, and medical facilities) 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 (TRUs) per day, or where TRU operations exceed 300 hours per week in order to preclude substantial health risks from diesel emissions. The CARB also recommends avoiding locating residences and other new sensitive land uses near distribution center entry and exit points. Based on these recommendations, the location of a new distribution center that accommodates more than 100 trucks or 40 TRUs per day and is located within 1,000 feet of an existing or proposed residence or other sensitive land use could result in significant health risks.

The actual level of risk would depend on a variety of factors that can only be determined once the specifics of a project (i.e., the type, location, and size of the facility, any permitted on-site sources, and the daily truck volumes) are known. In many cases, the preparation of a detailed HRA for a specific project may reveal that significant cancer risks would not occur or identify ways in which elevated cancer and other health risks can be avoided. Health risks, particularly for especially susceptible populations (i.e., children and the elderly), may include aggravated asthma, chronic bronchitis, increased hospitalizations from respiratory and cardiovascular complications, decreased lung function in children, lung cancer, and premature deaths for people with heart or lung disease. However, absent project-level details, preparation of a meaningful HRA is not possible at the plan level and it cannot be determined with any certainty that health risks would remain below SCAQMD thresholds. Based on the above, operations would result in a ***potentially significant*** impact related to sensitive receptor exposure to substantial pollutant concentrations for industrial use operations.

Mitigation Measures

Upon Community Plan adoption, project applicants are required to comply with the environmental protection measures (EPMs) provided in Chapter 1A as applicable. The best management practices listed in the Handbook are not mandated and are to be implemented based on the Applicant's discretion and responsibility. The following EPMs are applicable to the Proposed Plans.

Construction

AQ-1 through **AQ-8**.

Operations

MM AQ-9 For applicants for distribution centers in the Southwest Valley CPAs within 1,000 feet of sensitive uses that require discretionary permits and/or would accommodate more than 100 truck trips or 40 TRUs per day, prepare HRAs in accordance with SCAQMD and OEHHA guidance to identify the potential for cancer and non-cancer health risks. If cancer risks exceeding SCAQMD standards are identified, the Applicant shall identify opportunities to reduce emissions and associated risks. Methods may include, but are not limited to, limiting the number of trucks/TRUs accessing the site on a daily basis, locating distribution center entry and exit points as far as possible from sensitive land uses, and routing truck traffic away from sensitive land uses.

Significance After Mitigation

Construction

Application of air quality mitigation measures would reduce criteria pollutant and TAC emissions generated by construction activities, including equipment operation. For example, as discussed in the City of Los Angeles South and Southeast Los Angeles Community Plans DEIR[56] and the 6220 Yucca Project DEIR,[57] Tier 4 engines with horsepower ratings between 175 and 750 generate 90 percent less exhaust emissions, including diesel particulate matter, than Tier 2 or 3 engines. A thorough review of projects approved within the City did not identify any significant and unavoidable air quality impacts related to localized emissions of NO_x, CO, PM10, or PM2.5. Impacts would be ***less than significant with mitigation.***

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56 City of Los Angeles, *South Los Angeles and Southeast Los Angeles Community Plans DEIR*, 2016.

57 City of Los Angeles, *6220 Yucca Project DEIR*, 2020.

Operations

Application of **Mitigation Measure AQ-9** would reduce impacts associated with distribution centers and warehouses with high volumes of trucking activity to the degree feasible. Nevertheless, although the health risk impact associated with possible future distribution centers is speculative and the recommendations from the CARB upon which the determination of a potentially significant impact are by their nature "conservative," it cannot be determined that distribution centers or large warehouses with high trucking volumes in the Southwest Valley CPAs would not result in health risks exceeding the SCAQMD thresholds. Therefore, TAC-related impacts associated with distribution centers and warehouses are conservatively considered ***significant and unavoidable.***

Associated Health Effects. Regarding emissions and resulting concentrations of TACs that could occur during operation of distribution centers and warehouses with substantial trucking activities, the greatest potential for exposure to substantial TAC concentrations adjacent to distribution centers and warehouses operations with implementation of the Proposed Plans would be diesel particulate emissions associated with heavy duty truck traffic. Distribution centers and/or warehouses are facilities that serve as a distribution point for the transfer of goods. Depending on the size and type, a warehouse/distribution center may have hundreds of diesel trucks that deliver, load, and/or unload goods, often operating seven days a week. To the extent that these trucks are transporting perishable goods, they are commonly equipped with diesel-powered transport refrigeration units (TRUs). In addition, cargo handling equipment such as forklifts and yard tractors are used to move goods at warehouses, which are also often powered by diesel engines. These are the primary diesel particulate emissions sources involved in distribution center and warehouse operations.

In 1998, following an exhaustive 10-year scientific assessment process, the CARB identified particulate matter from diesel-fueled engines as a TAC. Diesel exhaust causes health effects from both short-term—or "acute"—exposures, and long-term chronic exposures. The type and severity of health effects depends upon several factors including the amount of chemical exposure and the duration of exposure. Acute exposure to diesel exhaust may cause irritation to eyes, nose, throat and lungs, and some neurological effects, such as lightheadedness. Acute exposure may also elicit a cough or nausea, as well as exacerbated asthma. Chronic exposure to diesel exhaust in experimental animal inhalation studies has shown a range of dose-dependent lung inflammation and cellular changes in the lung and immunological effects. Based upon human and laboratory studies, there is considerable evidence that diesel exhaust is a carcinogen. Human epidemiological studies demonstrate an association between diesel exhaust exposure and increased lung cancer rates in occupational settings.

Adverse health risks—particularly to children whose lungs are still developing and the elderly who may have other serious health conditions or comorbidities—associated with exposures to diesel particulates and other TAC emissions from warehouses and distribution centers may include: (i) aggravated asthma; (ii) chronic bronchitis; (iii) increased respiratory and cardiovascular hospitalizations; (iv) decreased lung function in children; (v) lung cancer; and (vi) premature deaths for people with heart or lung disease. The actual level of risk would depend on a variety of factors that can only be determined once the specifics of a project (i.e., the land use development type and scale, proximity to sensitive receptors, locations of permitted sources of TAC emissions, and projected volume of daily trucking activities) are determined. In many cases, the preparation of a detailed HRA for a specific project may reveal that significant cancer risks to sensitive receptors would not occur or may identify other ways in which elevated cancer risks and other health hazards can be avoided. However, absent project-level details, preparation of a meaningful HRA that would provide informational value towards protecting public health is not feasible for all possible future warehouse and distribution center uses located within industrial zones of the Southwest Valley CPAs.

Although the Proposed Plans would accommodate expansion of industrial land uses within limited areas of the Southwest Valley CPAs, attempting to quantify the possibility of diesel particulate or other TAC emissions from future warehouses and distribution centers contributing to significant TAC exposures of sensitive receptors would not provide any informational value at this stage of the planning process and is not feasible to any degree of accuracy. New industrial sources of emissions are subject to the SCAQMD Rule XIII (New Source Review). Under this rule, hazardous facilities are legally subject to provisions that require public notice and modeling analyses to determine and, if necessary, mitigate the downwind impact prior to permit issuance. Permit issuance for these hazardous facilities under the Proposed Plans would be handled on a case-by-case basis, and the emission modeling analysis would be project-specific by accounting for identified stationary sources and forecasted diesel trucking activity. Each individual future project would be responsible for demonstrating compliance with the SCAQMD air quality significance thresholds, including those for carcinogenic risk and noncarcinogenic hazards. **Mitigation Measure AQ-9** would reduce exposures of sensitive receptors to TAC concentrations associated with distribution centers and warehouses to the maximal degree feasible.

Threshold 4.3-4 **Would implementation of the Proposed Plans result in other emissions (such as those leading to odor) adversely affecting a substantial number of people?**

This impact would be less than significant.

Construction

Potential sources that could emit odors during construction activities include equipment exhaust and paving and painting activities. Such odors are localized, generally confined to the immediate area surrounding a construction site and transitory in nature. In addition, odors associated with construction activities are not those typically associated with odor complaints. Construction activities in the Southwest Valley CPAs would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in duration. Construction activity would not cause a significant odor nuisance. Reasonably anticipated development for the Proposed Plans would not result in any other emissions during construction that could adversely affect a substantial number of people. Therefore, impacts related to construction odors under the Proposed Plans would be ***less than significant***.

Operations

According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. Although industrial-related uses would continue to operate within the Southwest Valley CPAs, implementation of the Proposed Plans would discourage the types of uses identified by the SCAQMD to generate nuisance odors. For example, Land Use Goal 19 of the Southwest Valley Community Plans Update aims to improve site planning, building design, and landscaping to reduce negative health impacts associated with industrial uses; this goal is supported through policies such as LU 19.1 which discourages potentially disruptive or hazardous industrial uses along streets that serve as boundaries between industrial areas, residential neighborhoods, and other sensitive uses, as well as LU 19.3 which encourages site plan review for the enlargement of nonconforming, incompatible commercial and industrial uses when adjacent to residential areas. These goals and policies seek to encourage a complementary mix of industrial uses and commercial activity to support economic development and establish buffers between heavier industrial areas and residential neighborhoods, distancing intense industrial uses from sensitive uses. The Proposed Plans would not promote the development of land uses inconsistent with those already existing in the Southwest Valley CPAs.

On-site trash receptacles would have the potential to create adverse odors. Consistent with LA Sanitation & Environment's Citywide Receptacle Collection Program, trash receptacles would be located and

maintained in a manner that promotes odor control and would not result in substantially adverse odor impacts. Restaurant uses that may generate odors would be similar to existing uses within the Southwest Valley CPAs and would be subject to the provisions of SCAQMD Rule 402 related to the prevention of public nuisance odors affecting a substantial number of people. Therefore, impacts related to operational odors under the Proposed Plans would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant impact.

4.3.7 CUMULATIVE IMPACTS

As discussed in **Section 4.3.2, Existing Environmental Setting**, the geographical formation of SCAB is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys below. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. Cumulative projects would include any reasonably anticipated development in the SCAB for regional air quality impacts, as well as reasonably anticipated development in and within 1,500 feet of the Southwest Valley CPAs for localized air quality impacts. Air pollutant emissions in the SCAB are primarily generated by stationary and mobile sources.

AQMP Consistency. As discussed in **Section 4.3.3, Regulatory Framework**, the SCAQMD is responsible for developing programs to reduce emissions from stationary, mobile, and indirect sources to meet the NAAQS and CAAQS. The most recent of these programs is the 2022 AQMP. The 2022 AQMP represents a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies, and seeks to achieve multiple goals in partnership with other entities promoting reductions in GHG emissions and toxic risk, as well as efficiencies in energy use, transportation, and goods movement.

AQMP consistency is discussed under **Threshold 4.3-1**. As discussed therein, the Proposed Plans would not conflict with the 2022 AQMP or the Connect SoCal 2024 RTP/SCS. The AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within areas under the SCAQMD jurisdiction, and to minimize the impact on the economy. Consistency with the AQMP is assessed by determining how a project accommodates increases in population or employment consistent with the applicable assumptions in the AQMP. The population and employment assumptions used by the SCAQMD to estimate regional

emissions in the AQMP are obtained from SCAG projections for cities and unincorporated areas in the SCAQMD's jurisdiction. While the Proposed Plans would facilitate population or employment growth that exceeds the SCAG population or employment forecasts for the City as a whole, the Proposed Plans accommodate more housing and employment opportunities, which is supportive of efforts to meet the RHNA allocation for the City, and the region. Therefore, implementation of the Proposed Plans would not conflict with the AQMP. Impacts related to AQMP consistency would be less than significant and would not be cumulatively considerable.

Criteria Pollutant Emissions for which the Region is Non-Attainment. In order to assess cumulative impacts of emissions, the SCAQMD recommends that projects be evaluated to determine whether they would be consistent with AQMP performance standards and project-specific emissions thresholds. In the case of the Proposed Plans, air pollutant emissions would be considered cumulatively considerable if the new sources of emissions exceed SCAQMD project-specific emissions thresholds. The cumulative context for consideration of most air quality impacts is the SCAB. The context for localized significance thresholds is within 1,500 feet of the project site per SCAQMD LST guidance, as health risks generally decrease by about 90 percent at 1,500 feet from the emission source.[58]

As discussed under **Threshold 4.3-2**, construction activities under the Proposed Plans could result in multiple construction projects simultaneously. Mitigation measures **AQ-1** through **AQ-8** would reduce construction related emissions to the extent feasible. However, without knowing the number of construction projects which could occur simultaneously, impacts would be significant and unavoidable and would be cumulatively considerable with construction in other parts of the City.

The nature of a Plan analysis is cumulative by nature, since it evaluates the potential for numerous individual projects to occur. SCAQMD indicates that projects that have significant impacts at a project level must also be determined to be significant at a cumulative level. This would result in a significant and unavoidable cumulative impact related to regional emissions of criteria pollutants during construction. Furthermore, operational emissions of VOC, PM10, and PM2.5 would exceed SCAQMD thresholds and contribute to cumulative long-term air quality impacts related to emissions of ozone precursors and ambient air quality standards for particulate matter. Thus, the incremental effect of the Proposed Plans related to nonattainment pollutants would be significant and unavoidable and would be cumulatively considerable.

Sensitive Receptors and Substantial Pollutant Concentrations. As indicated under **Threshold 4.3-3**, the residential, commercial, industrial, and public facility land uses that are reasonably anticipated to increase

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58 SCAQMD, *Final 2016 Air Quality Management Plan*, 2017.

from the Proposed Plans typically do not generate TAC emissions at levels that would expose people to substantial pollutant concentrations. The use of toxic compounds would be strictly regulated through the SCAQMD permitting process, which requires detailed HRAs, when applicable. New potential sources of substantial TAC emissions (i.e., gasoline dispensing facilities) are subject to SCAQMD Rule 1401, New Source Review of Toxic Air Contaminants. Compliance with the SCAQMD permitting process and Regulation XIV would ensure that new land uses would not generate TAC emissions exceeding the SCAQMD standards or adversely affect sensitive land uses. In addition, as discussed above, the Proposed Plans together with cumulative development would not result in localized CO concentrations that exceed SCAQMD CO significance thresholds. However, operational impacts related to potential TAC exposures cannot be definitively determined to be less than significant and therefore are conservatively identified to be significant and unavoidable and cumulatively considerable.

Odor. The Proposed Plans are not anticipated to facilitate the development of uses typically associated with odor complaints. While construction activity can emit odors, construction activity has not been identified as a source of odor complaints. Accordingly, future development occurring under the Proposed Plans would not cause a construction-related odor nuisance. With regards to operational activities, on-site trash receptacles would have the potential to create adverse odors. Consistent with the Mayor's Clean Streets LA Program, trash receptacles would be located and maintained in a manner that promotes odor control. Impacts from Proposed Plans related to odors would be ***less than significant*** and would not be cumulatively considerable.

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4.4 BIOLOGICAL RESOURCES

INTRODUCTION

This section provides an overview of biological resources within the Community Plan Areas (CPAs) that could potentially be affected by the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area, the Encino-Tarzana Community Plan Area, and the Reseda-West Van Nuys-Lake Balboa Community Plan Area, collectively identified as the Southwest Valley Community Plans Areas (CPAs), and evaluates potential impacts resulting from the Southwest Valley Community Plans Update hereinafter, collectively referred to as the "Southwest Valley Community Plans" or "Proposed Plans."

Topics addressed in this section include sensitive habitats and species; Significant Ecological Areas (SEAs); wetlands, streams, and riparian habitat; wildlife movement; Habitat Conservation Plans (HCPs); and other applicable plans, policies, and ordinances related to biological resources.

4.4.1 EXISTING ENVIRONMENTAL SETTING

Regional Setting

The Southwest Valley CPAs are located in an urbanized area in the southwestern corner of Los Angeles County. The CPAs are approximately 16 miles northwest of downtown Los Angeles. On a regional scale, the Southwest Valley CPAs are in the San Fernando Valley Basin, underlain by unconsolidated alluvial sediments. These materials were deposited by the meandering rivers and streams that make up the Los Angeles River watershed. The CPAs are also within the Southern California Mountains ecoregion, a Level III ecoregion as defined by the U.S. Environmental Protection Agency (EPA)[1] The ecoregion encompasses multiple mountain ranges including the San Gabriel Mountains, San Bernardino Mountains, San Jacinto Mountains, Santa Ana Mountains, Santa Susana Mountains, San Rafael Hills, Topatopa Mountains, and Santa Monica Mountains, among others. Native vegetation communities found in undeveloped areas of the ecoregion include chaparral shrublands, coastal sage scrub, oak woodland, and riparian forests.[2]

The Southwest Valley CPAs are situated along the northeastern edge of the Santa Monica Mountains and lie within the San Fernando Valley Basin. The CPAs also lie in the California Floristic Province, within the Mediterranean biome characterized by a mild climate with dry summers and usually cool, damp winters.

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1 United States Geological Survey. Ecoregions of California. Available online at: https://pubs.usgs.gov/of/2016/1021/ofr20161021_sheet1.pdf, accessed November 7, 2024.

2 California Department of Fish and Wildlife. California Wildlife Habitat Relationships. Available online at: https://wildlife.ca.gov/Data/CWHR, accessed November 7, 2024.

Native vegetation communities historically found in undeveloped areas of the California Floristic Province were formerly dominated by chaparral, oak-sycamore riparian, oak woodland, walnut woodland, annual grasslands, or mixed scrub.[3]

Local Setting

The Southwest Valley CPAs are highly urbanized, containing and surrounded by developed areas. The majority of urbanized areas are relatively flat, while predominant open spaces located along the western and southern perimeter of the Southwest Valley CPAs have various elevations. More than 85 percent of the land uses in the Southwest Valley CPAs are zoned for development. Land uses are predominantly residential but also include various areas of commercial and industrial development. However, as shown in **Figure 4.4-1, Open Space and Recreation Areas within the Southwest Valley CPAs**, there are numerous public parks, open spaces, and natural areas within the Southwest Valley CPAs. The CPAs include City, State, and regional parks and open spaces, several of which are situated on portions of the Santa Monica and Santa Susana Mountains, located along the southern, northern, and western borders of the Southwest Valley CPAs.

Open spaces within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA are largely situated within the northwestern and southeastern corners of the CPA. The northwestern corner of the CPA, in the greater Bell Canyon area, contains several public parks, including Knapp Ranch Park, El Escorpion Park, Bell Canyon Park, and Roscoe-Valley Circle Park. These parks are adjacent to single-family residential neighborhoods and consist of open grassland and chapparal vegetation. The southeastern corner of the CPA includes portions of Mulholland Gateway Park and Topanga State Park, and Corbin Canyon Park, a 328-acre parcel offshoot of Topanga State Park, that is managed by the City of Los Angeles Department of Parks and Recreation, within the foothills and canyons of the Santa Monica Mountains. While these parks are adjacent to single-family residential neighborhoods, they are also largely open space; wildland areas of open grassland and chapparal vegetation.

Adjacent to the western border of the Canoga Park-Winnetka-Woodland Hills-West Hills CPA is the Upper Las Virgenes Canyon Open Space Preserve. The Upper Las Virgenes Canyon Open Space Preserve is approximately 5,600 acres of open space and is situated at the western edge of the San Fernando Valley in

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3 Terra Peninsular. Terra Peninsular. Available online at: https://terrapeninsular.org/en/the-california-floristicprovince/#:~:text=The%20California%20Floristic%20Province%2C%20a,degree%20of%20endemism%20and%20biodiversity, accessed November 7, 2024.

both western Los Angeles County and eastern Ventura County.[4] The Upper Las Virgenes Canyon Open Space Preserve encompasses the headwaters of Malibu Creek which flows to Santa Monica Bay and supports one of the few varying populations of Southern steelhead trout. The Upper Las Virgenes Canyon Open Space also serves as a diverse set of vegetation communities that serve as suitable habitat for several wildlife and plant species. These communities include native perennial grassland, coast live oak woodland, coastal sage scrub, valley oak savannah, and willow riparian woodland.[5]

Open spaces within the Encino-Tarzana CPA consist of open canyons and a number of regional and state parks. Mulholland Gateway Park is a 1,500-acre park, a portion of which is located across the southwestern corner of the Encino-Tarzana CPA and the southeastern corner of the Canoga Park-Winnetka-Woodland Hills-West Hills CPA.[6] Westridge-Canyonback Wilderness Park, a Los Angeles Mountains Recreation and Conservation Authority (LAMRCA) park, is partially located within the southeastern boundary of the Encino-Tarzana CPA.[7] Adjacent to these parks are open canyons that are interwoven with existing single-family residential neighborhoods along the southern border of the Encino-Tarzana CPA. Vegetation that is present in these areas include native grasslands, chapparal, and sycamore woodland.

Another notable ecological feature located within the Encino-Tarzana CPA is the Sepulveda Basin Recreation Area, which includes the Sepulveda Basin Wildlife Reserve. The Sepulveda Basin Wildlife Reserve is a 225-acre nature reserve located in the center of the Sepulveda Basin Recreation Area that consists of native plants, native riparian forest, shrubland, and aquatic habitat. The Reserve includes Lake Balboa, large open spaces, a small pond, and multiple wetland areas. The Reserve serves as a habitat restoration area for several native animal and plant species.

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4 Mountains Recreation and Conservation Authority. Upper Las Virgenes Canyon Open Space Preserve (formerly Ahmanson Ranch). Available online at: https://mrca.ca.gov/parks/park-listing/upper-las-virgenes-canyon-open-space-preserve-formerly-ahmanson-ranch/, accessed November 7, 2024.

5 Santa Monica Mountains and Recreation and Conservation Authority. Habitat Map & Information. Available online at: https://mrca.ca.gov/wp-content/uploads/2018/02/Ahmanson_habitatmap.pdf,accessed November 7, 2024.

6 Los Angeles County Department of Parks and Recreation. Los Angeles Countywide Comprehensive Park & Recreation Needs Assessment- Appendix A. City of LA Encino – Tarzana. Study Area Profile. Available online at: https://lacountyparkneeds.org/wp-content/root/FinalReportAppendixA/StudyArea_136.pdf, accessed November 7, 2024.

7 Los Angeles County Department of Parks and Recreation. Los Angeles Countywide Comprehensive Park & Recreation Needs Assessment- Appendix A. City of LA Encino – Tarzana. Study Area Profile. Available online at: https://lacountyparkneeds.org/wp-content/root/FinalReportAppendixA/StudyArea_136.pdf, accessed August 8, 2025.

The Encino Reservoir is a man-made reservoir that is also located within the Encino-Tarzana CPA that is owned and operated by the City of Los Angeles Public Works (LADWP). It is fed by Encino Creek, and was formerly used to store water for residents and businesses within the Encino-Tarzana CPA. Encino Reservoir was removed from service in 2002. The reservoir functions were replaced with a small storage tank and a microfiltration plant which treats water that collects in the reservoir to drinking water standards. This treated water is of very high quality and supplements the supply to the Encino Reservoir service area. The Encino Reservoir was a source of water used for firefighting during the 2025 Palisades Fire. The Encino Reservoir does not serve as a suitable habitat for fish species and the area surrounding the Reservoir includes walking trails, and natural areas, such as California scrub oak woodland.

Bodies of water within the Sepulveda Basin Wildlife Reserve may provide suitable habitat for plant and wildlife species. Multiple creeks that traverse through the Southwest Valley CPA also traverse through the Sepulveda Basin Wildlife Reserve, including Bull Creek, Encino Creek, and Haskell Creek.[8] The Los Angeles River traverses the Sepulveda Basin Wildlife Reserve in a northwest-southeast direction. The watershed is characterized by dense urbanization, which has resulted in limited biological value in the greater watershed area.[9]

Lake Balboa is a 27-acre man-made lake within the Sepulveda Basin filled with reclaimed water from the Donald C. Tillman Water Reclamation Plant. The lake was developed at the northwestern corner of the Sepulveda Basin Wildlife Reserve (south of Victory Boulevard, east of Bull Creek) as part of the development of Anthony C. Beilenson Park in 1988. The lake is used for recreational purposes, including boating (pedal and 'swan' boat rentals) and fishing (the lake is stocked with non-native bass, carp, tilapia, and catfish. An abundance of both native and non-native water fowl also inhabit the area around the Lake.

Bull Creek is located east of Balboa Boulevard and defines the western border of Beilenson Park. Bull Creek emerges from drainage channels just south of Victory Boulevard and travels 3,000 feet due south before it reaches and flows into the Los Angeles River.[10]

Encino Creek travels in an east-west direction and is located southeast of Burbank Boulevard and west of Sepulveda Dam. The Encino Creek channels are encompassed with a combination of some native willow trees (*Salix sp.*) with non-native trees such as evergreen ash (*Fraxinus*), tree of heaven (*Ailanthus*),

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8 Sepulveda Basin Wildlife. Wildlife Areas. Available online at: https://www.sepulvedabasinwildlife.org/wildlifeareas.html , accessed November 7, 2024.

9 Sepulveda Basin Wildlife. L.A. River. Available online at: https://www.sepulvedabasinwildlife.org/lariver.html, accessed November 7, 2024.

10 Sepulveda Basin Wildlife. Bull Creek. Available online at: https://sepulvedabasinwildlife.org/bullcreek.htmlm, accessed November 7, 2024.

eucalyptus, and palms (primarily *Washingtonia sp.*).[11] Woodley Creek travels in a north-south direction in the center of the Reserve, west of Woodley Avenue and east of Lake Balboa and encompasses willows and some native aquatic vegetation. Haskell Creek travels in a north-south direction east of Woodley Avenue and traverses under Burbank Boulevard. Haskell Creek has a few willows, but the trees are mostly non-natives including evergreen ash, eucalyptus, tree of heaven, and black locust (*Robinia*).

Significant Ecological Areas (SEAs)

Los Angeles County has designated Significant Ecological Areas (SEAs) that are ecologically important land and water systems that support valuable habitat for plants and animals, often including rare, threatened, or endangered species and/or special status communities. The Conservation Element of the City of Los Angeles General Plan (General Plan) recognizes SEAs identified by Los Angeles County as important for the preservation and maintenance of biodiversity as well as of special status species and communities. Areas that have been identified as SEAs in the Southwest Valley CPAs include the open space areas within the Santa Monica Mountains and the open spaces within greater Bell Canyon. Open space areas within the Santa Monica Mountains are located within the Santa Monica Mountains SEA, and the open spaces within greater Bell Canyon are located within the Santa Susana Mountains/Simi Hills SEA.

Sensitive Natural Communities and Special Status Species

Sensitive Natural Communities are those that are listed to the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) due to the rarity of the community in the state or throughout its entire range (globally). A special status species is a plant or animal species listed as designated (rare, threatened, or endangered) and candidate species or as some other special status, by federal, state, or local agencies, or by one or more special interest groups, such as the California Native Plant Society (CNPS) and CDFW. CDFW and CNDDB were consulted to determine whether any sensitive species could occur in the Southwest Valley CPAs.

The CNDDB is an online database maintained by CDFW to compile details on special status species' occurrences that scientists and knowledgeable citizens collect during field surveys. These data sources are not exhaustive of what may/did occur, as older records do not always have accurate geographic references, and data available depend upon surveyors gathering and submitting the necessary information.

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11 Sepulveda Basin Wildlife. Potential Wildlife Reserve Expansion Areas. https://sepulvedabasinwildlife.org/creeks.html, accessed November 7, 2024.

The CNDDB is useful to examine historical occurrences of plants, animals, and plant communities of special concern that were documented in an area to assess natural habitats that were present before disturbance and that have potential for restoration.

Ecological features within the Southwest CPAs serve as ecological areas for several sensitive species. The Upper Las Virgenes Open Space Preserve, an open wildlife reserve that is adjacent to the Southwest Valley CPAs, serves as a permanent habitat for multiple endangered species, such as the California red-legged frog (*Rana draytonii*), the San Fernando Valley spineflower (*Chorizanthe parryi var.fernandina*), and the Southwestern willow flycatcher (*Empidonax traillïextimus*).[12] Special-status vegetation communities, such as the Native Perennial Grassland, Coastal Sage Scrub, Valley Oak Savannah, and Willow Riparian Woodland are present within the Preserve.[13] Though several areas of the Preserve suffered a great loss of native vegetation from the Woolsey Fire in 2018, the majority of vegetation has been restored and retains a significant amount of natural habitat.

Table 4.4-1, Special Status Species Potentially Occurring within the Southwest Valley CPAs, lists the federally- and state-designated special status species potentially located within the Southwest Valley CPAs. As summarized in **Table 4.4-1**, suitable habitats for many of the special status species historically (i.e., prior to urbanization) found in the majority of the CPAs have changed dramatically over the years. Therefore, many of these species are not expected to occur today. This table lists what species may once have occurred under more natural conditions in the Southwest Valley CPAs. A total of 51 special status animal species and 18 special status plant species are listed in the CNDDB as being present or historically identified in the Southwest Valley CPAs.

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12 Mountains Recreation & Conservation Authority. Upper Las Virgenes Canyon Open Space Preserve (formerly Ahmanson Ranch). Available online at: https://mrca.ca.gov/parks/park-listing/upper-las-virgenes-canyon-open-space-preserve-formerly-ahmanson-ranch/, accessed November 8, 2024.

13 Mountains Recreation & Conservation Authority. Habitat Map. Available online at: https://mrca.ca.gov/wp-content/uploads/2018/02/Ahmanson_habitatmap.pdf, accessed November 8, 2024.

Table 4.4-1
Special Status Species Potentially Occurring within the Southwest Valley CPAs

Scientific Name	Common Name	Habitat	Federal Status /a/	State Status /b/	CDFW /c/	CNPS /d/
Animals						
Amphibians						
Anaxyruscalifornicus	arroyo toad	Requires several unique habitat features in order to flourish. Habitat typically consists of narrow and shallow aquatic and riparian areas with slow moving water as well as nearby upland areas that are not too widely dispersed. Typical aquatic habitats are bordered by low-elevation hills, scattered vegetation, and sandy, fine gravel, and pliable soils accompanied by rocks of varied size. Younger toads, also known as larvae or tadpoles, tend to inhabit shallow aquatic areas that consist of clay or cobble and sand or gravel. Juveniles, that have already metamorphosized, inhabit sand and gravel bars near the larval pool, especially areas that do not host more than 10% vegetation cover.	Endangered	--	SSC	
Rana draytonii	California red-legged frog	Water sources like streams or stock ponds, which the species use for breeding. The frog moves into neighboring upland areas to feed and shelter when stream flow levels are high. In the summer, they seek relief from the heat by hiding under rocks or boulders, leaf litter, small stream channels or animal burrows.	Threatened	--	SSC	
Taricha torosa	Coast Range newt	Coastal areas and coastal range mountains in oak forests, woodlands, or rolling grasslands.	--	--	SSC	
Spea hammondii	western spadefoot	Prefers open areas with sandy or gravelly soils, in a variety of habitats including mixed woodlands, grasslands, coastal sage scrub, chaparral, sandy washes, lowlands, river floodplains, alluvial fans, playas, alkali flats, foothills, and mountains. Rainpools which do not contain bullfrogs, fish, or crayfish are necessary for breeding.	--	--	SSC	
Actinemys pallida	southwestern pond turtle	Ponds, marshes, rivers, streams, and irrigation ditches, usually with aquatic vegetation, below 6,000 feet elevation	Threatened		SSC	
Birds						
Accipiter cooperii	Cooper's hawk	Mature forest, open woodlands, wood edges, river groves. Nests in coniferous, deciduous, and mixed woods, typically those with tall trees and with openings or edge habitat nearby. Also found among trees along rivers through open country, and increasingly in suburbs and cities where some tall trees exist for nest sites.	--	--	WL	
Accipiter striatus	sharp-shinned hawk	Mature forest, open habitats or high in the sky, migrating along ridgelines	--	--	WL	

Scientific Name	Common Name	Habitat	Federal Status /a/	State Status /b/	CDFW /c/	CNPS /d/
Aquila chrysaetos	golden eagle	Open mountains, foothills, plains, open country. Requires open terrain. In the north and west, found over tundra, prairie, rangeland, or desert; very wide-ranging in winter, more restricted to areas with good nest sites in summer.	--	--	FP, WL	
Circus hudsonius	northern harrier	Open (treeless) habitats that provide adequate vegetative cover, an abundance of suitable prey, and scattered hunting, plucking, and lookout perches such as shrubs or fence posts.	--	--	SSC	
Eremophilaalpestris actia	California horned lark	Grasslands along the coast and deserts near sea level. Also, alpine dwarf-shrub habitat above treeline.	--	--	WL	
Ardea alba	great egret	Marshes, ponds, shores, mud flats. Usually forages in rather open situations, as along edges of lakes, large marshes, shallow coastal lagoons and estuaries, also along rivers in wooded country. Usually nests in trees or shrubs near water, sometimes in thickets some distance from water, sometimes low in marsh.	--	--	SSC	
Chaetura vauxi	Vauxs swift	Coniferous or mixed forests, specifically large trees with woodpecker holes	--	--	SSC	
Ardea herodias	great blue heron	Saltwater and freshwater habitats, from open coasts, marshes, sloughs, riverbanks, and lakes to backyard goldfish ponds. They also forage in grasslands and agricultural fields.	--	--		
Cardinalis cardinalis	northern cardinal	Forest edges, overgrown fields, hedgerows, backyards, marshy thickets, mesquite, regrowing forest, ornamental landscaping, city parks, and desert washes	--	--	WL	
Falco peregrinus anatum	American peregrine falcon	Mountain ranges, river valleys, and coastlines	Delisted	Delisted		
Agelaius tricolor	tricolored blackbird	Reside principally in Central Valley. Usually move north after first nesting (Mar–Apr) in the San Joaquin Valley and Sacramento County to new breeding locations in Sacramento Valley and northeastern California.	--	Threatened	SSC	--
Aimophila ruficeps canescens	Southern California rufous-crowned sparrow	Mixed chaparral and coastal scrub habitats (especially coastal sage)	--	--	WL	
Accipiter atricapillus	American goshawk	Pine forests	--	--	SSC	
Buteo swainsoni	Swainsons hawk	Open habitats across western North America and northern Mexico	--	Threatened		

Scientific Name	Common Name	Habitat	Federal Status /a/	State Status /b/	CDFW /c/	CNPS /d/
Artemisiospizabelli belli	Bells sparrow	Found in shrubby areas of California and Baja California, including coastal sagebrush and chaparral	--	--	WL	
Icteria virens	yellow-breasted chat	Very dense scrub (such as willow thickets) and briary tangles, often along streams and at the edges of swamps or ponds. Sometimes in dry overgrown pastures, and upland thickets along margins of woods. In winter in the tropics, found in open scrub and woodland edges in the lowlands.	--	--	SSC	
Empidonax traillii	willow flycatcher	Riparian habitats near surface water, shrubs	--	Endangered		
Empidonax traillii extimus	Southwestern willow flycatcher	Rense riparian vegetation near surface water or saturated soil	Endangered	Endangered		
Vireo bellii pusillus	Least Bell's vireo	Mesquite scrub within arroyos, palm groves, and hedgerows bordering agricultural and residential areas	Endangered	Endangered		
Haliaeetus leucocephalus	bald eagle	Within two and a half miles of the coast, bays, rivers, lakes, or other bodies of water	Delisted	Endangered	FP	
Lanius ludovicianus	Loggerhead shrike	Open landscapes with short grass, scattered trees, and shrubs, such as grasslands, agricultural areas, and shrublands	--	--	WL	
Pandion haliaetus	osprey	Coastal marshes, lakes, rivers, and estuaries	--	--	WL	
Setophaga petechia	yellow warbler	Bushes, swamp edges, streams, gardens. Breeds in a variety of habitats in east, including woods and thickets along edges of streams, lakes, swamps, and marshes, favoring willows, alders, and other moisture-loving plants. Also, in dryer second-growth woods, orchards, roadside thickets.	--	--	SSC	
Namopterum auritum	double crested cormorant	Coasts, bays, lakes, rivers. Very adaptable, may be found in almost any aquatic habitat, from rocky northern coasts to mangrove swamps to large reservoirs to small inland ponds. Nests in trees near or over water, on sea cliffs, or on ground on islands.	--	--	WL	
Polioptila californica	coastal California gnatcatcher	Found exclusively in coastal sage scrub habitat. Coastal sage scrub is composed of low-growing, drought-deciduous, and succulent plant species such as coastal sagebrush, California buckwheat, prickly pear, cholla, and various species of sage.	Threatened	--	SSC	
Athene cunicularia	Burrowing owl	Open, dry annual or perennial grasslands, deserts & scrublands with low-growing vegetation.	--	--	SSC	--
Selasphorus rufus	rufous hummingbird	Open or shrubby areas, forest openings, yards, and parks, and sometimes in forests, thickets, swamps, and meadows from sea level to about 6,000 feet.	--	--		

Scientific Name	Common Name	Habitat	Federal Status /a/	State Status /b/	CDFW /c/	CNPS /d/
Mollusks						
Gonidea angulata	western ridged mussel	Streams than lakes, preferably with constant water flow and well-oxygenated stable substrates.	--	--		
Anodonta californiensis	California floater	Most often found in the sand and mud of lakes and reservoirs or in stable areas of low-gradient stream reaches	--	--		
Anodonta oregonensis	Oregon floater	Ponds, lakes, reservoirs, and slow-moving streams	--	--		
Insects						
Danaus plexippus	Monarch butterfly	Milkweed plants, flowering plants, usually in urban gardens	Endangered		SSC	
Bombus crotchii	Crotch bumblebee	Grasslands, scrub and shrublands that are hotter and drier environment than other bumblebee species.	--	Candidate Endangered		
Bombus pensylvanicus	American bumble bee	Grasslands and shrublands	--	--		
Fish						
Eucyclogobius newberryi	tidewater goby	Lagoons of streams, marshes, and creeks along the coast of California	Endangered		SSC	
Rhinichthys gabrielino	Santa Ana speckled dace	Rivers, deep lakes	Threatened		SSC	
Oncorhynchus mykiss irideus pop.	Steelhead	Rivers, streams	Endangered	Candidate Endangered		
Mammals						
Neotoma lepida intermedia	San Diego desert woodrat	A variety of shrub and desert habitat, showing a preference to large cactus patches and rock outcroppings.	--	--	SSC	
Taxidea taxus	American badger	Grassland, shrub steppe, desert, dry forest, parkland, and agricultural areas.	--	--	SSC	
Bassariscus astutus octavus	southern California ringtail	Rocky hillsides, chaparral, and riparian areas	--	--	FP	
Antrozous pallidus	pallid bat	Rocky arid deserts to grasslands into higher elevation coniferous forests	--	--	SSC	
Perognathus longimembris brevinasus	Los Angeles pocket mouse	Sandy soils in uplands	--	--	SSC	

Scientific Name	Common Name	Habitat	Federal Status /a/	State Status /b/	CDFW /c/	CNPS /d/
Lasiurus cinereus	hoary bat	Forests, croplands, and deserts	--	--		
Lasiurus frantzii	western red bat	Large deciduous trees for roosting and hunting areas with streams, forest openings, and clearings	--	--	SSC	
Myotis yumanensis	Yuma myotis	Moist and dry forests, riparian zones, grasslands, shrub steppe, and deserts, and are closely associated with rivers, streams, ponds, and lakes	--	--		
Lasionycteris noctivagans	silver-haired bat	Most commonly found in boreal or coniferous and deciduous forest near bodies of water, such as rivers, lakes, streams, estuaries or ponds. Summer day roosts are typically under loose bark in trees, willows (*Salix*), maple (*Acer*), and ash (*Fraxinus*) trees.	--	--		
Reptiles						
Anniella stebbinsi	southern California legless lizard	Coastal sand dunes and a variety of interior habitats, including sandy washes and alluvial fans. They live mostly underground, burrowing in the loose, sandy soil.	--	--	SSC	
Diadophis punctatus modestus	San Bernardino ringneck snake	Areas with abundant hiding places in conspicuously wet locales, such as swamps, damp forests, or riparian woodlands.	--	--		
Thamnophis hammondii	two-striped gartersnake	Generally found in or near permanent fresh water, often along streams with rocky beds bordered by willows and other riparian vegetation, including mountain slopes and desert oases	--	--	SSC	
Thamnophis sirtalis	south coast gartersnake	Found in a wide variety of habitats, including meadows, marshes, woodlands, and hillsides.	--	--	SSC	
Phrynosoma blainvillii	coast horned lizard	Inhabits open areas of sandy soil and low vegetation in valleys, foothills and semiarid mountains. Found in grasslands, coniferous forests, woodlands, and chaparral, with open areas and patches of loose soil.	--	--	SSC	
Aspidoscelis tigris stejnegeri	coastal whiptail	Hot and dry open areas with sparse foliage - chaparral, woodland, and riparian areas	--	--	SSC	
Plants						
Vascular						
California Walnut Woodland	California Walnut Woodland	Riparian woodland, grasslands, north slopes, creek beds, canyon bottoms, and alluvial terraces	--	--		4.2
Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	Occurs in Riparian woodland	--	--		--

Scientific Name	Common Name	Habitat	Federal Status /a/	State Status /b/	CDFW /c/	CNPS /d/
Southern Sycamore Alder Riparian Woodland	Southern Sycamore Alder Riparian Woodland	Occurs in Riparian woodland	--	--		--
Valley Needlegrass Grassland	Valley Needlegrass Grassland	Adjacent hills, annual grassland areas	--	--		--
Valley Oak Woodland	Valley Oak Woodland	Occurs in Woodland hills	--	--		--
Deinandra minthornii	Santa Susana tarplant	Occurs in Chaparral and coastal scrub.	--	Rare		1B.2
Dudleya blochmaniae ssp.	Blochmans dudleya	Coastal Sage Scrub, Valley Grassland.	--	--		--
Dudleya multicaulis	Many-stemmed dudleya	Adjacent hills, parts of the Transverse and Peninsular ranges, and south towards northern San Diego County	--	--		1B.2
Astragalus brauntonii	Brauntons milk-vetch	Disturbed chaparral, coastal sage scrub, and closed-cone forests at elevations of 50 to 2,000 feet.	--	--		1B.1
Calochortus clavatus var. gracilis	Slender mariposa-lily	Rocky slopes and open areas, at elevations from 0-5900 feet.	--	--		1B.2
Calochortus plummerae	Plummers mariposa-lily	Chaparral or coastal scrub ecosystems and sometimes found in grasslands, oak woodlands, or pine woodlands at the southern fringe of the Los Padres National Forest	--	--		4.2
Lilium Humboldt iissp. ocellatum	Ocellated humboldt lily	Shady areas aloeng intermittent streams, canyons, and riparian oak woodlands.	--	--		4.2
Calandrinia breweri	Brewers calandrinia	Sandy to loamy soils, Disturbed areas, and recently burned areas.	--	--		--
Navarretia ojaiensis	Ojai navarretia	Chaparral and coastal scrub as well as valley and foothill grasslands.	--	--		1B.1
Chorizanthe parryi var.fernandina	San Fernando Valley spineflower	Coastal scrub and grasslands.		Endangered		1B.1
Horkelia cuneata var. puberula	Mesa horkelia	Chaparral, woodland, and coastal scrub habitats	--	--		1B.1
Nolina cismontana	Chaparral nolina	Coastal sage scrub, Open chaparral, Dry chaparral, Rocky hillsides, and Coastal mountain ranges.	--	--		1B.2

Scientific Name	Common Name	Habitat	Federal Status /a/	State Status /b/	CDFW /c/	CNPS /d/
Monardellahypoleuca ssp.hypoleuca	White-veined monardella	Chaparral and cismontane woodland habitats.	--	--		1B.3
Mahonia nevinii	Nevin's barberry	Alluvial scrub, chamise chaparral, coastal sage scrub, oak woodland, and riparian scrub or woodland	--	--		1B.1
Dudleya cymosa ssp. marcescens	Marcescent dudleya	Occurs in the open woodlands of the Santa Monica Mountains	Threatened	--		1B.1
Dudleya cymosa ssp. ovatifolia	Santa Monica dudleya	Occurs in the open woodlands of the Santa Monica Mountains	Threatened	--		
Pentachaeta lyonii	Lyon's pentachaeta	Occurs in grassland vegetation communities	Endangered	Endangered		
Orcuttia californica	California orcutt grass	Deep vernal pools, remnant alluvial fans and stream terraces	Endangered	Endangered		
Natural Communities						
Terrestrial						
California Walnut Woodland	California Walnut Woodland	Alleys and slopes of the Coast Ranges, Transverse Ranges, and Peninsular Ranges, is dominated by the California Black Walnut *(Juglans californica)*				
Riversidian Alluvial Fan Sage Scrub	Riversidian Alluvial Fan Sage Scrub	Gently sloping alluvial fans and in washes at the base of inland mountain ranges in southern California				
Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	Along stream and river bottomlands and outer floodplains in southern California				
Southern Sycamore Alder Riparian Woodland	Southern Sycamore Alder Riparian Woodland	Low-elevation, coastal and inland regions, often near the coast in areas like Ventura County and inland within the Peninsular Range, specifically in western Riverside County				

Scientific Name	Common Name	Habitat	Federal Status /a/	State Status /b/	CDFW /c/	CNPS /d/
Valley Needlegrass Grassland	Valley Needlegrass Grassland	Valleys and foothills, the coastal ranges, Central Valley, and Sierra Nevada foothills.				
Valley Oak Woodland	Valley Oak Woodland	Lowland valleys, including the Central Valley and valleys within the Coast and Transverse Ranges				

Source: California Department of Fish and Wildlife, California Natural Diversity Database (CNDDB) search for Calabasas, Canoga Park, and Van Nuys USGS quadrangles, https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data, accessed November8, 2024.

/a/ United States legal status under the Federal Endangered Species Act.

/b/ State of California legal status.

/c/ CDFW = California Department of Fish and Wildlife designation and applies to animals only.

FP = Federally Protected.

SSC = Species of Special Concern.

WL = Watch List.

/d/ CNPS = California Native Plant Society rare plant rank status applies to plants only.

1A = plants presumed extirpated in California and either rare or extinct elsewhere.

1B.1 = rare, threatened or endangered in California and elsewhere; seriously threatened in California.

1B.2 = rare, threatened or endangered in California and elsewhere; fairly threatened in California.

1B.3= rare, threatened or endangered in California and elsewhere; not very threatened in California.

2B.1 = rare, threatened or endangered in California but more common elsewhere; seriously threatened in California.

2B.2 = rare, threatened or endangered in California but more common elsewhere; moderately threatened in California.

3.1 = seriously threatened in California.

4.2 = plants of limited distribution; moderately threatened in California.

4.4 = plants of limited distribution; not very threatened in California.

Wildlife Habitats

The Southwest Valley CPAs are mostly built out; however, some areas of the Encino-Tarzana CPA and the Canoga Park-Winnetka-Woodland Hills-West Hills CPA contain natural features and natural open spaces.

With the exception of birds, the Sepulveda Basin Wildlife Reserve does not have a diverse population of animals. However, it is likely that common Valley mammals, such as coyote, opossum, ground squirrels, cottontail rabbits, rats, feral cats, and maybe raccoons are present.[14] In the Sepulveda Basin Wildlife Reserve, the Los Angeles River also supports populations of native freshwater amphibians, reptiles, and birds, such as the Least Bell's Vireo.[15]

Open canyons, open spaces, and parks within the Santa Monica Mountains within the Encino-Tarzana CPA include a variety of vegetative communities that would provide suitable habitat for several species, including species listed in **Table 4.4-1**. Various areas of chapparal and coastal sage scrub are present within Topanga State Park,[16] which could provide suitable habitat for several bird species; such as the Southern California rufous-crowned sparrow (*Aimophilaruficeps canescens*), Bells sparrow (*Artemisiospizabelli belli*), and the coastal California gnatcatcher (*Polioptila californica californica*): mammal species, such as the southern California ringtail (*Bassariscus astutus octavus*), and reptile species; such as the coast horned lizard (*Phrynosoma blainvillii*) and coastal whiptail (*Aspidoscelis tigris stejnegeri*).

The Los Angeles River may provide a travel route for coyotes (*Canis latrans*), raccoons, and opossums, but due to the lack of vegetation present, most mammals would not find protective cover in the concrete channel. Bats and swallows may forage for insects over the water and find cover or even breeding areas in human-made structures and ornamental trees nearby. The Los Angeles River is discussed in more detail below in the **Wetlands, Streams, and Riparian Habitat** section and in the **Wildlife Corridors** section.

Wetlands, Streams, and Riparian Habitat

A wetland is an area of land that is partially or fully submerged all year or for varying periods of time during the year. Riparian areas are those plant communities adjacent to and dependent upon surface or groundwater, usually adjacent to rivers, streams, lakes, ponds, or other drainages. Wetlands and riparian

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14 Sepulveda Basin Wildlife. Mammals/Reptiles/Amphibians/Arthropods of The Sepulveda Basin Wildlife Reserve. Available online: https://sepulvedabasinwildlife.org/otheranimals.html, accessed November 8, 2024.

15 Sepulveda Basin Wildlife. L.A. River. Available online at: https://sepulvedabasinwildlife.org/lariver.html, accessed November 8, 2024.

16 Los Angeles County Department of Parks and Recreation. Topanga State Park General Plan. Chapter Two-Existing Conditions and Issues. Available online at: https://www.parks.ca.gov/pages/21299/files/02finalgp-ch2.pdf, accessed November 8, 2024.

vegetation provide many valuable functions, such as water quality maintenance, flood control, bank stabilization, groundwater replenishment, and food, cover, and water sources for a diversity of wildlife, both resident and migratory species.

As shown in **Figure 4.4-2 Wetlands, Streams, and Riparian Areas within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA** through **Figure 4.4-4, Wetlands, Streams, and Riparian Areas within the Reseda-West Van Nuys-Lake Balboa CPA,** there are several creeks, streams, rivers, and lakes that are identified by the USFWS National Wetlands Inventory as wetlands and riparian habitats.

As shown in **Figure 4.4-2**, within the Canoga Park-Winnetka-Woodland Hills- West Hills CPA, the open spaces in the Santa Monica Mountains include several headwater streams along the mountain ridgelines that flow downward towards the Valley floor. Several of these streams have been channelized, including Dayton Creek, Bell Creek, Browns Canyon Wash, Arroyo Calabasas Wash, and Chatsworth Creek. These streams eventually converge with the Los Angeles River, a 50.26-acre river that traverses all Southwest Valley CPAs.[17] These streams, as well as the Los Angeles River, are defined as "riverine" in the USFWS National Wetlands Inventory.[18]

As shown in **Figure 4.4-3**, **Wetlands, Streams, and Riparian Areas within the-Encino-Tarzana CPA**, several headwater streams lie within the Santa Monica Mountain areas of the Encino-Tarzana CPA. Some of these streams converge with concrete-bottom channels that traverse the CPA, such as Caballero Creek. **Figure 4.4-3** shows the Encino Reservoir, which is identified as a "lake", "fresh water forested/shrub wetland", and "freshwater emergent" by the USFWS National Wetlands Inventory. Also shown in **Figure 4.4-3** are the Sepulveda Basin and the Sepulveda Basin Wildlife Reserve. Within the Sepulveda Basin are several ponds and bodies of water that are identified as "fresh water forested/shrub wetland" and "freshwater emergent" by the USFWS National Wetlands Inventory. Lake Balboa, located within the Sepulveda Basin, is identified as a "lake" by the USFWS National Wetlands Inventory. The Los Angeles River traverses the Sepulveda Basin and is identified as "riverine" and "fresh water forested/shrub wetland" in the USFWS National Wetlands Inventory. Although the river is operated by both the Los Angeles County Flood Control Department (LACFD) and the U.S. Army Corps of Engineers (USACE), the segment within the Southwest Valley CPAs is operated by the LACFD.[19] Portions of the Los Angeles River

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17 U.S. Department of Fish and Wildlife, National Wetlands Inventory, 2024, available online at: https://www.fws.gov/wetlands/Data/Mapper.html, accessed on November 13, 2024.

18 Ibid.

19 Los Angeles County Department of Public Works. LA River Master Plan. Available online at: https://pw.lacounty.gov/uploads/swp/LARiverMasterPlan-FINAL-DIGITAL-COMPRESSED.pdf, accessed November 8, 2024.

within the Southwest Valley CPAs have been channelized by the USACE for flood control purposes, while other reaches of the River are soft-bottomed.

As shown in **Figure 4.4-4, Wetlands, Streams, and Riparian Areas within the Reseda-West Van Nuys-Lake Balboa CPA,** the riparian habitats within the Reseda-West Van Nuys-Lake Balboa CPA are limited to the channelized Aliso Canyon Wash and Bull Creek as the CPA is predominantly developed and heavily urbanized. Both channelized streams traverse the CPA and are identified as "riverine" in the USFWS National Wetlands Inventory.

Wildlife Corridors

A wildlife corridor is a linear landscape element that serves as a linkage between historically connected habitats or landscapes that are otherwise separated. Such corridors play an important role in countering habitat fragmentation as a result of urbanization. Wildlife use corridors to travel; migrate; access food, cover, and water resources; and find mates. Corridors facilitate plant seed dispersal and propagation, genetic interchange for plants and animals essential for population health, species movements in response to environmental changes and natural disasters, and re-colonization to habitats from which populations have been locally extirpated. Corridors can consist of a sequence of discontinuous areas of habitat such as isolated wetlands and roadside vegetation that act as stepping-stones across the landscape. However, they usually consist of continuous linear strips of vegetation and habitat (e.g., riparian corridors, ridgelines, powerline rights-of-way) or may be parts of larger habitat areas selected for their known or likely importance to local wildlife.

The open spaces in the Santa Monica Mountains and Bell Canyon provide similar opportunities for wildlife movement. The open spaces within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, particularly in Bell Canyon, are part of the County's wildlife corridor between the Santa Monica – Sierra Madre Connection wildlife linkage and lie along the western boundary of the San Fernando Valley. This linkage connects the Santa Monica Mountains with the Santa Susana Mountains and the Sierra Madre Ranges of the Los Padres National Forest.[20] Furthermore, the Bell Canyon open spaces serve as a wildlife corridor between Hidden Hills and the Simi Hills/Santa Susana Mountains. Within the Encino-Tarzana CPA, the open spaces within the Santa Monica Mountains serve as a linkage for wildlife movement between open spaces and parks (i.e., Topanga State Park) within the CPA and the greater Santa Monica

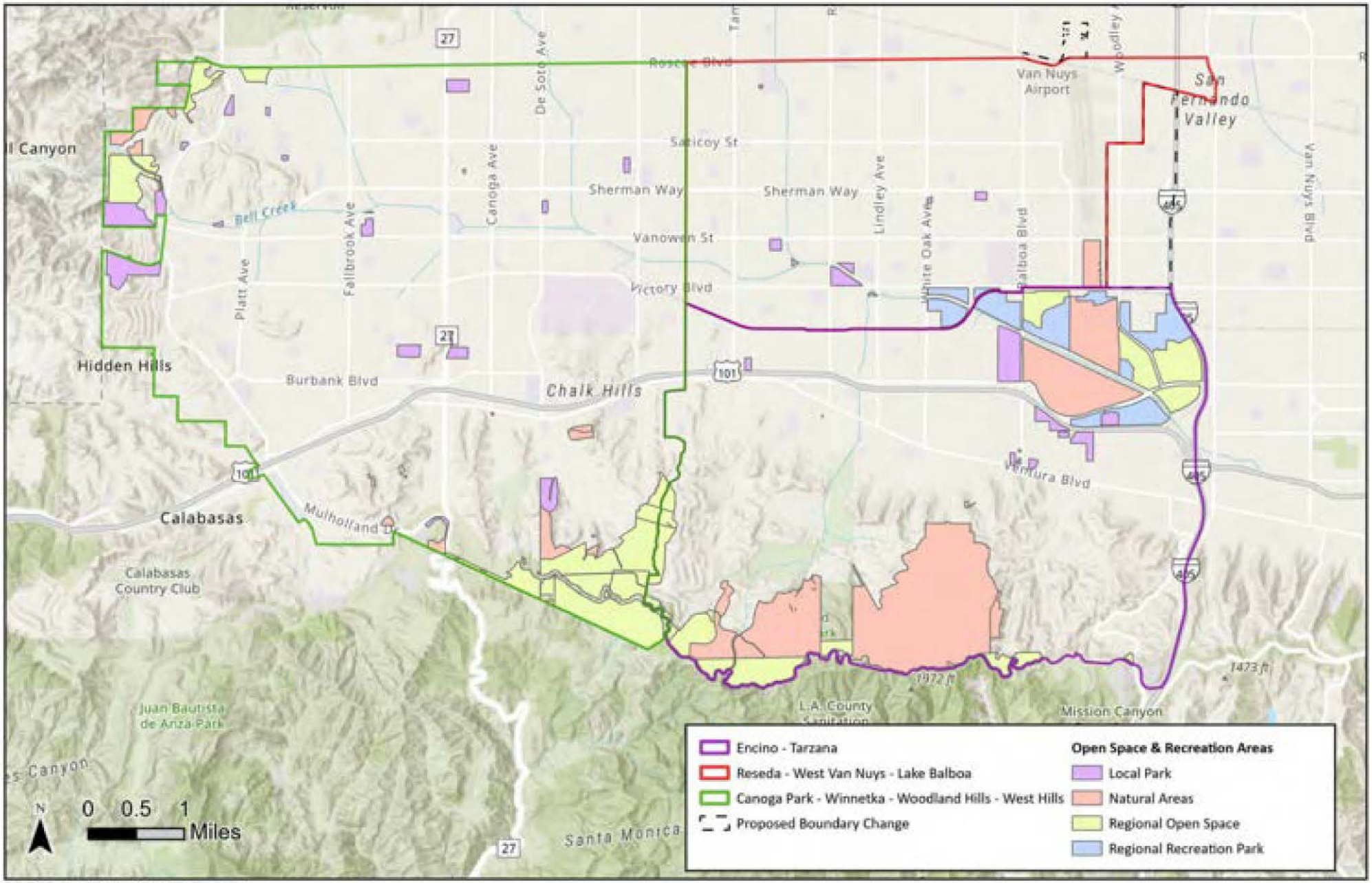
20 County of Los Angeles. General Plan Update 2035 Draft Environmental Report, page 5.4-95, June 2014. Available online at: https://planning.lacounty.gov/long-range-planning/general-plan/programmatic-eir/, accessed July 1, 2025.

Ranges outside of the Southwestern CPAs. These spaces also serve as critical ecological movement as County-designated SEAs.

As shown in **Figures 4.4-2 and 4.4-3**, within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA and the Encino-Tarzana CPA, there are several headwater streams located along the ridgelines of the Santa Monical Mountains that could potentially serve as wildlife corridors for species habituating in the Santa Monica Mountains.

Although the Sepulveda Basin Wildlife Reserve may provide suitable habitat for some wildlife movement, it is surrounded by paved and highly urbanized environments, limiting movement for wildlife species. However, the Los Angeles River channel within the Sepulveda Basin provides a continuous corridor that sometimes contains water in a semi-arid, urban region, and may provide movement opportunities and habitat for wildlife.

Wildlife dispersal, movement, and migration opportunities in the remaining areas of the Southwest CPAs have been substantially altered due to habitat fragmentation through urbanization. Roads, even when narrow, may have a surface that smaller and less mobile wildlife species are reluctant to cross. When fragmentation results in species being unable to access necessary habitat types and resources, it affects wildlife foraging activity, reproductive patterns, immigration/emigration, and/or dispersal capabilities, and therefore, survivability.



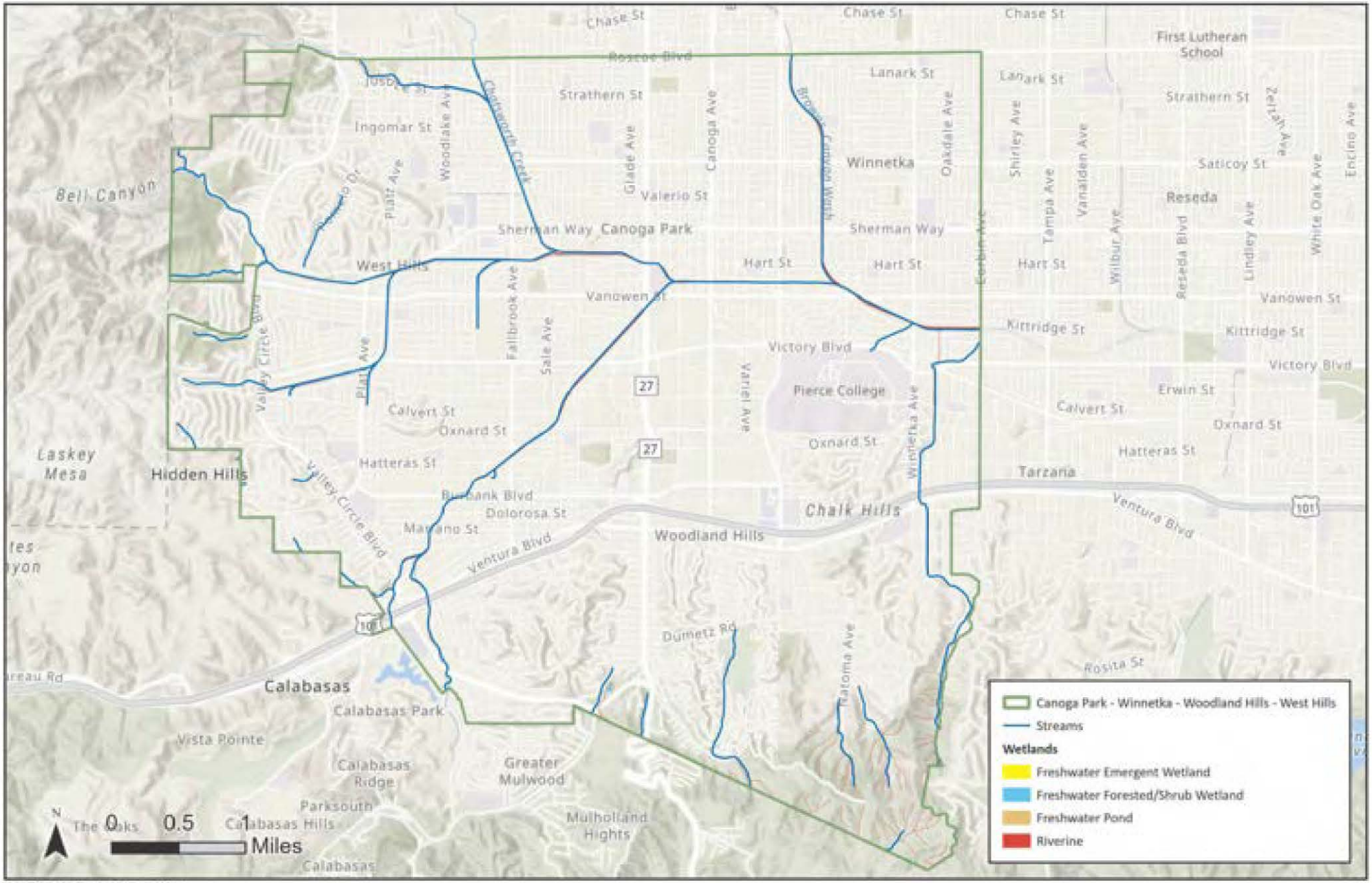
SOURCE: City of Los Angeles, 2025; Esri, 2025

FIGURE **4.4-1**

IMPACT SCIENCES

Open Space and Recreation Areas within the Southwest Valley CPAs

1264.015•7/25



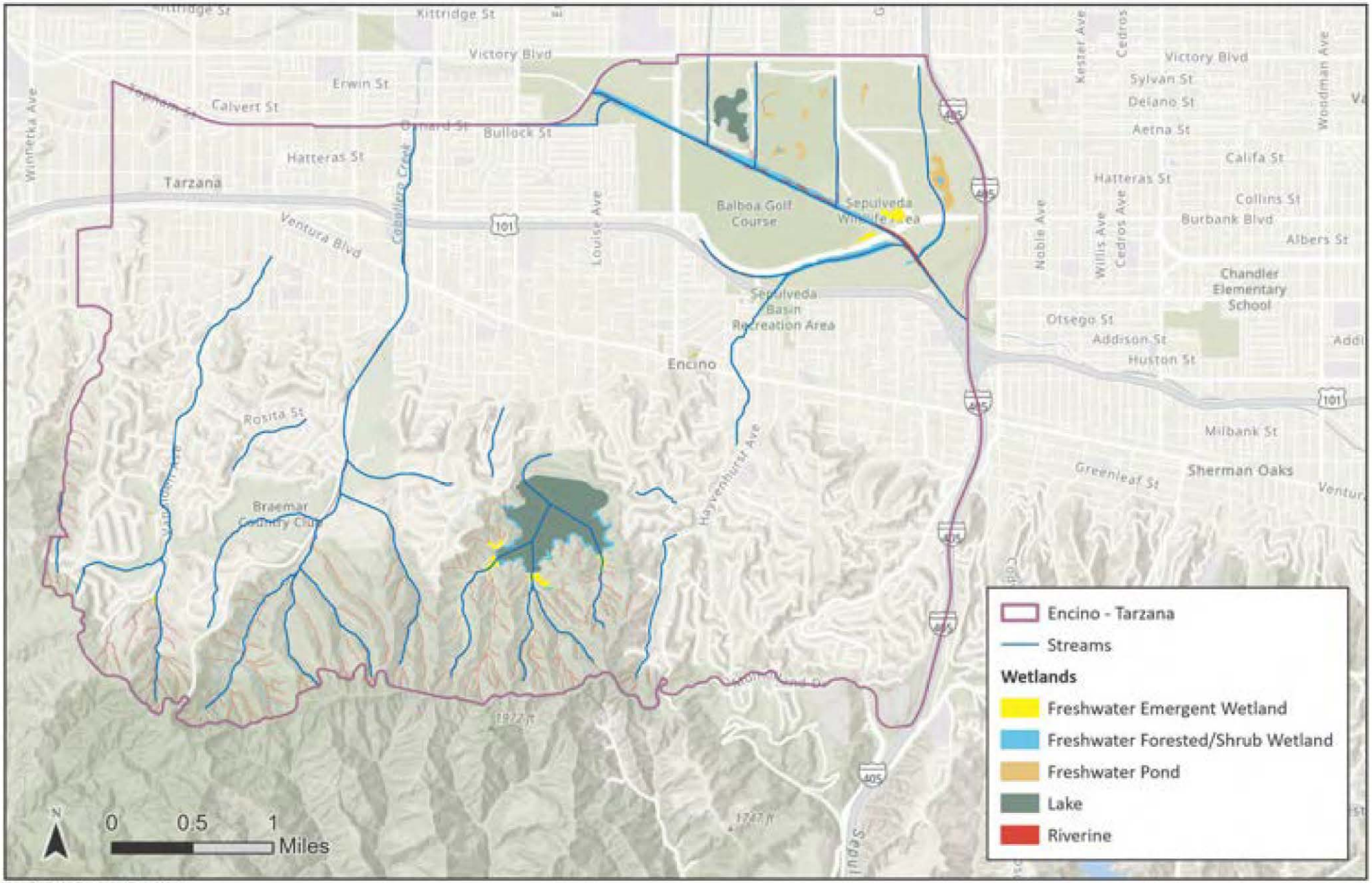
SOURCE: CDFW, 2026; Esri, 2026

FIGURE **4.4-2**

IMPACT SCIENCES

Wetlands, Streams, and Riparian Areas within the within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA

1264.015•9/26



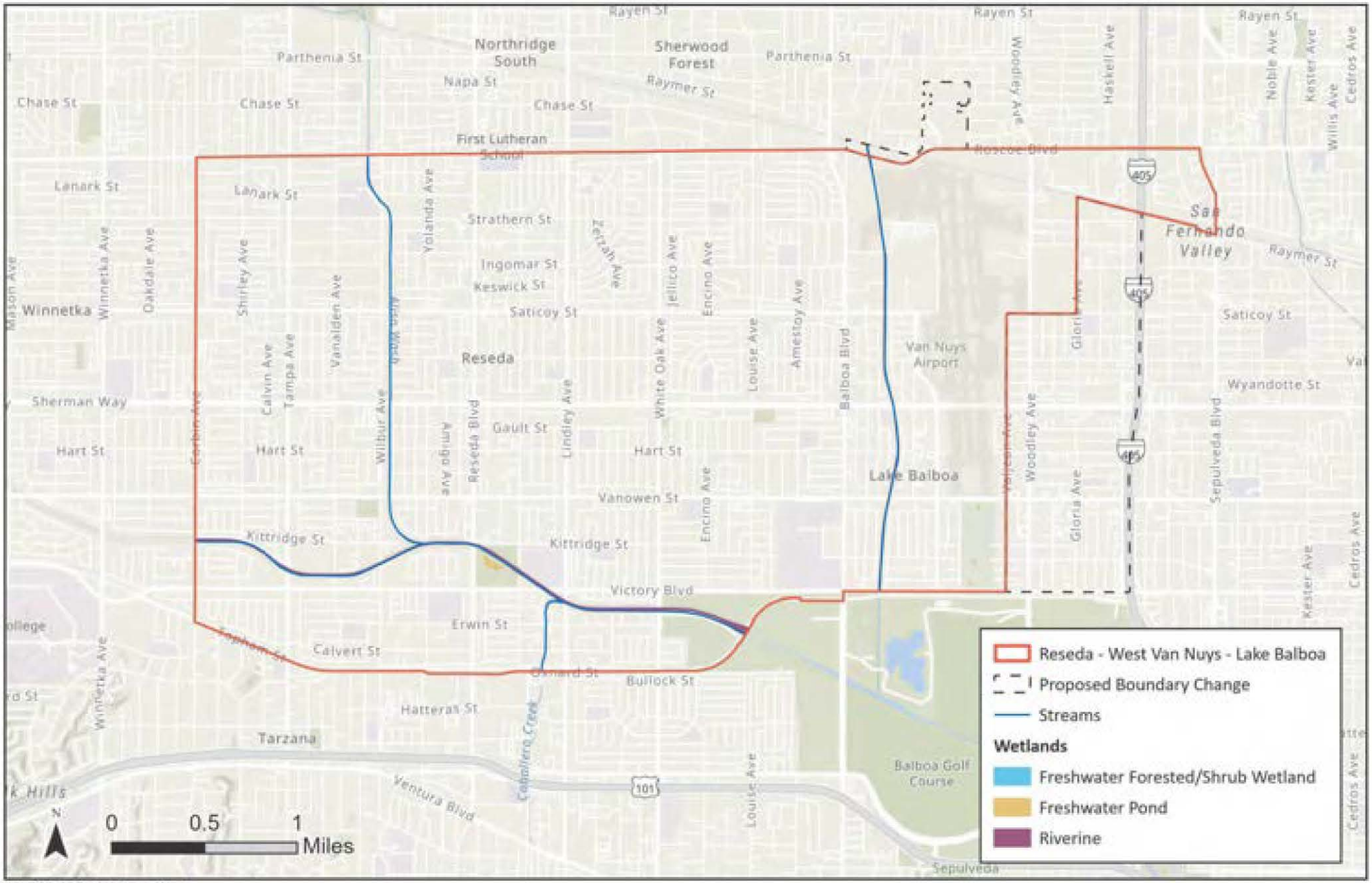
SOURCE: CDFW, 2026; Esri, 2026

FIGURE **4.4-3**

IMPACT SCIENCES

Wetlands, Streams, and Riparian Areas within the Encino -Tarzana CPA

1264.015•9/26



SOURCE: CDFW, 2026; Esri, 2026

FIGURE **4.4-4**

IMPACT SCIENCES

Wetlands, Streams, and Riparian Areas within the Reseda-West Van Nuys-Lake Balboa CPA

1264.015•9/26

Habitat Conservation Plan

Habitat Conservation Plans (HCPs), designated under the Endangered Species Act Section 10(a)(1)(B), are federal planning documents designed to conserve the ecosystems upon which listed species depend, ultimately contributing to their recovery. HCPs require a "take permit" when a project will affect a species identified as listed, non-listed, or eligible under the act and detail how those impacts will be minimized or mitigated and how the HCP is to be funded. There are no HCPs within the Southwest Valley CPAs.[21]

Heritage Trees

The City of Los Angeles has identified a collection of trees as heritage trees that are individual trees of any size or species specially designated as "heritage" because of their historical, commemorative, or horticultural significance. The nomination and determination of heritage trees is an internal process within the City of Los Angeles Department of Recreation and Parks (RAP); nominations are generally made by RAP staff members or community members. The list of heritage trees remains open for new designations and provides information to RAP staff regarding the importance of their actions while planning activities near heritage trees. Heritage trees are not listed as a protected tree type that is covered by Ordinance 177404. The list of heritage trees is maintained by RAP and can be viewed on NavigateLA.[22]

As heritage trees are located on City parks and recreational facilities, as well as public rights-of-way, RAP is responsible for the maintenance and protection of these trees from injury. According to NavigateLA, which provides an inventory of all heritage trees within City parks and recreation center properties, there are currently 304 heritage trees located throughout the Southwest Valley CPAs.[23]

Ordinance-Protected Trees and Shrubs

Ordinance-protected trees and shrubs on private property and street rights-of-way are protected by the City of Los Angeles Tree Preservation Ordinance (LAMC Section 46.00), which makes it illegal to remove or fatally harm the trees or shrubs listed in the Ordinance without the issuance of a permit. An "ordinance-

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21 California Department of Fish and Wildlife. Conservation Plan Boundaries-HCP and NCCP [ds760]. Available online at: https://www.arcgis.com/apps/mapviewer/index.html?layers=eab447e3c9f340019f00ac1b1640b308, accessed November 20, 2024.

22 City of Los Angeles, Bureau of Engineering Department of Public Works, *NavigateLA*, 2016, available online at: http://navigatela.lacity.org/navigatela/, accessed November 20, 2024.

23 Instructions to view and search the mapped heritage trees on NavigateLA, including the number, type and location of these trees may be found here: https://www.laparks.org/forest/instructions, accessed August 15, 2025.

protected tree" in the City of Los Angeles includes listed Southern California indigenous tree species or Southern California indigenous shrub species which measure four inches or more in cumulative diameter, 4 ½ feet above the ground level at the base of the tree or shrub (also known as Diameter at Breast Height [DBH]). These trees and shrubs are subject to the provisions that regulate relocation, removal, and replacement:

Protected Trees

(a) Oak trees including Valley Oak (*Quercus lobata*) and California Live Oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California, but excluding the Scrub Oak (*Quercus berberidifolia*);

(b) Southern California Black Walnut (*Juglans californica var. californica*);

(c) Western Sycamore (*Platanus racemosa*); and

(d) California Bay (*Umbellularia californica*).

Protected Shrubs

(a) Mexican Elderberry (*Sambucus Mexicana*); and

(b) Toyon (*Heteromeles arbutifolia*)

Valley Oak (*Quercus lobata*), California Live Oak (*Quercus agrifolia*), Southern California Black Walnut (*Juglans californica var. californica*), and Western Sycamore (*Platanus racemosa*) are present within the Sepulveda Basin Wildlife Reserve. Additionally, there are likely ordinance-protected trees and shrubs located in public and private areas of the Southwest Valley CPAs.

4.4.2 REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Biological Resources at the federal, state, and local levels. As described below, these plans, guidelines, and laws include the following:

- National Environmental Policy Act
- Clean Water Sections 404 and 401
- Fish and Wildlife Coordination Act
- Marine Mammal Protection Act
- Federal Noxious Weed Act

- Federal Endangered Species Act
- Migratory Bird Treaty Act
- California Endangered Species Act
- California Fish and Game Code Section 1600
- Natural Community Conservation Act
- California Native Plant Protection Act
- California Migratory Bird Protection Act
- Porter-Cologne Water Quality Control Act
- California Fish and Game Code – Fully Protected Species and Species of Special Concern
- Fish and Game Code Sections 3503 & 3513
- California Coastal Act Section, Public Resource Code Section 30233
- City of Los Angeles Fire Department Brush Clearance Requirements
- City of Los Angeles Municipal Code – Protected Trees and Shrubs
- City of Los Angeles Framework Element
- City of Los Angeles Conservation Element
- Los Angeles River Revitalization Master Plan
- River Implementation Overlay
- City of Los Angeles Stormwater Pollution Control Measures for Development Planning and Construction Activities Ordinance
- City of Los Angeles General Plan Open Space Element
- City of Los Angeles Heritage Trees Ordinance

Federal

National Environmental Policy Act. The National Environmental Policy Act (NEPA) was signed into law on January 1, 1970, and was one of the first laws written that established the broad national framework for protecting our environment. NEPA's basic policy is to assure that all branches of the federal government give proper consideration to the environment prior to undertaking any major federal action that significantly affects the environment. NEPA requirements are invoked when airports, buildings, military

complexes, highways, parkland purchases, and other federal activities are proposed, including activities by state or local governments using federal monies. Environmental Assessments (EAs) and Environmental Impact Statements (EISs), which are assessments of the likelihood of impacts from alternative courses of action, are required from all Federal agencies and are the most visible NEPA requirements.[24]

NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. Regulations are codified annually in the *U.S. Code of Federal Regulations* (CFR). Title 40: Protection of Environment is the section of the CFR that deals with EPA's mission of protecting human health and the environment.[25] Title I of NEPA contains a Declaration of National Environmental Policy. This policy requires the federal government to use all practicable means to create and maintain conditions under which man and nature can exist in productive harmony. Since the City leases a portion of the Basin for recreational uses from a Federal Agency (USACE), they would need to provide notice to USACE of any projects that would potentially impact any resources in the Sepulveda Basin, in compliance with both CEQA and NEPA. Further, any projects within the CPAs that would potentially use federal money for implementation (e.g., a housing project utilizing U.S. Department of Housing and Urban Development (HUD) funding), would be required to comply with NEPA.

Section 102 in Title I of the Act requires federal agencies to incorporate environmental considerations in their planning and decision-making through a systematic interdisciplinary approach. Specifically, all federal agencies are to prepare detailed statements assessing the environmental impact of and alternatives to major federal actions significantly affecting the environment. These statements are commonly referred to as EISs and EAs. The role of a federal agency in the NEPA process depends on the agency's expertise and relationship to the proposed action. The agency carrying out the federal action is responsible for complying with the requirements of NEPA. In some cases, there may be more than one federal agency involved in the proposed action. In this situation, a lead agency is designated to supervise the preparation of environmental analysis. Federal agencies, together with state, tribal, or local agencies, may act as joint lead agencies.[26]

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24 U.S. Environmental Protection Agency, *Summary of the National Environmental Policy Act*, 2021, available online at: https://www.epa.gov/laws-regulations/summary-national-environmental-policy-act, accessed on June 17, 2025.

25 U.S. Environmental Protection Agency, *Laws and Regulations*, available online at: https://www.epa.gov/laws-regulations/regulations, accessed on June 17, 2025.

26 U.S. Environmental Protection Agency, *What is the National Environmental Policy Act?*, 2021, available online at: https://www.epa.gov/nepa/what-national-environmental-policy-act, accessed on June 17, 2025.

Clean Water Act Section 404 and 401. Pursuant to Section 404 of the Clean Water Act (CWA), the U.S. Army Corps of Engineers (USACE) and the United States Environmental Protection Agency (EPA) regulate the discharge of dredged and/or fill material into "waters of the United States" Navigable waters mean waters of the United States, including the territorial seas. Waters of the United States means: (1) Jurisdictional waters. For purposes of the CWA, 33 U.S.C. 1251 et seq. and its implementing regulations, subject to the exclusions in paragraph (2) of this section, the term "waters of the United States" means: (i) The territorial seas, and waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including waters which are subject to the ebb and flow of the tide; (ii) Tributaries; (iii) Lakes and ponds, and impoundments of jurisdictional waters; and (iv) Adjacent wetlands.[27] The term "wetlands" (a subset of waters of the United States) is defined in 33 Code of Federal Regulations (CFR) 328.3(b) as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas."

Section 401 of the CWA requires any applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the United States to obtain a certification that the discharge will comply with applicable effluent limitations and water quality standards. The certification must be obtained from the state in which the discharge originates or would originate, or, if appropriate, from the interstate water pollution control agency having jurisdiction over the affected waters at the point where the discharge originates or would originate. A certificate obtained for the construction of any facility must also pertain to the subsequent operation of the facility. Responsibility for the protection of water quality in California rests with the State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCBs). The agency with jurisdiction over projects in the City of Los Angeles is the Los Angeles Regional Water Quality Control Board.

The Los Angeles River is one of the "Waters of the United States" according to the Code of Federal Regulations, and is, therefore, a protected through the Section 404 program (dredge and fill).

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[27] U.S. EPA, *Federal Register*, Volume 85, Number 77, 2020, available online at: https://www.epa.gov/sites/production/files/2020-01/documents/navigable_waters_protection_rule_prepbulication.pdf, accessed on June 17, 2025.

U.S. Army Corps of Engineers. USACE has primary federal responsibility for administering regulations that concern waters and wetlands in the project area. In this regard, USACE acts under two statutory authorities, the Rivers and Harbors Act (33 U.S.C., Sections 9 and 10), which governs specified activities in navigable waters, and the CWA (Section 404), which governs specified activities in waters of the United States, including wetlands and special aquatic sites. Wetlands and non-wetland waters (e.g., rivers, streams, and natural ponds) are a subset of waters of the United States and receive protection under Section 404 of the CWA. USACE has primary federal responsibility for administering regulations that concern waters and wetlands in the project area under statutory authority of the CWA (Section 404). In addition, the regulations and policies of various federal agencies mandate that the filling of wetlands be avoided to the maximum extent feasible. USACE requires obtaining a permit if a project proposes placing structures within navigable waters and/or alteration of waters of the United States.

Within the Southwest Valley CPAs, the Sepulveda Basin Wildlife Reserve is federal land managed by the USACE. As such, wetland and non-wetland waters and the existing wildlife habitats within the Reserve are protected under Section 401 and 404 of the CWA and the Federal Endangered Species Act of 1973, respectively.

Fish and Wildlife Coordination Act. The Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.) requires that federal agencies consult with the U.S. Fish and Wildlife Service, the National Marine Fisheries Service and State wildlife agencies for activities that affect, control, or modify waters of any stream or bodies of water, in order to minimize the adverse impacts of such actions on fish and wildlife resources and habitat. This consultation is generally incorporated into the process of complying with Section 404 of the CWA, NEPA or other federal permit, license, or review requirements.

Marine Mammal Protection Act. The Marine Mammal Protection Act of 1972, and as amended, establishes federal responsibility for the protection and conservation of marine mammal species by prohibiting the harassment, hunting, capture, or killing of any marine mammal. The primary authority for implementing the act belongs to the United States Fish and Wildlife Service and National Marine Fisheries Service.[28]

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[28] U.S. Fish & Wildlife Service, *Marine Mammal Protection Act*, 16 U.S.C. 1361-1407, available online at: https://www.fws.gov/international/laws-treaties-agreements/us-conservation-laws/marine-mammal-protection-act.html, accessed on June 17, 2025.

Federal Noxious Weed Act. Federal Noxious Weed Act – Public Law 93-629 (7 U.S.C. 2801 et seq.; 88 Stat. 2148), enacted January 3, 1975, established a Federal program to control the spread of noxious weeds. The Secretary of Agriculture was given the authority to designate plants as noxious weeds by regulation, and the movement of all such weeds in interstate or foreign commerce was prohibited except under permit. The Secretary was also given authority to inspect, seize, and destroy products, and to quarantine areas if necessary to prevent the spread of such weeds. The Secretary was also authorized to cooperate with other Federal, State, and local agencies, farmers associations, and private individuals in measures to control, eradicate, prevent, or retard the spread of such weeds.[29]

Federal Endangered Species Act. The Federal Endangered Species Act (FESA) of 1973, as amended (16 U.S.C. 1531 et seq.), provides the regulatory framework for the protection of plant and animal species (and their associated critical habitats), which are formally listed, proposed for listing, or candidates for listing as endangered or threatened under the FESA. The FESA has four major components: (1) provisions for listing species; (2) requirements for consultation with the United States Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service; (3) prohibitions against "taking" of listed species; and (4) provisions for permits that allow an incidental "take."[30] The FESA also discusses recovery plans and the designation of critical habitat for listed species. Both the USFWS and the National Marine Fisheries Service share the responsibility for administration of the FESA. During the CEQA review process, each agency is given the opportunity to comment on the potential of a project to affect listed plants and animals.

FESA (16 United States Code [U.S.C.] 1531 et seq.) is implemented by USFWS through a program that identifies and provides for protection of various species of fish, wildlife, and plants deemed to be in danger of or threatened with extinction. As part of this regulatory act, FESA provides for designation of critical habitat, defined in FESA Section 3(5)(A) as specific areas within the geographical range occupied by a species where physical or biological features "essential to the conservation of the species" are found and that "may require special management considerations or protection."

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29 U.S. Fish & Wildlife Service, *Federal Noxious Weed Act*, P.L. 93-629, available online at: https://fws.gov/law/federal-noxious-weed-act, accessed on June 17, 2025.

30 The California Endangered Species Act defined the term "take" as follows: "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill, *Fish & Game Code, §86."* California Department of Fish & Wildlife, *Threatened and Endangered Species*, available online at: https://wildlife.ca.gov/Conservation/CESA, accessed on June 17, 2025. *Federal* Endangered Species Act defines a "take" as follows: "Harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." *16 U.S.C., §1532 (19).* U.S. Fish & Wildlife Service, *Endangered Species Act*, 16 U.S.C. 1531-1544. Available online at: https://www.fws.gov/law/endangered-species-act, accessed on June 17, 2025.

Critical habitat may also include areas outside the current geographical area occupied by the species that are nonetheless "essential for the conservation of the species."

The FESA also discusses recovery plans and the designation of critical habitat for listed species. Both the USFWS and the National Marine Fisheries Service share the responsibility for administration of the FESA. During the environmental review process, each agency is given the opportunity to comment on the potential of a project's impact on listed plants and animals and to ensure adequate protection of listed species that may be affected by the project. Since the City leases a portion of the Basin for recreational uses from a Federal Agency (USACE), they would need to provide notice to USACE of any projects that would potentially impact any resources in the Basin, in compliance with both CEQA and NEPA.

Migratory Bird Treaty Act. All migratory bird species that are native to the United States or its territories are protected under the federal Migratory Bird Treaty Act (MBTA). The MBTA prohibits any person unless permitted by regulations, to "pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird, included in the terms of this Convention…for the protection of migratory birds…or any part, nest, or egg of any such bird" (16 U.S. Code 703).

The list of migratory birds protected by the MBTA includes nearly all bird species native to the United States. The statute was extended in 1974 to include parts of birds, as well as eggs and nests. Thus, it is illegal under the MBTA to take (including killing, capturing, selling, trading, and transport) protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service.[31] Activities that result in removal or destruction of an active nest (a nest with eggs or young being attended by one or more adults) would violate the MBTA. While destruction of a nest by itself is not prohibited under the MBTA, nest destruction that results in the unpermitted take of migratory birds or their eggs, is illegal and fully prosecutable under the MBTA.

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31 U.S. Fish & Wildlife Service, *Migratory Bird Treaty Act of 1918*, available online at: https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treaty-act.php, accessed on June 17, 2025.

With respect to nesting birds, although the MBTA does not itself provide specific take avoidance measures, the USFWS and CDFW, over time, have developed a set of measures sufficient to demonstrate take avoidance, included during construction activities, which include conducting brush removal, tree trimming, building demolition and/or construction, or grading activities outside of the nesting season. CDFW biologists have defined the nesting season is February 15 through August 31 (January 15 to August 31 for raptors). If other timing restrictions make it impossible to avoid the nesting season, prior to issuance of a grading, construction, or building permit including demolition permit, the following measures are required as described below:

1. Vegetation removal activities shall be scheduled outside the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for raptors) to avoid potential impacts to nesting birds. This includes vegetation removal associated with on-going fuel modification activities.

2. Any construction activities or fuel modification activities that occur during the nesting season (February 15 to August 31 for songbirds; January 15 to August 31 for raptors) shall require that all suitable habitat be thoroughly surveyed for the presence or absence of nesting birds by a qualified biologist monitor (i.e., a professional biologist with a minimum of two years of avian survey experience or equivalent) before the commencement of clearing. If any active nests are detected, a buffer of at least 300 feet (500 feet for raptors), or as determined appropriate by the qualified biologist monitor, shall be delineated, flagged, and avoided until the nesting cycle is complete as determined by the qualified biologist monitor.

State

California Department of Fish and Wildlife

Stream and Riparian Habitat

Pursuant to California Fish and Game Code (CFGC) Section 1600, CDFW has authority over all perennial, intermittent, and ephemeral rivers, streams, and lakes in the state, and requires any person, state, or local governmental agency, or public utility to notify the CDFW before beginning any activity that would "substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake" that supports fish or wildlife resources.

A stream is defined as a "body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation" (California Code of Regulations, Title 14 §1.72). A Lake or Streambed Alteration Agreement may be required for any Proposed Project that would result in an adverse impact to a river, stream, or lake. CDFW jurisdiction typically extends to the top of the bank and out to the outer edge of adjacent riparian vegetation if present. However, CDFW can take jurisdiction over a body of flowing water and the landform that conveys it, including water sources and adjoining landscape elements that are byproducts of and affected by interactions with flowing water without regard to size, duration, or the timing of flow.[32]

Special-Status Wildlife Protection

Special Animal

Special-status wildlife species are those species included on the CDFW "Special Animals" list.[33] "Special Animal" is a general term that refers to all of the taxa the CNDDB is interested in tracking, regardless of their legal or protection status. The CDFW considers the taxa on this list to be those of greatest conservation need. The species on this list generally fall into one or more of the following categories:

- Officially listed or proposed for listing under the State and/or Federal Endangered Species Acts.
- State or Federal candidate for possible listing.
- Taxa that meet the criteria for listing, even if not currently included on any list, as described in Section 15380 of the California Environmental Quality Act Guidelines.
- Taxa considered by the Department to be a Species of Special Concern.
- Taxa that are biologically rare, very restricted in distribution, declining throughout their range, or have a critical vulnerable stage in their life cycle that warrants monitoring.
- Populations in California that may be on the periphery of a taxon's range but are threatened with extirpation in California.

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32 California Department of Fish & Wildlife, *Water Rights*, 2024, available online at: https://wildlife.ca.gov/Conservation/Watersheds/Water-Rights, accessed on December 3, 2024.

33 California Natural Diversity Database (CNDDB), California Department of Fish and Wildlife, *Special Animals List* 2021, available online at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109406&inline, accessed December 3, 2024.

CDFW Species of Special Concern

A Species of Special Concern (SSC) is a species, subspecies, or distinct population of an animal native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria:

- Is extirpated from the State or, in the case of birds, is extirpated in its primary season or breeding role;
- Is listed as Federally-, but not State-, threatened or endangered; meets the State definition of threatened or endangered but has not formally been listed;
- Is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status;
- Has naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for State threatened or endangered status.

It is the goal and responsibility of CDFW to maintain viable populations of all native species. To this end, CDFW has designated certain vertebrate species as SSC because declining population levels, limited ranges, and/or continuing threats have made them vulnerable to extinction. The goal of designating SSCs is to halt or reverse their decline by calling attention to their plight and addressing the issues of concern early enough to secure their long-term viability. Not all SSCs have declined equally; some species may be just starting to decline, while others may have already reached the point where they meet the criteria for listing as threatened or endangered under state and/or federal endangered species acts.

Special Status Plant Protection

Special Plant

"Special Plants" is a broad term used to refer to all the plant taxa inventoried by the CDFW's CNDDB, regardless of their legal or protection status. Special Plants include vascular plants as well as high priority bryophytes (mosses, liverworts, and hornworts) and lichens. Special Plant taxa are species, subspecies, or varieties that fall into one or more of the following categories. Not all plants within each category are necessarily tracked as Special Plants but these categories are often used as a starting point when determining which plants are tracked by the CNDDB:

- Officially listed by California or the Federal Government as Endangered, Threatened, or Rare;
- A candidate for state or federal listing as Endangered, Threatened, or Rare;
- Taxa listed in the California Native Plant Society's Inventory of Rare and Endangered Plants of California;

- Taxa which meet the criteria for listing, even if not currently included on any list, as described in Section 15380 of the *CEQA Guidelines*; these taxa may indicate "None" under listing status, but note that all California Rare Plant Rank 1 and 2 and some Rank 3 and 4 plants may fall under Section 15380 of CEQA;

- Taxa that are biologically rare, very restricted in distribution, or declining throughout their range but not currently threatened with extirpation;

- A Bureau of Land Management, U.S. Fish and Wildlife Service, or U.S. Forest Service Sensitive Species/Species of Conservation Concern;

- Population(s) in California that may be peripheral to the major portion of a taxon's range but are threatened with extirpation in California; and

- Taxa closely associated with a habitat that is declining in California at a significant rate (wetlands, riparian, vernal pools, old growth forests, desert aquatic systems, native grasslands, valley shrubland habitats, etc.).

California Endangered Species Act. Under the California Endangered Species Act, the CDFW is responsible for maintaining a list of threatened and endangered species (CFGC Section 2070).[34] The CDFW also maintains a list of candidate species, which are species formally under review for addition to either the list of endangered species or the list of threatened species.

The California Endangered Species Act prohibits the take of plant and animal species that the California Fish and Game Commission has designated as either threatened, rare, or endangered in California. "Take" in the context of this regulation means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill a listed species (CFGC Sections 86 and 2080). The take prohibitions also apply to candidates for listing under the California Endangered Species Act. However, Section 2081 of the act allows the department to issue permits for the minor and incidental take of species by an individual or permitted activity listed under the act.

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[34] The commission shall establish a list of endangered species and a list of threatened species. The commission shall add or remove species from either list if it finds, upon the receipt of sufficient scientific information pursuant to this article, and based solely upon the best available scientific information, that the action is warranted. *(Amended by Stats. 2018, Ch. 329, Sec. 4. (SB 473) Effective January 1, 2019.)* State of California, *Senate Bill No. 473 – Chapter 329*, September 2018. Available online at: https://leginfo.legislature.ca.gov/faces/billPdf.xhtml?bill_id=201720180SB473&version=20170SB47391CHP, accessed on December 3, 2024.

In accordance with the requirements of the California Endangered Species Act, an agency reviewing a project within its jurisdiction must determine if any state-listed endangered, rare, threatened, or candidate species could be present in the project area. The agency also must determine if the project could have a potentially significant impact on such species. In addition, the CDFW encourages informal consultation on any project that could affect any state-listed endangered, rare, threatened, or candidate species.

California Fish and Game Code Section 1600. Under sections 1600 et. Seq. of CFGC, CDFW regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife and requires a Streambed Alteration Agreement for such activities. The CDFW issues a Streambed Alteration Agreement with any necessary mitigation to ensure protection of the State's fish and wildlife resources. The CDFW has jurisdiction over riparian habitats associated with watercourses.

California State Water Resources Control Board/Regional Water Quality Control Board. The California State Water Resources Control Board (SWRCB) and the RWQCB maintain regulatory responsibility for management of wetlands and waterbodies in California and may review wetland delineations in concert with the USACE under Section 401 of the CWA.

Together, the SWRCB and Los Angeles RWQCB have jurisdiction over "Waters of the State," (WOS) which are defined as any surface water or groundwater, including saline waters, within the boundaries of the state. The SWRCB or local RWQCB have not established regulations for field determinations of Waters of the State except for wetlands currently. The RWQCB are affected by or shares USACE jurisdiction unless isolated conditions or ephemeral waters are present. Each local RWQCB may delineate their jurisdictions of Waters of the State differently based on current interpretations of jurisdiction.

Procedures for defining RWQCB jurisdiction pursuant to the SWRCB's *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State* went into effect May 28, 2020. The SWRCB define an area as wetland if, under normal circumstances:

i. the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both;

ii. the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate: and

iii. the area's vegetation is dominated by hydrophytes or the area lacks vegetation.

The SWRCB's Implementation Guidance for the Wetland Definition and Procedures for Discharges of Dredge and Fill Material to Waters of the State (2020), states that waters of the U.S. and Waters of the State should be delineated using the standard USACE delineation procedures, taking into consideration that the methods shall be modified only to allow for the fact that a lack of vegetation does not preclude an area from meeting the definition of a wetland.

NatureServe Element Ranking for Plants. The CNDDB uses a ranking methodology maintained and periodically revised by NatureServe. It includes a Global rank (G rank), describing the rank for a given taxon over its entire distribution and a State rank (S rank), describing the rank for the taxon over its state distribution. For subspecies and varieties, there is also a "T" rank describing the global rank for the subspecies or variety. The next section of this document details the criteria used to assign element ranks, from G1 to G5 for the Global rank and from S1 to S5 for the State rank, as described below:

- G1 – Critically imperiled; at very high risk of extinction or elimination due to very restricted range, very few populations or occurrences, very steep declines, very severe threats, or other factors.
- G2 – Imperiled; at high risk of extinction or elimination due to restricted range, few populations or occurrences, steep declines, severe threats, or other factors.
- G3 – Vulnerable; at moderate risk of extinction or elimination due to a fairly restricted range, relatively few populations or occurrences, recent and widespread declines, threats, or other factors.
- G4 – Apparently secure; at fairly low risk of extinction or elimination due to an extensive range and/or many populations or occurrences, but with possible cause for some concern as a result of local recent declines, threats, or other factors.
- G5 – Secure; at very low risk of extinction or elimination due to a very extensive range, abundant populations or occurrences, and little to no concern from declines or threats.
- S1 – Critically imperiled; at very high risk of extirpation in the jurisdiction due to very restricted range, very few populations or occurrences, very steep declines, severe threats, or other factors.
- S2 – Imperiled; at high risk of extirpation in the jurisdiction due to restricted range, few populations or occurrences, steep declines, severe threats, or other factors.
- S3 – Vulnerable; at moderate risk of extirpation in the jurisdiction due to a fairly restricted range, relatively few populations or occurrences, recent and widespread declines, threats, or other factors.
- S4 – Apparently secure; at a fairly low risk of extirpation in the jurisdiction due to an extensive range and/or many populations or occurrences, but with possible cause for some concern as a result of local recent declines, threats, or other factors.
- S5 – Secure; at very low or no risk of extirpation in the jurisdiction due to a very extensive range, abundant populations or occurrences, with little to no concern from declines or threats.

California Rare Plant Ranks. The California Rare Plant Rank (CRPR) status applies to plants only. The CRPRs are a ranking system originally developed by the CNPS to better define and categorize rarity in California's flora. All plants tracked by the CNDDB are assigned to a CRPR category. These categories are:

- 1A Presumed extirpated in California and either rare or extinct elsewhere
- 1B Rare or Endangered in California and elsewhere
- 2A Presumed extirpated in California, but more common elsewhere
- 2B Rare or Endangered in California, but more common elsewhere
- 3 Plants for which we need more information – Review list
- 4 Plants of limited distribution – Watch list

In addition, the CRPR use a decimal-style threat rank. The threat rank is an extension added onto the CRPR and designates the level of threats by a 1 to 3 ranking with 1 being the most threatened and 3 being the least threatened. Most CRPRs read as 1B.1, 1B.2, 1B.3, etc. Note that some Rank 3 plants do not have a threat code extension due to difficulty in ascertaining threats for these species. Rank 1A and 2A plants also do not have threat code extensions since there are no known extant populations of the plants in California.

Natural Community Conservation Act. The Natural Community Conservation Act (NCCA) (CFGC Chapter 10, Division 3, Sections 2800 et seq.) was enacted in 1991. NCCA is administered by CDFW. The goal of this Act is to identify and secure habitat areas for protection of biodiversity. Habitat areas are identified by CDFW, and plans are prepared for habitat protection. When a development project is proposed, a determination is made concerning the potential impacts of the project on biodiversity and the best means of avoiding or mitigating them. NCCA allows local, state, or federal agencies to enter into agreements with public and private entities to implement a "natural community conservation plan" (NCCP), e.g., habitat and species protection within a specified geographic area. Participation in an NCCP does not exempt a development project from CEQA. Mitigation measures pursuant to CEQA may, as an alternative, include participation in an NCCP in order to reduce the burden for on-site mitigation.

Sensitive Vegetation Communities. Sensitive vegetation communities are natural communities and habitats that are either unique, of relatively limited distribution in the region, or of particularly high wildlife value. These resources have been defined by federal, state, and local conservation plans, policies, or regulations. The CDFW ranks such vegetation communities as "threatened" or "very threatened" and keeps records of their occurrences in the California Natural Diversity Database (CNDDB). Sensitive vegetation communities are also identified by the CDFW on its List of California Natural Communities Recognized by the CNDDB.

Impacts to these vegetation communities and habitats identified in local or regional plans, policies, regulations, or by federal or state agencies must be considered and evaluated under CEQA.[35]

Habitat Conservation Plans. HCPs, designated under the Federal Endangered Species Act Section 10(a)(1)(B), are federal planning documents designed to conserve the ecosystems upon which listed species depend, ultimately contributing to their recovery. HCPs require a "take permit" when a project will affect a species identified as listed, non-listed, or eligible under the act and detail how those impacts will be minimized or mitigated; and how the HCP is to be funded.[36] No HCPs are located in the Southwest Valley CPAs.

California Native Plant Protection Act. The California Native Plant Society (CNPS) maintains a list of special status plant species based on collected scientific information. Designation of these species by CNPS has no legal status or protection under federal or state endangered species legislation. CNPS designations are defined as List 1A (plants presumed extinct); List 1B (plants rare, threatened, or endangered in California and elsewhere); List 2 (plants rare, threatened, or endangered in California, but more numerous elsewhere); List 3 (plants about which more information is needed – a review list); and List 4 (plants of limited distribution – a watch list). In general, plants appearing on CNPS List 1A, 1B, or 2 meet the criteria of Section 15380 of the *State CEQA Guidelines*; thus, substantial adverse effects to these species would be considered significant. Additionally, plants constituting CNPS List 1A, 1B, or 2 meet the definitions of California Department Fish and Game Code Section 1901 (Native Plant Protection Act) or Sections 2062 and 2067 (California Endangered Species Act).

California Migratory Bird Protection Act. Assembly Bill 454 (AB 454), the California Migratory Bird Protection Act, currently in progress in the state legislature, would make it unlawful the taking or possession of any migratory nongame bird designated in the federal MBTA before January 1, 2017, any additional migratory bird that may be designated in the federal MBTA after that date, or any part of those migratory birds, except as provided by rules and regulations adopted by the United States Secretary of the Interior under the federal act before January 1, 2017, or subsequent rules or regulations adopted pursuant to the federal act, unless those rules or regulations are inconsistent with the Fish and Game Code.

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35 California Department of Fish & Wildlife, *Natural Communities*, available online at: https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities, accessed on December 3, 2024.

36 Conservation Biology Institute, Habitat Conservation Plans: Data Basin, available online at: https://databasin.org/maps/new/#datasets=c116dd0d32df408cb44ece185d98731c, accessed November 20, 2024.

Porter-Cologne Water Quality Control Act. Waters of the State are defined by the Porter-Cologne Water Quality Control Act as "any surface water or groundwater, including saline waters, within the boundaries of the state." The RWQCB protects all waters in its regulatory scope but has special responsibility for isolated wetlands and headwaters. These water bodies have high resource value, are vulnerable to filling, and may not be regulated by other programs, such as Section 404 of the CWA. Waters of the State are regulated by the RWQCB under the State Water Quality Certification Program, which regulates discharges of dredged and fill material under Section 401 of the CWA and the Porter-Cologne Water Quality Control Act. Projects that require a Corps permit, or fall under other federal jurisdiction, and have the potential to impact Waters of the State are required to comply with the terms of the State Water Quality Certification Program. If a proposed project does not require a federal license or permit, but does involve activities that may result in a discharge of harmful substances to Waters of the State, the RWQCB has the option to regulate such activities under its State authority in the form of Waste Discharge Requirements or Certification of Waste Discharge Requirements.

California Fish and Game Code – Fully Protected Species and Species of Special Concern. The classification of "fully protected species" was the CDFW's initial effort to identify and provide additional protection to those animals that were rare or faced possible extinction. Lists were created for fish, amphibians and reptiles, birds, and mammals. Most of the species on these lists have subsequently been listed under CESA and/or FESA. The CFGC Sections (fish at Section 5515, amphibians and reptiles at Section 5050, birds at Section 3511(b), and mammals at Section 4700) dealing with "fully protected" species state that these species "may not be taken or possessed at any time and no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to take any fully protected species," although take may be authorized for necessary scientific research. This language makes the "fully protected" designation the strongest and most restrictive regarding the "take" of these species. In 2003, the CFGC sections dealing with fully protected species were amended to allow the CDFW to authorize takings resulting from recovery activities for state-listed species.

Species of "special concern" are broadly defined as animals not listed under the FESA or CESA, but that are nonetheless of concern to the CDFW because they are declining at a rate that could result in listing or because they historically occurred in low numbers and known threats to their persistence currently exist.[37] This designation is intended to result in special consideration for these animals by the CDFW, land managers, consulting biologists, and others, and is intended to focus attention on the species to help avert the need for listing under FESA and CESA, and recovery efforts that might ultimately be required.

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37 California Department of Fish & Wildlife, *Species of Special Concern*, available online at: https://wildlife.ca.gov/Conservation/SSC, accessed December 3, 2024.

This designation is also intended to stimulate collection of additional information on the biology, distribution, and status of poorly known at-risk species, and focus research and management attention on them. Although these species generally have no special legal status, they may require consideration under CEQA during project review if they meet the definition of endangered, rare or threatened species in *State CEQA Guidelines* Section 15380 which is not limited to listed species.

Fish and Game Code Sections 3503 & 3513. According to Section 3503 of the CFGC it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird (except English sparrows [*Passer domesticus*] and European starlings [*Sturnus vulgaris*]). Section 3503.5 specifically protects birds in the orders Falconiformes and Strigiformes (birds-of-prey). Section 3513 essentially overlaps with the MBTA, prohibiting the take or possession of any migratory non-game bird. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered a "take" by the CDFW. The same procedures identified above to avoid a violation of the Federal MBTA are recognized by the CDFW to avoid a take in violation of these provisions.

Local

Los Angeles County General Plan. The Los Angeles County General Plan, adopted by the County Board of Directors in 2015 incorporates management of Significant Ecological Areas (SEAs), which is land within Los Angeles County that has been identified as having irreplaceable genetic or biological resources essential for sensitive species and/or other wildlife. The SEAs are preserved by designated Special Management Areas, which are located on a mixture or private and public lands that have development restrictions. The County regulates all development within the SEAs, making sure that projects are compatible with long-term goals of SEAs.

County of Los Angeles Significant Ecological Area Ordinance. Title 22.112 of the Los Angeles County Code (also known as the Significant Ecological Area Ordinance) was adopted in June 2019. The Ordinance regulates development in designated SEAs to protect the County's most sensitive biological resources, including native habitats, wildlife species, and ecological connectivity. The Ordinance requires a Conditional Use Permit (CUP) for most discretionary development within SEAs, mandating that projects avoid or minimize impacts to sensitive habitats, native vegetation (such as oak woodlands and chaparral), and wildlife movement corridors. Development must be sited to reduce habitat fragmentation, limit grading and impermeable surfaces, and maintain natural hydrology. A biological constraints analysis, prepared by a qualified biologist, is required to guide site planning, and mitigation measures—such as habitat restoration, conservation easements, and buffer zones—may be imposed. The ordinance ensures that any approved development is compatible with long-term ecological conservation goals in Los Angeles County.

City of Los Angeles Framework Element. The Citywide General Plan Framework Element (Framework Element) establishes the conceptual basis for the City's General Plan. The Framework Element sets forth a comprehensive Citywide long-range growth strategy and defines Citywide policies regarding land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, infrastructure and public services. Chapter 6, Open Space and Conservation, of the City's Framework Element identifies goals, objectives, and policies for the City relative to biological resources. As shown in **Table 4.4-2**, Objective 6.1 of the Open Space and Conservation Chapter of the City's Framework Element specifies the protection of "the City's natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region." Policy 6.1.2 requires the coordination of "City operations and development policies for the protection and conservation of open space resources, by…preserving habitat linkages, where feasible, to provide wildlife corridors and to protect natural animal ranges."

City of Los Angeles General Plan Open Space Element. The Open Space Element of the General Plan includes goals, objectives, policies and programs directed towards the regulation of publicly and privately owned lands both for the benefit of the public as a whole, and for the protection of individuals from the misuse of these lands. The Open Space Element provides guidance and general policies for the conservation and preservation of open space[38] areas containing the City's environmental resources including air and water.

City of Los Angeles Conservation Element. The Conservation Element adopted in 2001, contains policies related to the identification and protection of sensitive plant species, animal species, significant ecological areas (SEAs), and other resources. State law recognized that state requirements regarding the content of one element may overlap the requirements of another. As allowed by state law, Los Angeles has opted to incorporate natural open space, agricultural, and other open space features of the state's open space requirements into the Conservation Element which primarily addresses preservation, conservation, protection, and enhancement of the city's natural resources.

State law intends that conservation elements address "conservation, development, and utilization of natural resources including water and hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources." State general plan legislation was amended (1995) to require that preparation of the water portion of the general plan address water and land

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38 City of Los Angeles, Department of City Planning, *Open Space Plan – City Plan Case No. 24533*, 1973, p.1, available online at: https://planning.lacity.org/Code_Studies/GeneralElement/openspaceelement.pdf, accessed December 3, 2024.

reclamation, water (including ocean) pollution, regulation, and use of land in stream beds, erosion, watershed protection, flood control, and rock, sand, and gravel resources. "Open space land," as defined by the California Government Code (Section 65560), is "any parcel or area of land or water that is devoted to an open-space use as defined in this section, and that is designated on a local, regional, or state open-space plan as any of the following," including:

1. Open space for the preservation of natural resources, including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays, and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.

2. Open space used for the managed production of resources, including, but not limited to, forest lands, rangeland, agricultural lands, and areas of economic importance for the production of food or fiber; areas required for recharge of groundwater basins; bays, estuaries, marshes, rivers, and streams that are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.

3. Open space for outdoor recreation, including, but not limited to, areas of outstanding scenic, historic, and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas that serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

4. Open space for public health and safety, including, but not limited to, areas that require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs, and areas required for the protection and enhancement of air quality.

5. Open space in support of the mission of military installations that comprises areas adjacent to military installations, military training routes, and underlying restricted airspace that can provide additional buffer zones to military activities and complement the resource values of the military lands.

6. Open space for the protection of places, features, and objects described in Sections 5097.9 and 5097.997 of the Public Resources Code.

Table 4.4-2
Relevant General Plan Biological Resources Goals, Objectives, and Policies

Goal/Objective/Policy	Goal/Objective/Policy Description
Framework Element-Chapter 6 Open Space and Conservation	
Goal 6A	An integrated Citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses.
Objective 6.1	Protect the City's natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region.
Policy 6.1.1	Consider appropriate methodologies to protect significant remaining open spaces for resource protection and mitigation of environmental hazards, such as flooding, in and on the periphery of the City, such as the use of tax incentives for landowners to preserve their lands, development rights exchanges in the local area, participation in land banking, public acquisition, land exchanges, and Williamson Act contracts.
Policy 6.1.2	Coordinate City operations and development policies for the protection and conservation of open space resources, by: Encouraging City departments to take the lead in utilizing water re-use technology, including graywater and reclaimed water for public landscape maintenance purposes and such other purposes as may be feasible; and Preserving habitat linkages, where feasible, to provide wildlife corridors and to protect natural animal ranges; and Preserving natural viewsheds, whenever possible, in hillside and coastal areas.
Policy 6.1.3	Reassess the environmental importance of the County of Los Angeles designated Significant Ecological Areas (SEAs) that occur within the City of Los Angeles and evaluate the appropriateness of the inclusion of other areas that may exhibit equivalent environmental value.
Policy 6.1.4	Conserve, and manage the undeveloped portions of the City's watersheds, where feasible, as open spaces which protect, conserve, and enhance natural resources.
Policy 6.1.5	Provide for an on-site evaluation of sites located outside of targeted growth areas, as specified in amendments to the community plans, for the identification of sensitive habitats, sensitive species, and an analysis of wildlife movement, with specific emphasis on the evaluation of areas identified on the Biological Resource Maps contained in the Framework Element's Technical Background Report and Environmental Impact Report.
Policy 6.1.6	Consider preservation of private land open space to the maximum extent feasible. In areas where open space values determine the character of the community, development should occur with special consideration of these characteristics.
Policy 6.1.7	Encourage an increase of open space where opportunities exist throughout the City to protect wild areas such as the Sepulveda Basin and Chatsworth Reservoir.
Conservation Element – Endangered Species	
Policy 1	Continue to require evaluation, avoidance, and minimization of potential significant impacts, as well as mitigation of unavoidable significant impacts on sensitive animal and plant species and their habitats and habitat corridors relative to land development activities.
Policy 2	Continue to administer city-owned and managed properties so as to protect and/or enhance the survival of sensitive plant and animal species to the greatest practical extent.
Policy 3	Continue to support legislation that encourages and facilitates protection of endangered, threatened, sensitive and rare species and their habitats and habitat corridors.
Conservation Element – Habitats	
Policy 1	Continue to identify significant habitat areas, corridors and buffers and to take measures to protect, enhance and/or restore them.
Policy 2	Continue to protect, restore, and/or enhance habitat areas, linkages and corridor segments, to the greatest extent practical, within City owned or managed sites.
Policy 3	Continue to work cooperatively with other agencies and entities in protecting local habitats and endangered, threatened, sensitive, and rare species.

Goal/Objective/Policy	Goal/Objective/Policy Description
Policy 4	Continue to support legislation that encourages and facilitates protection of local native plant and animal habitats.

Source: City of Los Angeles, The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, originally adopted 1996, re-adopted 2001; City of Los Angeles, City of Los Angeles General Plan Conservation Element, adopted 2001.

City of Los Angeles Municipal Code-Chapter 1A. Chapter 1A of the City's Municipal Code establishes new guidance documents to enable City Planning to be able to regulate particular land uses and activities more effectively. These guidance documents include the Chapter 1A Environmental Protection Measures (EPM) Handbook (EPM Handbook). The EPM Handbook provides guidance on how the new zoning regulations in Chapter 1A of the Los Angeles Municipal Code integrate environmental protections into land use decisions and development standards. These protections include required environmental protection measures and best management practices for project applicants and developers to implement in their development projects. To protect existing biological resources, the EPM Handbook outlines environmental protection measures and best management practices that would mainly be implemented during the construction phase of development projects. Once the Community Plan is adopted, project applicants are required to comply with the environmental protection measures as applicable. The best management practices listed in the Handbook are not mandated and are to be implemented based on the Applicant's discretion and responsibility.

Mulholland Scenic Parkway Specific Plan. The Mulholland Scenic Parkway Specific Plan was adopted by the City of Los Angeles in 1992. The Specific Plan is a land use and conservation ordinance designed to protect the natural, scenic, and cultural resources along the Mulholland Drive corridor within the Santa Monica Mountains. Its primary purpose is to preserve the scenic character, minimize environmental impacts, and regulate development along this historically and ecologically significant corridor. The Specific Plan establishes two zones, Inner and Outer Corridors, with varying levels of review and design controls. For biological resources, the Specific Plan prohibits or restricts development that would significantly impact native trees (particularly coast live oak and California black walnut), natural ridgelines, and riparian corridors or streams. Projects that may affect protected trees, sensitive habitat, or stream courses require environmental review, including a biological assessment, and may trigger discretionary approvals such as Mulholland Design Review Board hearings. The Specific Plan also emphasizes low-visibility development, erosion control, limited grading, and retention of native vegetation, ensuring that any construction aligns with the Parkway's natural topography and ecological sensitivity.

Girard Tract Specific Plan. Adopted in July 1989, the Girard Tract Specific Plan (Ordinance No. 165,040), was established to regulate development within a portion of Woodland Hills characterized by steep hillsides, narrow streets, and small, substandard lots. Its primary purpose was to ensure that future

development was compatible with the area's unique hillside topography. The Specific Plan requires additional parking on substandard streets and requires sewage connection for additions and new construction whenever the property is located within 200 feet of a sewage line. Since its adoption, the Specific Plan has been amended (1996, Ordinance No. 170,774) and partially superseded by the Baseline Hillside Ordinance and the Mulholland Scenic Parkway Specific Plan. Further, as part of this Community Plan Update process, the Specific Plan will be repealed and its parking requirement codified into the new base zoning regulations.

City of Los Angeles Fire Department (LAFD) Brush Clearance Requirements. According to Chapter 49 of the LAFD Code (Section 4906.3), which regulates hazardous vegetation and fuel management:

Hazardous vegetation and fuels around all applicable buildings and structures shall be maintained in accordance with the following laws and regulations:

- **Public Resources Code, Section 4291.** "Maintain defensible space of 100 feet from each side and from the front and rear of the structure… The amount of fuel modification necessary shall take into account the flammability of the structure as affected by building material, building standards, location, and type of vegetation. Fuels shall be maintained in a condition so that a wildfire burning under average weather conditions would be unlikely to ignite the structure."

- **California Code of Regulations, Title 14, Division 1.5, Chapter 7, Subchapter 3, Section 1299** (see guidance for implementation "General Guideline to Create Defensible Space"). "(A) Dead and dying woody surface fuels and aerial fuels shall be removed. Loose surface litter, normally consisting of fallen leaves or needles, twigs, bark, cones, and small branches, shall be permitted to a maximum depth of three inches (3 in.). (B) Cut annual grasses and forbs down to a maximum height of four inches (4 in.). (C) All exposed wood piles must have a minimum of ten feet (10 ft.) of clearance, down to bare mineral soil, in all directions."

- **California Code of Regulations, Title 19, Division 1, Chapter 1, Subchapter 1, Section 3.07.** "(1) Maintain around and adjacent to such building or structure a firebreak made by removing and clearing away, for a distance of not less than 30 feet on each side thereof or to the property line, whichever is nearer, all flammable vegetation or other combustible growth. This section does not apply to single specimens of trees, ornamental shrubbery, or similar plants which are used as ground cover, if they do not form a means of rapidly transmitting fire from the native growth to any building or structure. (2) Maintain around and adjacent to any such building or structure additional fire protection or firebreak made by removing all bush, flammable vegetation, or combustible growth which is located from 30 feet to 100 feet from such building or structure or to the property line, whichever is nearer, as may be required by the enforcing agency if he finds that, because of extra hazardous conditions, a firebreak of only 30 feet around such building or structure is not sufficient to provide reasonable fire safety. Grass and other vegetation located more than 30 feet from such building or structure and less than 18 inches in height above the ground may be maintained where necessary to stabilize the soil and prevent erosion."

  These codes require fuel management and maintenance of defensible space, particularly in Very High Fire Hazard Severity Zones as well as adjacent to existing structures.

The codes do not provide exceptions to fuel modification requirements for the purposes of maintaining habitat around protected trees or sensitive habitat. These requirements for fuel management include trees, as well as shrubs and grasses. Refer also to **Section 4.18, Wildfire**.

City of Los Angeles Municipal Code – Protected Trees and Shrubs. Native species of oak (*Quercus* sp., except scrub oak [*Q. berberidifolia*]), Southern California black walnut (*Juglans californica*), California bay laurel (*Umbellularia californica*), and western sycamore (*Platanus racemosa*) trees at least four inches in diameter (cumulative for multi-trunked trees) at 4.5 feet above the ground level at the base of the tree ("diameter-at-breast height," or DBH) are protected in the City under Ordinance No. 177,404, which became effective April 23, 2006. On December 11, 2020, the City adopted Ordinance No. 186,873, extending protection status to include two native shrub species, the Mexican Elderberry (*Sambucus mexicana*) and Toyon (*Heteromeles arbutifolia*), and amending provisions of Sections 12.21, 17.02, 17.05, 17.06, 17.51, 46.00, 46.01, 46.02, 46.03, 46.04, and 46.06 of the Los Angeles Municipal Code (LAMC).

Section 17.05 of the LAMC prohibits, without a permit, the removal of any regulated protected tree including "acts which inflict damage upon root systems or other parts of the tree..." and requires replacement of all regulated protected trees that are removed on at least a four-to-one basis with trees that are of a protected variety. Replacement trees must be at least 15 gallons or larger, measure one inch or more in diameter at a foot above the base, and measure at least seven feet in height from the base. The size and number of replacement trees shall approximate the value of the tree to be replaced. A protected tree shall only be replaced by other protected tree varieties and shall not be replaced by shrubs, and similarly, a protected shrub shall only be replaced by other protected shrub varieties and shall not be replaced by trees, to the extent feasible as determined by the Advisory Agency, Board of Public Works (Board), or certified arborist. Further, when replacing more than two protected trees or shrubs, the permit at issue must be considered at a full public hearing of the Board. The City also requires preparation of a report by a tree expert identifying protected on-site trees, impacts to trees related to grading and construction, and mitigation measures for impacts to protected trees. However, native trees that have been planted as part of a tree planting program are exempt from this Ordinance and are not considered protected.

City of Los Angeles Baseline Hillside Ordinance. Through LAMC Section 12.21.A.17, the Baseline Hillside Ordinance regulates residential development on hillside lots to preserve neighborhood character, protect natural topography, and reduce geologic and environmental hazards. It establishes rules for maximum floor area, grading quantities, building height, retaining wall limits, setbacks, and driveway standards specifically tailored to hillside conditions. The ordinance also includes street access requirements, such as minimum road widths and emergency vehicle access. The ordinance applies to development projects in certain zones located within the City's Hillside map.

Los Angeles River Revitalization Master Plan. The City of Los Angeles adopted the Los Angeles River Revitalization Master Plan (LARRMP) in 2007 with the goal of restoring the ecological and hydrological functioning of the river, through the recreation of a riparian habitat corridor in the channel, and through the removal of concrete walls where feasible. This would help restore a continuous, functioning riparian ecosystem that supports vegetation as well as birds and mammals, and developing fish passages, fish ladders, and riffle pools.

Development and implementation of the LARRMP would maintain the river as a resource that provides flood protection and opportunities for recreational and environmental enhancement, as well as intend to improve the aesthetics of the region, enrich the quality of life for residents, and help sustain the economy of the region. Goals of the plan include:

- Establishing environmentally sensitive urban design guidelines, land use guidelines, and development guidelines for the River zone that would create economic development opportunities to enhance and improve River-adjacent communities by providing open space, housing, retail spaces such as restaurants and cafes, educational facilities, and places for other public institutions.
- Improving the environment, enhancing water quality, improving water resources, and improving the ecological functioning of the River.
- Providing public access to the River.
- Providing significant recreation space and open space, new trails, and improve natural habitats to support wildlife.
- Preserving and enhancing the flood control features of the River.
- Fostering growth in community awareness of the Los Angeles River, and pride in the Los Angeles River.

River Implementation Overlay. The River Implementation Overlay (RIO) is a citywide zoning ordinance (No. 183,145) that applies to properties in close proximity to the Los Angeles River. Per Section 13.17(a), the purposes of the ordinance include but are not limited to: supporting the goals of the LARRMP, contributing to the environmental and ecological health of the City's watersheds, and providing a native habitat and supporting local species. Specific references are made in the ordinance to the LARRMP's native landscaping guidelines.

Santa Monica Mountains North Area Plan. Although distinct as a planning area, the Santa Monica Mountains North Area is interconnected jurisdictionally, and environmentally, to many different communities, including the City of Los Angeles. The Los Angeles County Board of Supervisors adopted the Santa Monica Mountains North Area Plan (SMMNAP) on May 4, 2021 with the goal of maintaining and strengthening the existing ecosystem, while accommodating development that meets the highest standards

of environmental stewardship. The SMMNAP is intended to address the increase over time in human activity associated with development in the North Area and it's negative impacts on the communities and natural environments of the North Area, including greater susceptibility to destructive wildfires, heightened safety risks for residents, diminished water quality, degradation of overall ecological quality, the loss of critical animal and plant habitats, and acceleration of climate change impacts. Goals of the SMMNAP include:

- Identify the community's environmental, social, and economic goals.
- Provide a summary of the land uses in the North Area and the County's goals to ensure compatibility.
- Define the County's policies on existing and future development needed to achieve community goals.
- Respond to problems and opportunities concerning community development in a way that is consistent with local, regional and state goals and policies.
- Create a basis for subsequent planning efforts, such as the preparation of specific plans and special studies.
- Maximize preservation of the area's natural environment.
- Recognize the opportunities and constraints that the land imposes.
- Accommodate new uses that minimize impacts on the natural environment.
- Ensure that new development is compatible with and enhances the quality of existing communities.
- Provide for a wide range of public and private recreational opportunities.

City of Los Angeles Stormwater Pollution Control Measures for Development Planning and Construction Activities Ordinance. Through LAMC Section 64.72, the City of Los Angeles has established Low Impact Development (LID) practices and standards that aim to mitigate stormwater pollution and maximize open, green, and pervious areas on all new developments or redevelopments. The LID Ordinance requires developments of any kind to comply with the Development Best Management Practices Handbook. It also requires all development to be designed to manage and capture stormwater runoff to the maximum extent feasible. Suggested Best Management Practices (BMPs), in priority order, include the following:

- **Infiltration System:** Infiltration refers to the physical process of percolation, or downward seepage, of water through a soil's pore space. As water infiltrates, the natural filtration, adsorption, and biological decomposition properties of soils, plant roots, and micro-organisms work to remove pollutants prior to the water recharging the underlying groundwater. Infiltration can provide multiple benefits, including pollutant removal, peak flow control, groundwater recharge, and flood control. Examples include, but are not limited to:

  - **Bioretention**: Bioretention stormwater treatment facilities are landscaped shallow depressions that capture and filter stormwater runoff. These facilities function as a soil and plant-based filtration device that removes pollutants through a variety of physical, biological, and chemical treatment processes. The facilities normally consist of a ponding area, mulch layer, planting soils, plantings, and, optionally, a subsurface gravel reservoir layer.

  - **Permeable Pavements**: Permeable (or pervious) pavements contain small voids that allow water to pass through to a stone base. They come in a variety of forms; they may be a modular paving system (concrete pavers, modular grass or gravel grids) or poured-in-place pavement (porous concrete, permeable asphalt).

- **Stormwater Capture and Use**: Capture and Use refers to a specific type of BMP that operates by capturing stormwater runoff and holding it for efficient use at a later time. On a commercial or industrial scale, capture and use BMPs are typically synonymous with cisterns, which can be implemented both above and below ground.

- **High Efficiency Biofiltration/Bioretention Systems**: Biofiltration BMPs are landscaped facilities that capture and treat stormwater runoff through a variety of physical and biological treatment processes. Facilities normally consist of a ponding area, mulch layer, planting soils, plants, and in some cases, an underdrain. Runoff that passes through a biofiltration system is treated by the natural adsorption and filtration characteristics of the plants, soils, and microbes with which the water contacts. Examples include, but are not limited to:

  - **Planter Boxes**: Planter boxes are bioretention treatment control measures that are completely contained within an impermeable structure with an underdrain (they do not infiltrate). They are similar to bioretention facilities with underdrains except they are situated at or above ground and are bound by impermeable walls. Planter boxes may be placed adjacent to or near buildings, other structures, or sidewalks.

  - **Bioinfiltration**: Bioinfiltration facilities are designed for partial infiltration of runoff and partial biotreatment. These facilities include a raised underdrain above a gravel sump designed to facilitate infiltration and nitrification/denitrification. These facilities can be used in areas where there are little to no hazards associated with infiltration, but infiltration screening does not allow for infiltration BMPs due to low infiltration rates or high depths of fill.

City of Los Angeles Heritage Trees. The City of Los Angeles maintains an inventory of trees with historical, commemorative, or horticultural significance that the City intends to maintain and preserve on City properties, including parks. Heritage trees are not required to be one of the protected tree types covered by Ordinance 177,404. The list of heritage trees is maintained by the City of Los Angeles Department of Recreation and Parks (RAP).

4.4.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to biological resources if they would:

- Have a substantial adverse effect, 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 CDFW or USFWS;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS;
- Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- 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;
- Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance; and/or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.4.4 METHODOLOGY

This section outlines the methodology for evaluating potential impacts to biological resources, including sensitive natural communities and special status species.

For this analysis, "sensitive natural communities" are considered to be habitats or natural communities that are unique, of relatively limited distribution in the region, and/or of particularly high value for wildlife. Sensitive habitats include specific natural communities defined by CDFW, as well as wetlands and riparian communities, which are considered special status natural communities due to their limited distribution in California. Sensitive natural communities are usually identified in regional or local plans, policies, or regulations, and may or may not contain special status species.

For purposes of this analysis, "special status species" include:

- Plants and wildlife species listed as rare, threatened, or endangered under the FESA or the CESA;
- Species that are candidates for listing under federal or state law;
- Species designated by the USFWS as Proposed or Candidates for listing and/or species designated as Species of Special Concern by CDFW;
- Species protected by the Federal Migratory Bird Treaty Act;
- Species identified as rare, threatened, or endangered by the California Native Plant Society (CNPS).

- Any other species that may be considered endangered or rare pursuant to *State CEQA Guidelines* Section 15380(b).

The impact area studied in this analysis considered potential impacts to biological resources in the Southwest Valley CPAs (including all open space areas). With the exception of migratory birds, urban parcels within and adjacent to the Southwest Valley CPAs are not expected to contain special status species or sensitive natural communities.

The impact analysis considers the indirect impacts from the reasonably anticipated development of the Proposed Plans to special status species and sensitive natural communities under the threshold questions. Impacts to biological resources could include the direct take of a species or the removal or disturbance of habitats from future development or more indirect delayed or secondary effects from future development, such as fragmentation, pollination interruption, plant and wildlife dispersal interruption, increased risk of fire, and increased invasion of non-native animals and plants that out-compete natives.

4.4.5 IMPACTS

Threshold 4.4-1 **Would implementation of the Proposed Plans have a substantial adverse effect, 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 CDFW or USFWS?**

This impact would be less than significant with mitigation.

As shown in **Table 4.4-1, Special Status Species Potentially Occurring within the Southwest Valley CPAs**, there are numerous special status animal and plant species reported within the Southwest Valley CPAs and its vicinity.[39] Eight animal species are listed as endangered, and two are listed as candidate endangered by the CDFW and/or the USFWS. Six animal species are listed as threatened by the CDFW and/or the USFWS. Twenty-seven animal species are listed as species of special concern by CDFW. Three plant species are listed as endangered, and two are listed as rare or threatened by the CNPS. The potential impacts to these sensitive species through implementation of the Proposed Plans is discussed below.

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39 California Department of Fish and Wildlife, California Natural Diversity Database (CNDDB) search for Calabasas, Canoga Park, and Van Nuys USGS quadrangles, https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data, accessed November 8, 2024. *See also*, State of California Natural Resources Agency, Department of Fish and Wildlife, and CNDDB, *Special Animals List*, November 2024 ,available online at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109406, accessed November 8, 2024.

Endangered Animal Species

According to the CNDDB, the endangered species western arroyo toad (*Anaxyrus californicus*), willow flycatcher (*Empidonax traillii*), Southwestern willow flycatcher (*Empidonax traillliextimus*), Least Bell's vireo (*Vireo bellii pusillus*), bald eagle (*Haliaeetus leucocephalus*), tidewater goby (*Eucyclogobius newberryi*), and the Steelhead (*Oncorhynchus mykiss irideus pop*) have been historically sighted in the Southwest Valley CPAs. Additionally, wildlife that are currently candidates for the endangered species list, such as the Crotch bumblebee (*Bombus crotchii*), and Monarch butterfly (*Danaus plexippus plexippus*), have also been historically sighted in the Southwest Valley CPAs. The majority of the Southwest Valley CPAs are fully developed with urban uses or substantially degraded, and as such would not support these species. However, portions of the Southwest Valley CPAs consist of open spaces in the Bell Canyon area, the Sepulveda Basin Wildlife Reserve, and a number of open spaces within the Santa Monica Mountains that have grasslands and vegetation that could potentially be suitable habitat for these endangered species, especially the endangered bird species. Additionally, portions of both the Santa Monica Mountains and Bell Canyon, and the adjacent Upper Las Virgenes Open Space Preserve are identified as Significant Ecological Areas (SEAs) in the City of Los Angeles, and some of these species, particularly birds, may find refuge there. No changes to these SEAs or any open spaces within the Southwest Valley CPAs are proposed under the Proposed Plans. Per the County's SEA Ordinance, future development projects would be required to obtain a CUP from the County prior to development projects to minimize impacts to sensitive habitats of special status species.

The majority of the Southwest Valley CPAs in which these species had been historically found are currently developed with urban uses or substantially degraded. Currently, the Bell Canyon and the Santa Monica Mountains are predominantly undeveloped and are designated within the City's current land use plans as Open Space, although some undeveloped areas within the Santa Monica Mountains are low-density Low Residential uses. The Sepulveda Basin Wildlife Reserve, although partially developed with recreational uses, is also designated by the City as an Open Spaces. These land use designations will be retained under the Proposed Plans. However, parcels in these areas could be disturbed with uses that are allowed by the New Zoning Code or approved through a discretionary review process. Over the life of the Proposed Plans, it is reasonably foreseeable that improvements and new recreational structures could be developed in these areas. Future residential development projects within the Santa Monica Mountains and Bell Canyon would be subject to the City's hillside zoning regulations, and would comply with the allowable grading limits, setbacks, and lot coverage that protect wildlife species within the area. New Development Standards Districts proposed by the Proposed Project will be applied that will regulate grading limitations by carrying existing grading regulations capping the maximum amount of grading for any lot to 1,000 cubic yards (c.y.) plus 10 percent of the area.

These development standards will be extended to include agricultural zones in the hillside and the proposed expanded Hillside Areas as indicated in Section 3.0 (Project Description). It should be noted that there have been no recent observations recorded of any listed species within the CPAs. However, changes to site conditions and species movements may change these conditions before future development occurs.

In addition, as a planning tool, the Proposed Plans are intended to plan for and accommodate foreseeable growth in the CPAs consistent with the growth strategies of the City as provided in the Framework Element, rather than enable site-specific projects which could impact wildlife. As such, potential impacts to these species would not occur as a result of implementation of the Proposed Plans. Impacts would be ***less than significant***.

Species of Special Concern

The species of special concern which have been historically sited in the CPAs include, but are not limited to, the western spadefoot (*Spea hammondii*), California red-legged frog (*Rana draytonii*), southwestern pond turtle (*Actinemys pallida*), northern harrier (*Circus hudsonius*), Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), great egret (*Ardea alba*), Vauxs swift (*Chaetura vauxi*), tricolored blackbird (*Agelaius tricolor*), yellow warbler (*Setophaga petechia*), coastal California gnatcatcher (*Polioptila californica californica*), burrowing owl (*Athene cunicularia*), tidewater goby (*Eucyclogobius newberryi*), Santa Ana speckled dace (*Rhinichthys gabrielino*), San Diego desert woodrat (*Neotoma lepida intermedia*), American badger (*Taxidea taxus*), Los Angeles pocket mouse (*Perognathus longimembris brevinasus*), southern California legless lizard (*Anniella stebbinsi*), two-striped gartersnake (*Thamnophis hammondii*), south coast gartersnake (*Thamnophis sirtalis*), and coast horned lizard (*Phrynosoma blainvillii*).

As previously discussed, the majority of the Southwest Valley CPAs in which these species were formerly found are developed with urban uses or are substantially degraded. Although certain areas of open spaces may provide suitable habitat for these species, the current Open Space and Low Residential land use designation that applies in these areas would be retained under the Proposed Plans. Future residential development within the Santa Monica Mountains would be subject to the City's hillside zoning regulations and would comply with allowable grading limits, setbacks, and lot coverage requirements that protect wildlife species within these areas. Development within the Mulholland Scenic Parkway Specific Plan Area would be subject to review by the Mulholland Design Review Board to ensure that impacts to sensitive habitats do not occur.

The Santa Monica Mountains and Bell Canyon are identified as Significant Ecological Areas (SEAs) in the City of Los Angeles, and some protected species, particularly birds, may find refuge there. No changes or development would be made to the SEA under the Proposed Plans. Further, it should be noted that there have been no recent observations recorded of any of these listed species within the Southwest Valley CPAs. As such, impacts to these species would be ***less than significant.***

Endangered and Threatened Plant Species

Endangered plant species that are listed as having historically occurred in the CPAs include San Fernando Valley spineflower (*Chorizanthe parryi var.fernandina*), Lyon's pentachaeta (*Pentachaeta lyonii*), and California orcutt grass (*Orcuttia californica*). Threatened plant species that have been identified historically in the Southwest Valley CPAs include marcescent dudleya (*Dudleya cymosa ssp. marcescens*) and the Santa Monica dudleya (*Dudleya cymosa ssp. ovatifolia*).

As previously discussed, the majority of the Southwest Valley CPAs in which these species were formerly found are now developed with urban uses or are substantially degraded. Although there are certain open space areas that may provide suitable habitat for these species, the current Open Space and Low Residential land use designation currently in place would be retained under the Proposed Plans. Future residential development within the Santa Monica Mountains would be subject to the City's hillside zoning regulations, and would comply with allowable grading limits, setbacks, and lot coverage requirements that protect plant species within these areas. Further, anticipated growth would occur over a 25-year timeframe and is expected to accommodate population increases that will occur in the City with or without the Proposed Plans. By accommodating this growth in urbanized areas of the City such as the CPAs, indirect impacts would not occur. As such, impacts to these species would be ***less than significant.***

Migratory Birds

Development under the Proposed Plans could involve construction activity during the bird nesting season, which is generally from March 1 through August 31 and begins as early as February 1 for raptors.

While the Southwest Valley CPAs are highly urbanized, many open space, residential and commercial sites contain mature trees which could support active bird nests. The Sepulveda Basin Wildlife Reserve and open spaces within Bell Canyon and the Santa Monica Mountains all include stands of mature trees with a higher likelihood of containing active bird nests. As such, tree trimming or removal in the CPAs would have the potential to disturb active nests. In addition, development associated with the Proposed Plans could involve construction activities (i.e,. demolition activities, use of construction equipment that causes temporary ground vibrations) that would also have the potential to disturb active nests. Therefore, impacts to active bird nests would be ***potentially significant.***

Mitigation Measures

Upon Community Plan adoption, project applicants are required to comply with the Environmental Protection Measures (EPMs) provided in Chapter 1A as applicable. The best management practices listed in the Handbook are not mandated and are to be implemented based on the Applicant's discretion and responsibility. The following EPMs and associated best management practices (incorporated herein by reference) are applicable to the Proposed Plans.

MM BIO-1 Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **BR 3.1: Restriction of Ground Disturbance Activity**

For all projects for which an active bird nest has been discovered on-site, if any active bird nest is found during a pre-construction nesting bird survey or is discovered inadvertently during earthwork or construction-related activities, a Qualified Biologist shall be retained by the Applicant or Owner to determine an appropriate avoidance buffer which shall be no less than is necessary to protect the nest, eggs and/or fledglings, from damage or disturbance in consideration of the following factors: the bird species, the availability of suitable habitat within the immediate area, the proposed work activity, and existing disturbances associated with surrounding land uses. The buffer shall be demarcated using bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary of the buffer. All construction personnel shall be notified of the buffer zone and shall avoid entering the protected area. No Ground Disturbing Activities or vegetation removal shall occur within this buffer area until the Qualified Biologist has confirmed that breeding/nesting is complete and the young have fledged the nest and/or that the nest is no longer an Active Nest. The Qualified Biologist shall prepare a report prior to the issuance of any building permit detailing the results of the nesting bird survey and subsequent monitoring, which shall be maintained pursuant to the proof of compliance requirements in Sec. 1.D.6. (Additional Requirements) of the City's Zoning Code.

MM BIO-2 Pursuant to the City of Los Angeles Zoning Code Chapter 1A Environmental Protection Measures Handbook - Section 2. Required Notices, B. Projects Requiring Grading, Excavation, or Building. Prior to issuance of a permit for grading, excavation, or building, Applicants and Owners shall read the following notices:

1. Nesting Bird Notice. Under the federal Migratory Bird Treaty Act, among other prohibitions, it is unlawful to destroy migratory birds or remove bird nests. Under California Fish and Game Code Section 3503, et seq., among other prohibitions, it is unlawful to destroy nests and eggs of any bird.

Significance After Mitigation

Less than significant with mitigation. Development under the Proposed Plans could involve construction activity during the bird nesting season, which is generally from March 1 through August 31 and begins as early as February 1 for raptors. This includes threatened and endangered migratory bird species that may nest within the open spaces in Bell Canyon and the Santa Monica Mountains. However, **Mitigation Measures BIO-1** and **BIO-2** would reduce these impacts to less than significant levels. Thus, impacts would be less than significant.

Threshold 4.4-2 **Would implementation of the Proposed Plans have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

This impact would be less than significant.

The existing public parks and open spaces in the Santa Monica Mountains and Bell Canyon, including open spaces located within SEAs, have the potential to support sensitive natural communities and riparian vegetation.

There are several riverine and floodway channels that within the CPAs could potentially support habitat, such as headwater streams and channels that converge with wetland and other riparian habitat (i.e., shrub wetland, freshwater pond). For example, narrow bands of riparian habitats are located along the bed of streams within the Sepulveda Basin Wildlife Reserve, such the Los Angeles River, Bull Creek, Woodley Creek, Encino Creek, and Haskell Creek. These permanently wet, partially submerged habitats have a dense understory of reeds and non-native grasslands that could potentially serve as an ideal habitat for special status species. However, no land use changes that would permit development in the Sepulveda Basin Wildlife Reserve are proposed under the Proposed Plans. Outside of the Sepulveda Basin Wildlife Reserve, streams within the Southwest Valley CPAs, such as Aliso Canyon Wash, Browns Canyon Wash, Chatsworth Creek, Dayton Creek, Bell Creek, Caballero Creek, and Bull Creek are surrounded by highly developed areas with residential and commercial uses. Thus, they do not currently provide quality habitat for special status species and are not identified by the USFWS or the CDFW as providing riparian habitat or other sensitive natural communities. No changes would occur relative to these channels under the Proposed Plans.

Several bands of headwater streams within the Santa Monica Mountains are submerged with the natural vegetation of the area and could potentially provide suitable habitat for certain sensitive species. The Proposed Plans would not introduce any land use changes that would permit development in these areas. These channels are located within the Mulholland Scenic Parkway Specific Plan Area, and all development projects would be required to comply with the Specific Plan's Design and Preservation Guidelines, which prohibit all projects from being developed within 100 cubic yards of any water courses, including water courses and riparian vegetation.[40]

As shown in **Figure 4.4-3, Wetlands, Streams, and Riparian Areas within the Encino-Tarzana CPA**, large bodies of water such as the Encino Reservoir and the lakes/ponds in the Sepulveda Basin Wildlife Reserve include partially submerged riparian habitats that provide suitable habitat for sensitive species and natural communities. However, the Proposed Plans would not implement any changes to uses near these bodies of water.

As shown in **Table 4.4-1**, the CNDDB natural communities that have been historically identified within the Southwest Valley CPAs include California Walnut Woodland, Riversidian Alluvial Fan Sage Scrub, Southern Coast Live Oak Riparian Forest, Southern Sycamore Alder Riparian Woodland, Valley Needlegrass Grassland, and Valley Oak Woodland.

SEAs located within Los Angeles County contain critical habitats for sensitive species. The Santa Monica Mountains SEA support riparian woodland species, such as willow and coast live oak sage scrub.[41] Open Spaces in the greater Bell Canyon area, located the greater Santa Susana Mountains/Simi Hills SEA, support several riparian vegetation communities, including Coast live oak woodlands, Southern willow scrub, and Southern cottonwood-willow riparian forest.[42] These spaces would remain designated as Open Spaces under the Southwest Valley CPAs. Development that is allowed in Open Space areas would be limited to structures with public amenities. Any development projects that would occur upon implementation of the Proposed Plans would also be subject to the goals and policies of the City of Los Angeles General Plan Conservation Element to protect sensitive natural communities and riparian habitat, which would have

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40 City of Los Angeles, Mulholland Scenic Parkway Specific Plan Area. Available online at: https://planning.lacity.gov/odocument/69a90420-48bc-4653-be63-2e58ce8d25e7/mulholguidelines.pdf, accessed July 15, 2025.

41 Mountains and Recreation Conservancy Authority. Plants & Wildlife. Available online at: https://mrca.ca.gov/plants-wildlife/, accessed July 7, 2025.

42 PCR Services Corporation. Biological Resources Assessment of the Proposed Santa Susana Mountains/Simi Hills Significant Ecological Area. November 2000. Available online at: https://planning.lacounty.gov/wp-content/uploads/2022/11/sea_2000-BRA-SantaSusanaMountainsSimiHills.pdf, accessed July 7, 2025.

direct and indirect beneficial outcomes for special status species, such as through the protection and preservation of sensitive natural communities and wildlife habitats. The Proposed Plans would not change the objectives, policies, and programs contained within the General Plan Conservation Element. Thus, it is reasonably foreseeable that undeveloped Open Space designated areas within the SEA would not be directly disturbed during the lifetime of the Proposed Plan for recreational uses due to future construction activities of park-serving structures.

According to the Conservation Element of the City's General Plan, most publicly owned portions of the SEA generally have been classified in the Open Space Zone and are often part of public park sites. SEAs are formally designated by the Los Angeles County Department of Regional Planning as wilderness preserves.[43] Land within SEAs is either privately held, used for public recreation, or abuts developed areas. SEA designations provide an informational basis for analysis of private projects relative to the *State CEQA Guidelines* review and guide public and private efforts to develop strategies for protecting existing habitats. SEAs serve as a planning document that assists in protecting SEA-designated land from sale and possible development. Designation of a site as the SEA assists efforts to avoid development activities and actions that are incompatible with the long-term survival of the SEAs. The City of Los Angeles Conservation Element contains objectives, policies, and programs that aim to preserve, protect, restore, and enhance natural plant and wildlife diversity, habitats, corridors, and linkages, which include the Santa Monica Mountains and the Susana/Simi Hill Mountains. Compliance with these objectives, policies, and programs would have direct and indirect beneficial effects for special status species, such as through preserving, protecting, restoring, and enhancing natural plant and wildlife diversity, habitats, corridors, and linkages to enable the healthy propagation and survival of native species. Furthermore, development projects within the Santa Monica Mountains would also be required to demonstrate compliance with the development standards required by the City's hillside zoning regulations, a projects within the Mulholland Scenic Parkway Specific Plan would also be subject to the Specific Plan's regulations to ensure that development activities would not adversely affect any nearby streams or riparian habitat. The Proposed Plans do not include components that would alter the objectives, policies, and programs contained within the City's General Plan Framework, Open Space, or Conservation Element. Future development and infrastructure projects within and near Santa Monica Mountains and the Susana/Simi Hill Mountains would be required to demonstrate consistency with these policies to minimize impacts on the SEAs. As such, development associated with the Proposed Plans is not anticipated to significantly affect any existing habitats within the SEAs in the Southwest Valley CPAs.

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[43] Los Angeles County Department of Regional Planning. SEA Program Overview and Ordinance Los Angeles County: "Significant Ecological Areas (SEA) Program", 2023. Available online at: https://planning.lacounty.gov/site/sea/, accessed July 7, 2025.

Therefore, impacts related to an adverse effect on riparian habitat would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.4-3 **Would implementation of the Proposed Plans have a substantial adverse effect on federally-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

This impact would be less than significant.

As previously discussed, **Figure 4.4-2, Wetlands, Streams, and Riparian Areas within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, Figure 4.4-3, Wetlands, Streams, and Riparian Areas within the Encino-Tarzana CPA**, and **Figure 4.4-4, Wetlands, Streams, and Riparian Areas within the Reseda-West Van Nuys-Lake Balboa CPA**, show that several areas within the Southwest Valley CPAs with bodies of water that are defined as a "fresh water forested/shrub wetland", "freshwater emergent wetland" and "freshwater pond" by the USFWS National Wetlands Inventory.[44] These bodies of water are mostly clustered into the Sepulveda Basin Wildlife Reserve and the Santa Monica Mountains. Furthermore, wetlands, ponds, and other bodies of water located within the Sepulveda Basin are protected under Section 401 and 404 of the CWA. The Proposed Plans would not implement land use changes or policies that would allow for future development to occur in the Sepulveda Basin Wildlife Reserve. Additionally, due to the distance and intervening infrastructure, future development within areas surrounding the Reserve would not drain into the existing wetlands and non-wetland waters within the Reserve.

Major wetland and non-wetland waters within the Santa Monica Mountains include the freshwater forested/shrub wetland surrounding the Encino Reservoir. Currently designated as Open Space, the Proposed Plans would not implement land use changes or policies that would allow for future development to occur at the Encino Reservoir or the surrounding area. Under the Proposed Plans, the

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[44] U.S. Fish & Wildlife Service, National Wetlands Inventory, available online at: https://www.fws.gov/wetlands/Data/Mapper.html, accessed on June 24, 205.

closest development to the Encino Reservoir are single-family neighborhoods – however, these neighborhoods are at a lower elevation than the Reservoir. As such, future development within areas surrounding the Reservoir would not drain into the existing wetlands and non-wetland waters. As discussed above, future development that is located within the Mulholland Scenic Parkway Specific Plan would be required to comply with the design guidelines of the Specific Plan, which state that no project is to be constructed and no more than 100 cubic yards of earth shall be moved within 100 feet of either a stream bank or a water course in the Plan Area without the City Planning Director making the five specific findings required by the Specific Plan Ordinance. Thus, headway streams and channels would also remain unaffected.

Reasonably anticipated development from the Proposed Plans could adversely affect the water quality of the rivers and streams within the Southwest Valley CPAs. Indirect water quality-related issues are discussed further in Section 4.10, Hydrology and Water Quality, of this Draft EIR; as discussed under impact Threshold 4.10-1, water quality impacts were determined to be less than significant. Additionally, as part of the Los Angeles River Revitalization Master Plan, goals in the plan intend to improve water quality, create, and restore habitat within and adjacent to the River. These restoration goals intend to ensure that any growth from the Proposed Plans occurring directly adjacent to the River would improve and not degrade existing conditions. The Proposed Plans would introduce land uses changes and policies in certain areas that are adjacent to channelized streams, such as Bell Creek and the Los Angeles River to increase development density compared to existing uses. However the City's Stormwater and Urban Runoff Pollution Control Ordinance would require future development in the CPAs to comply with the Standard Urban Stormwater Mitigation Plan (SUSMP) requirements, which require the inclusion of best management practices (BMPs) in a project's design to prevent, control and reduce stormwater pollutants, if applicable; integrate low impact development (LID) practices and standards for stormwater pollution mitigation; and maximize open, green, and pervious space on all development consistent with the City's landscape ordinance and other related requirements to ensure that construction does not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality that could affect existing streams and rivers within the Southwest Valley CPAs. Implementation of the Proposed Plans would have a ***less than significant*** impact on federally protected wetlands.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.4-4 **Would implementation of the Proposed Plans 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?**

This impact would be less than significant with mitigation.

Impacts to migratory birds are analyzed in **Threshold 4.4-1.**

The Sepulveda Basin Wildlife Reserve may provide suitable habitat, and allow some movement for wildlife species. There are several channels and bodies of water within the Reserve that serve as corridors for urban wildlife and some migratory fish species. These bodies of water include, but are not limited to, Bull Creek, Haskell Creek, and the various ponds within the Sepulveda Basin Wildlife Reserve. However, the Sepulveda Basin Wildlife Reserve is surrounded by paved and highly urbanized environments, limiting movement for wildlife species. Further, development within the Sepulveda Basin Wildlife Reserve is prohibited, as the Sepulveda Dam Basin is owned by the federal government and managed by the USACE. Updates to the Encino-Tarzana CPA propose no changes to the Sepulveda Basin.

River channels within the Southwest Valley CPAs, including segments of the Los Angeles River, are located in heavily developed areas, that could serve as urban wildlife corridors.

The Southwest Valley CPAs are surrounded by open spaces to the south and west that provide opportunities for wildlife movement. The open spaces within Bell Canyon, located along the western border of the Canoga Park-Winnetka-Woodland Hills-West Hills CPA serve as a linkage between the Simi Hills/Susana Mountains and the Upper Las Virgenes Canyon Open Space Preserve. In the Encino-Tarzana CPA, the open spaces in the Santa Monica Mountains serve as a wildlife corridor between open spaces and parks (i.e., Topanga State Park) within the CPA and areas further south, outside of the Southwest Valley CPAs. Additionally, both areas are identified by the County as SEAs, labeling both as critical ecological linkages for wildlife movement. In addition, there are multiple headwater streams along the ridgelines of the Santa Monica Mountains that can provide movement for wildlife species in the area. No changes to the Santa Monica Mountains ridgelines are proposed under the Proposed Plans. Open spaces in Bell Canyon and in the Santa Monica Mountains would remain designated within the City's current land use plans as Open Space and low-density Low Residential uses. However, future development that are permitted by the New Zoning Code or approved through discretionary review could potentially disturb the existing linkages and corridors for wildlife movement within these areas. Future residential development projects within the Santa Monica Mountains and Bell Canyon would be subject to the City's hillside zoning

regulations and comply with the rules and regulations that minimize potential effects on wildlife and wildlife movement. Development projects within the Mulholland Scenic Parkway Specific Plan area would be required to adhere to the restrictions for development activities near the corridor's natural resources, including the existing wildlife corridors. Furthermore, future project applicants would be required to obtain a CUP prior to development projects to minimize impacts to sensitive habitats per the County's SEA Ordinance. Therefore, impacts to migratory species (non-birds) would be ***less than significant***.

Mitigation Measures

None required.

Significance After Mitigation

Less than significant.

Threshold 4.4-5 **Would implementation of the Proposed Plans conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?**

This impact would be less than significant.

The City of Los Angeles Tree Preservation Ordinance makes it illegal to relocate, remove or fatally harm protected trees and shrubs without the issuance of a permit by LADPW. Some ordinance-protected trees and shrubs may be located on private property and in the street right-of-way. Under the Ordinance, any discretionary application that includes changes to a building's footprint, including demolition or grading permit applications, must provide a completed Tree Disclosure Statement that is signed by the property owner. If there are any protected trees or protected shrubs on the project site and/or any trees in the adjacent public right-of-way that may be impacted or removed as a result of the project, a qualified tree expert must prepare a Tree Report, to be submitted to and reviewed by the LADPW Urban Forestry Division.[45,46]

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[45] City of Los Angeles. Tree Disclosure Statement. Available online at: https://planning.lacity.gov/odocument/8bf21b33-41e7-4843-9f03-5042e2795035/Tree%20Disclosure%20Statement.pdf, accessed January 6, 2026.

[46] City of Los Angeles. Tree Report Form. Available online at: https://planning.lacity.gov/odocument/3611221f-8099-469a-bdb7-abec2c290a6c/Tree%20Report%20Template.pdf, accessed January 6, 2026.

Per the Protected Tree Regulations (4a) listed in Ordinance 186,873, in the event that the LADPW approves a protected tree removal, replacement of the tree would be required with at least two trees of the same protected variety (Ordinance No. 186,873). The Proposed Plans do not include any components that would preclude implementation of or alter these policies or procedures. Thus, implementation of the Proposed Plans would not conflict with any local policies or ordinances protecting biological resources, including protected trees.[47]

The City of Los Angeles Recreation and Parks Department (RAP) has also identified heritage trees throughout the City; heritage trees are not required to be one of the protected tree types covered by Ordinance 177,404.. As discussed above, currently 304 heritage trees are located in the CPA.[48] Future development occurring in the CPAs are not expected to affect heritage trees as these trees are generally located on public property and RAP is responsible for the maintenance and protection of heritage trees from injury.

As provided in **Table 4.4-3, Southwest Valley Community Plans Consistency with Relevant General Plan Biological Resources Goals, Objectives, and Policies**, the Proposed Plans would not conflict with goals, policies, and programs of the General Plan Framework or the City Conservation Element.

Table 4.4-3
Southwest Valley CPAs Community Plans Consistency with Relevant General Plan Biological Resources Goals, Objectives, and Policies

Goal/Objective/Policy	Consistency
Framework Element – Chapter 6 Open Space and Conservation	
Goal 6A: An integrated Citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses	Consistent. With the exception of the western and southern perimeters, the CPAs are developed urban areas that lack substantial open spaces. The Proposed Plans would not introduce land uses that could potentially encroach on existing open spaces. Rather, the Proposed Plans would implement policies that would encourage the preservation of existing and planned open spaces.
Objective 6.1: Protect the City's natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region.	Consistent. The Proposed Plans would not change the City's existing land use designation in open spaces. Rather, the Proposed Plans encourage the preservation of existing open spaces by implementing land use policies that encourage urban infill. For example, Land Use Policy 9.4 in the Encino-Tarzana

47 City of Los Angeles, Office of the City Clerk, *Ordinance No. 186,873*, available online at: https://clkrep.lacity.org/onlinedocs/2013/13-1339_ORD_186873_02-04-2021.pdf, accessed on September 17, 2021.

48 Instructions to view and search the mapped heritage trees on NavigateLA, including the number, type and location of these trees may be found here: https://www.laparks.org/forest/instructions, accessed August 15, 2025.

Goal/Objective/Policy	Consistency
	CPA encourages development of livable communities in the Regional Center with access to existing open spaces.
Conservation Element	
Policy 1: Continue to identify significant habitat areas, corridors and buffers and to take measures to protect, enhance and/or restore them.	Consistent. The Proposed Plans would not change the City's existing land use designation in open spaces. For example, Land Use Policy 17.19 of the Encino-Tarzana CPA encourages the identification of areas important for supporting habitat and movement for wildlife.
Policy 2: Continue to protect, restore, and/or enhance habitat areas, linkages and corridor segments, to the greatest extent practical, within City owned or managed sites.	Consistent. The majority of the CPAs are urbanized areas that lack native biological habitat. The Proposed Plans would facilitate development in these urbanized areas, thereby avoiding habitat areas. For example, the Land Use Policy 20.5 of the Encino-Tarzana CPA ensures that mature trees are preserved and nurtured to the most feasible extent.
Policy 3: Continue to work cooperatively with other agencies and entities in protecting local habitats and endangered, threatened, sensitive, and rare species.	Consistent. As discussed, there are several habitat areas within the CPAs that are owned/maintained by outside agencies. Examples of this include the Sepulveda Wildlife Reserve and the Sepulveda Dam Basin, which is and managed by USACE. The Proposed Plans would encourage the City to maintain its current partnerships with these outside agencies. The Proposed Plans would also encourage cooperation between local departments, such as the RAP, to ensure that future development does not interfere with the City's parks and open spaces.
Policy 4: Continue to support legislation that encourages and facilitates protection of local native plant and animal habitats.	Not Applicable. This policy is aimed at support for legislation that would protect native plant and animal habitats, which is not the specific purpose of the Proposed Plans. Nevertheless, as noted above, local habitats and endangered, threatened, sensitive, and rare species would remain protected through compliance with local regulatory requirements, and the implementation of Mitigation Measures BIO-1 through BIO-2, recommended best management practices.

Source: City of Los Angeles, The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, originally adopted 1996, re-adopted 2001. Available online at: https://planning.lacity.org/odocument/513c3139-81df-4c82-9787-78f677da1561/Framework_Element.pdf; City of Los Angeles, City of Los Angeles General Plan Conservation Element, adopted 2001. Available online at: https://planning.lacity.org/odocument/28af7c21-ffdd-4f26-84e6-dfa967b2a1ee/Conservation_Element.pdf.

Impacts related to local policies or ordinances protecting biological resources, including potential conflicts with the City's tree preservation ordinance would be ***less than significant.***

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.4-6 **Would implementation of the Proposed Plans conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

No impact would occur.

There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans in the Southwest Valley CPAs. The Rancho Palos Verdes NCCP/HCP plan area is located approximately 30 miles southeast of the Southwest Valley CPAs. However, due to the distance and existing development (i.e., residences, commercial uses) between the Southwest Valley CPAs and the Rancho Palos Verdes NCCP/HCP, potential conflicts to the NCCP/HCP are not anticipated. Therefore, ***no impact*** would occur.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

No impact.

4.4.6 CUMULATIVE IMPACTS

The geographic area to analyze cumulatively considerable biological resource impacts includes the Southwest Valley CPAs and immediately adjacent areas that could be indirectly affected.

Sensitive Species and Habitats, including Riparian Habitat

Sensitive Species, including riparian habitats, are predominantly found within the open space areas of Bell Canyon and the Santa Monica Mountains within and adjacent to the Southwest Valley CPAs. Future development during the lifetime of the Proposed Plans has the potential to occur in the surrounding areas. In addition, mature trees that may support sensitive migratory birds may be located in these and other areas immediately adjacent to the Southwest Valley CPAs. Thus, reasonably anticipated development during the lifetime of the Proposed Plans could potentially have an adverse effect on sensitive species. Isolated individual projects may adversely affect sensitive species and habitats, including wetlands, but such impacts would be addressed on a case-by-case basis as part of project-level environmental reviews. However, future development projects both within and surrounding the CPAs must be compliant with all

applicable state and local regulations to minimize potential impacts, such as MBTA, CFGC, the development standards of the Baseline Hillside Ordinance and the BMPs outlined in Chapter 1A. Further **Mitigation Measures BIO-1** through **BIO-2** would further reduce the potential for impact to occur within the CPA.

Based on the above information, cumulative impacts to sensitive species and habitats, including riparian or wetland habitats, would not occur and the incremental contribution of the Proposed Plans to cumulative impacts to sensitive species and habitats would not be cumulatively considerable and cumulative impacts related to sensitive species and habitats would be ***less than significant***.

Wildlife Movement

Future development projects both within the CPAs and in surrounding areas would be subject to the City's hillside zoning regulations and the development standards of the Mulholland Scenic Parkway Specific Plan to minimize potential impacts on wildlife corridors. Mature trees within and surrounding the CPAs serve as corridor linkages for migratory birds and may be affected by reasonably anticipated development during the lifetime of the Proposed Plans. In addition to compliance with the requirements of the MBTA, **Mitigation Measures BIO-1** and **BIO-2** would be applied in the event that an active nest is discovered thereby reducing potential impacts. As impacts would be less than significant, the contribution of the Proposed Plans to cumulative impacts to wildlife movement and habitat linkages would not be cumulatively considerable and cumulative impacts related to sensitive species and habitats would be ***less than significant***.

Ordinance-Protected Trees and Shrubs

The City's Tree Preservation Ordinance provides protection for four tree and two shrub species citywide, as previously discussed. All future development in the CPAs and in surrounding areas would also be subject to the existing ordinance and regulations. Compliance with the Tree Preservation Ordinance would ensure that there would be no net loss of protected trees or shrubs citywide. Based on this information, the incremental effect of the Proposed Plans would not be cumulatively considerable and cumulative impacts related to Protected Tree Ordinance and other local policies would be ***less than significant***.

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4.5 CULTURAL RESOURCES

INTRODUCTION

This section analyzes the potential environmental effects on cultural resources, which includes historical, and archaeological resources in the Southwest Valley Community Plan Areas (CPAs) from implementation of the Southwest Valley Community Plans Update.[1] This section was prepared using the *Cultural Resources of the Southwest Valley Community Plans Update Project, City of Los Angeles, California* prepared by Cogstone Environmental (See **Appendix 4.5-1, Cultural Resources Report**). This section was also prepared by using SurveyLA Historic Resources Survey Reports created by the City of Los Angeles. Topics addressed include historical and archaeological resources, and human remains. Paleontological resources are addressed in **Section 4.6, Geology and Soils,** and tribal cultural resources are addressed in **Section 4.16, Tribal Cultural Resources**.

4.5.1 EXISTING ENVIRONMENTAL SETTING

Historic Resources Survey Reports (Survey Reports) were completed as part of the SurveyLA project on behalf of the Los Angeles City Planning's Office of Historic Resources (OHR) for the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area, the Encino-Tarzana Community Plan Area, and the Reseda-West Van Nuys-Lake Balboa Community Plan Area, collectively identified as the Southwest Valley CPAs in this environmental impact report (EIR). The field surveys which support the findings of the Survey Reports were undertaken from March 2012 to July 2015 by Architectural Resources Group Incorporated (ARG).[2] Given the proposed extensions to the existing Southwest Valley CPA boundaries, the Survey Reports completed for the Van Nuys - North Sherman Oaks Community Plan Area, the Mission Hills-Panorama City-North Hills Community Plan Area, and the Northridge Community Plan Area were also reviewed. The field surveys which support the findings of the Survey Reports were undertaken from June 2014 to July 2015 by ARG.[3]

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1 The Southwest Community Plans Update includes the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan and the Reseda-West Van Nuys-Lake Balboa Community Plan, hereinafter, collectively referred to as the "Southwest Valley Community Plans", or "Proposed Plans".

2 These reports are available online at https://planning.lacity.gov/odocument/fc40b78c-80cf-454e-8539-7d878a094d0d/Canoga_Park_Survey_Report_3.12.13.pdf, https://planning.lacity.gov/odocument/557334a9-fd5b-4191-9213-850343e2f79a/SurveyLAResedaWestVanNuys_SurveyReport.pdf, and https://planning.lacity.gov/odocument/93225929-dee9-4327-aea9-f06b6035a813/Encino-Tarzana_Survey_Report_2.26.13.pdf

3 These reports are available online at https://planning.lacity.gov/odocument/f94f7e1d-7040-45ba-b365-dfce46861954/SurveyLAVanNuysNorthShermanOaks_SurveyReport.pdf and https://planning.lacity.gov/odocument/43245875-5324-408e-bf01-9634cb5730a5/SurveyLANorthridge_SurveyReport.pdf

Excerpts from these reports are provided herein. It should be noted that historical resources change over time as new resources become of age and are added to inventories. Due to the age of the Survey Reports (more than 10 years old), they are not intended to be a comprehensive listing of all resources in the CPAs, however, they provide sufficient information to allow for a program level analysis as is appropriate for this EIR.

Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area

The Canoga Park-Winnetka-Woodland Hills-West Hills CPA includes the area east of the hillsides of Bell Canyon, south of Roscoe Boulevard, and north of the Santa Monica Mountains and Corbin Canyon Park. The majority of the area is urbanized and relatively flat. While the Canoga Park-Winnetka-Woodland Hills-West Hills CPA is bounded by natural hillsides and open spaces to the west and south, the area is also bounded and shaped by human-made features, such as roadways (i.e., Roscoe Boulevard and Corbin Avenue). Multiple natural-made features (i.e., Bell Creek and Los Angeles River) and major roadways (i.e., the Ventura Freeway [U.S. Route 101]) traverse the area. Topanga Canyon Boulevard (SR-27) is also located within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA. Pierce College is also located within this CPA, specifically south of the Los Angeles River and east of SR-27.

Similar to the majority of the Southwest Valley CPAs, the Canoga Park-Winnetka-Woodland Hills-West Hills CPA was inhabited by the Fernandeño tribal group, a localized branch of the larger Tongva (Gabrielino) tribal group that occupied much of Los Angeles County and the present-day San Fernando Valley. (See **Appendix 4.5-1, Cultural Resources Report**.) These Indigenous peoples established seasonal settlements near rivers, creeks, and oak groves, taking advantage of abundant natural resources. They practiced a lifestyle that involved hunting, fishing, gathering acorns, and cultivating plants. The nearby Los Angeles River tributaries, including Bell Creek and Arroyo Calabasas, were vital to sustaining these settlements.[4] Trade networks extended across Southern California, and the area acted as a cultural and ecological transition zone between the coastal and inland tribes.

The late 18th century marked a profound shift in the region with the arrival of Spanish colonists, leading to the establishment of Mission San Fernando Rey de España in 1797.[5] The mission system drastically altered Indigenous life, as Native communities were relocated, baptized, and subjected to forced labor to support agricultural and religious operations. Much of the western San Fernando Valley, including the Southwest Valley Community Plan Area, was incorporated into the mission's grazing lands.

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4 Gumprecht, Blake. *The Los Angeles River: Its Life, Death, and Possible Rebirth*. Johns Hopkins University Press, 2001.

5 Johnson, John R., and David D. Earle. "Tataviam Geography and Ethnohistory." Journal of California and Great Basin Anthropology, vol. 12, no. 2, 1990, pp. 191–214.

By the early 1800s, the effects of disease, forced assimilation, and declining birth rates had severely reduced the Native population. Following Mexico's independence from Spain in 1822, the secularization of the missions in the 1830s led to the distribution of former mission lands through land grants.[6] One such grant, Rancho El Escorpión, was awarded to three Indigenous grantees and included land that now forms parts of the existing West Hills and Woodland Hills communities.[7]

During the Mexican period and into the American Period, and following the 1848 Treaty of Guadalupe Hidalgo, Rancho El Escorpión remained an active landholding used for cattle grazing and subsistence farming. However, legal disputes over land titles, pressure from American settlers, and shifting political control gradually eroded the original grantees' holdings.

At the turn of the twentieth century, the Canoga Park-Winnetka-Woodland Hills-West Hills CPA remained a dry and mostly unpopulated expanse; despite intermittent fruit and walnut orchards, grazing lands, and wheat fields, the area was largely treeless and prone to periodic flooding, rendering it unattractive for residential development. The first major developmental changes were conceived in anticipation of the 1913 completion of the Los Angeles Aqueduct, which brought water to Los Angeles from the Owens Valley, and the 1915 annexation of the area into the City of Los Angeles. The San Fernando Valley's promise of future water attracted many homesteaders and businessmen seeking a new life – and fortune – in the West.

A syndicate represented by Harry Chandler, the son-in-law of Los Angeles Times owner Harrison Gray Otis, purchased 47,500 acres in 1909 that included most of the San Fernando Valley, including today's communities of Canoga Park, Winnetka, Woodland Hills, and West Hills. The syndicate became known as the Los Angeles Suburban Home Company (LASHC). The LASHC developed a "Board of Control" comprising five of the most prominent real estate developers in Los Angeles. Each Board member chose an area of the Valley for his own personal holding. To promote the sales of their land, syndicate member General Moses Sherman worked to establish a route of the Pacific Electric railway across the San Fernando Valley, connecting the remote region to Los Angeles. The line reached Owensmouth (now Canoga Park) by 1912, bolstering development in the area.

The name Owensmouth was derived to suggest that the community's location was at the newly formed mouth of the Owens River via the aqueduct, though this was little more than a real estate ploy and was, in reality, geographically false. The majority of homesteaders who first bought land at this site were from Southern California; of the 151 original purchasers of land in the early town, only 25 were from out of state,

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6 Robinson, W. W. Land in California: The Story of Mission Lands, Ranchos, Squatters, Mining Claims, Railroad Grants, Land Scrip, Homesteads. University of California Press, 1948.

7 McCawley, William. *The First Angelinos: The Gabrielino Indians of Los Angeles. Malki Museum Press/Ballena Press*, 1996.

with some of these emigrating from Europe. Concurrent with the 1912 completion of the Pacific Electric line to Owensmouth, Sherman Way was established as the first and most reliable traffic artery for commuters by automobile, running parallel to the streetcar route. The street was also a renowned tourist attraction said to mimic the Paseo de la Reforma route in Mexico City. The incentive to build the expensive 14-mile roadway was the potential of luring motorists (and prospective home buyers) to the blossoming Valley towns. A train depot (no longer extant) was located at the intersection of Sherman Way and Canoga Avenue.

Despite these early advances, growth in the west San Fernando Valley was fairly sluggish through the first half of the twentieth century. In 1922, Charles Weeks established a poultry colony (his second in the state) on 600 acres of open land in what would become the town of Winnetka. Weeks subdivided his land into one-acre parcels, each containing a single-family house, a poultry shed to accommodate 2,500 hens, and a garden for feed. The colony contained an egg co-op, warehouse, and packing plant. Weeks deeded five acres of land to the community for an elementary school on Roscoe Boulevard (now demolished). At its height, 500 families financially supported themselves from the sale of eggs. However, Weeks' vision was relatively short lived; the Great Depression took a toll on the community and it was disbanded by 1934. Though most of the one-acre parcels have been subdivided and their buildings demolished, a few remnants of this utopian community remain.

The demand for housing following World War II was central to the development of the CPA. In the five years between 1945 and 1950, the population of the San Fernando Valley doubled to just over 400,000. Anticipating postwar growth, the City initially planned for the development of the Valley to follow prevailing regional planning principles, with small urban employment centers and residential subdivisions surrounded by agricultural land. Two planning documents—a 1943 Master Plan and a 1944 Zoning Plan—called for the retention of agricultural zones around self-contained urban communities with designated industrial and commercial areas to supplement the agricultural economy and supply employment for present and future residents. However, due to the area's exponential growth and unprecedented demand for housing, agricultural land was quickly converted into residential subdivisions and the plans were never fully realized.

By the 1930s, the San Fernando Valley had also become one of the fastest-growing centers for the aviation industry in the United States, which was one of the major employers in the Valley. This trend continued in the post-World War II era, with large defense engineering firms locating in the CPA. Rocketdyne and Litton Systems Industries (now Northrop Grumman) established their industrial campuses in Canoga Park and Woodland Hills in 1955 and 1959, respectively, becoming major employers in the area and bolstering the postwar housing boom.

The postwar years brought tremendous change to the character of the CPA, including the already established communities of Owensmouth and Girard. Large residential subdivisions cropped up throughout the area and as the demand for housing grew, land value skyrocketed. Fragmented urban development encroached on orchards and ranches. As a result, farmers could no longer make enough profit to cover rising property taxes and most were forced to downsize or sell. Properties that formerly included multiple acres were subdivided. The opening of the 101 and 405 Freeways in the early 1960s further bolstered suburban growth, connecting the CPA to the downtown and Westside business districts in Los Angeles. Single-family residential development continued south into the foothills of the Santa Monica Mountains and west into the Simi Hills during the late 1950s through the 1970s.

One of the last ranches in the area to be developed was that originally owned by Harry Warner, of the motion picture industry's famous Warner Brothers. Warner's ranch near De Soto Avenue and Oxnard Street comprised over a thousand acres used initially to raise thoroughbred horses. In the 1970s, this large piece of undeveloped land was transformed into Warner Center, which was first envisioned as a mass transit-oriented neighborhood that would help relieve automobile traffic moving between the Valley and downtown Los Angeles by providing the Valley with its own dense urban hub. Warner Center is a master-planned business district located in the center of the Canoga Park-Winnetka-Woodland Hills-West Hills CPA. The Warner Center encompasses 1,100 acres of residential buildings, commercial shopping complexes, the Warner Center Park, the Warner Medical Center, a station for the Metro Orange Line, light industrial areas, and low-rise office buildings.[8] Development was built in phases, beginning with the first office buildings constructed in the 1980s and ending with the Warner Center Campus constructed in 2005.[9]

Today, residences in the CPA display the prevalent styles of the period, including American Colonial Revival, Tudor Revival, Mid-Century Modern, Custom Contemporary Ranch, Late Modern, and Late Hollywood Regency.

The Canoga Park–Woodland Hills–West Hills–Winnetka CPA has a total of 15 Historic-Cultural Monuments (HCMs), and 113 SurveyLA-identified Historic Resources.[10]

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8 Los Angeles Conservancy. Warner Center. Available online at: https://www.laconservancy.org/learn/historic-places/warner-center/, accessed June 21, 2025.

9 Los Angeles Conservancy. Warner Center. Available online at: https://www.laconservancy.org/learn/historic-places/warner-center/, accessed June 21, 2025.

10 City of Los Angeles, SurveyLA Results: Canoga Park - Winnetka - Woodland Hills - West Hills, available online: https://planning.lacity.gov/preservation-design/survey-la-results-canoga-park-winnetka-woodland-hills-west-hills; accessed June 24, 2025.

Encino-Tarzana Community Plan Area

The Encino-Tarzana CPA is situated within predominantly single-family residential neighborhoods, featuring a blend of commercial and recreational spaces. The area is bounded by urban uses, including Oxnard Street to the north, Interstate 405 (I-405) to the east, and various residential neighborhoods to the west. The southern boundary of the area is formed by the open space and various roadways within the Santa Monica Mountains. Like the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, the area is also bisected by natural-made features (i.e., Bell (Escorpión) Creek, Bull Creek, and the Los Angeles River) and major roadways (i.e., U.S. Route 101 [the Ventura Freeway]). The majority of the urbanized areas in the Encino-Tarzana CPA are relatively flat, while predominant open spaces within the area, such as the parks surrounding the Sepulveda Basin and the Santa Monica Mountains, have varying elevations.

The Los Encinos State Historic Park (also known as Rancho El Encino and Rancho Los Encinos) is located within the Encino-Tarzana CPA. Following Mexico's independence from Spain, the mission lands were secularized, and large tracts of land were granted to private individuals as ranchos. In 1845, a portion of the former mission lands became Rancho El Encino, granted to the Natives then inhabiting the land—though ownership eventually transferred to European settlers.[11] The original 4,500-acre landholding was situated between the Los Angeles River and the Santa Monica Mountains. The name Encino, which persists today, was derived from the Spanish word for oak in reference to the native Valley Oak and Coastal Live Oak trees that thrived in the area. A cluster of remaining historic buildings from Rancho El Encino, including the Vicente de la Osa adobe (built 1849) and the Garnier building and blacksmith shop (built circa 1870), are situated within the State Historic Park. The Rancho was used primarily for cattle ranching and remained relatively undeveloped throughout the Mexican period.

At the turn of the twentieth century, the Encino-Tarzana CPA remained sparsely populated and predominantly agricultural, with an abundance of fruit and walnut orchards, grazing lands and wheat fields. The first major developmental changes began in the 1910s in anticipation of the construction of the Owens Valley aqueduct in 1913, bringing water to Los Angeles via the San Fernando Valley, and the annexation of the area into the City of Los Angeles in 1915. Anticipating the eventual real estate boom of the San Fernando Valley, landowners began to plat and prepare for residential settlement and commercial development. The LASHC, headed by Los Angeles Times publisher Harrison Gray Otis, purchased large tracts of land throughout the Encino-Tarzana CPA and other newly annexed sections of the Valley. Before dividing the land, the partners of the company chose acreage for themselves. Otis later sold his acreage to

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11 Los Encinos Historic State Park. The History of Rancho Los Encinos. Available online at: https://los-encinos.org/history.html, accessed June 24, 2025.

Tarzan author Edgar Rice Burroughs in 1919. Burroughs created the community now known as Tarzana out of his property.

The south San Fernando Valley felt the effects of the boom of the 1920s, which had a tremendous impact on the development of Los Angeles as a whole. The 1920s saw major road improvements in the Valley, including work on the Cahuenga Pass and, later, the Sepulveda Tunnel, which provided vehicular access between the San Fernando Valley and West Los Angeles. This coincided with the paving of Ventura Boulevard and the establishment of Mulholland Drive. Improved vehicular access spurred residential development in the southeast San Fernando Valley. Sherman Oaks Circle, which is located at the far eastern edge of the CPA, was subdivided in the 1920s. Though it was not entirely built out until the postwar era, the platting of Sherman Oaks Circle near the Sepulveda Tunnel and adjacent to Ventura Boulevard is indicative of the impact of these improvements on the development of the area.

Despite a surge of residential development in the eastern communities of the San Fernando Valley in the 1920s, Encino and Tarzana remained somewhat rural due to their relatively remote location. As such, these areas became attractive to potential homeowners seeking large properties and a quiet, rustic lifestyle while remaining within Los Angeles city limits. Melody Acres, a 1920s subdivision in Tarzana north of Ventura Boulevard, featured large lots with rows of citrus trees and equestrian zoning. The former Amestoy family ranch in Encino was also subdivided for residential development and called Encino Acres. This subdivision, which was located north of Ventura Boulevard between Balboa and White Oak Avenues, featured lots that ranged in size between two and 20 acres. Properties were used for country estates, hobby ranching, and farming, including the cultivation of lemons, oranges, and walnuts. The residences and some ancillary buildings from these properties remain in the center of blocks that were later carved up into smaller lots, forming a distinctive pattern of parcels in the Encino Acres subdivision.

The rural and open character of Encino and Tarzana in the 1920s and 1930s also attracted the entertainment industry to the area. Film studios had begun to take advantage of the vast, undeveloped land in the San Fernando Valley starting in the 1910s in places such as Studio City and the city of Burbank. The RKO Studio Ranch came to Encino in 1929. In operation until 1953, the backlot covered approximately 100 acres and contained a variety of film sets. The movie *It's a Wonderful Life*, filmed in 1946, was one of the most popular films made on the RKO Studio Ranch. In 1955, the Marwill Corporation and architect Martin Stern designed a large subdivision of single-family homes called Encino Village on the former RKO property.

The adjacency to film studios and availability of land enticed a number of film stars to build large estates in Encino and Tarzana; Clark Gable and Carole Lombard, John Wayne, and Al Jolson built large estates in the hills south of Ventura Boulevard. The area would continue to attract members of the entertainment community throughout the twentieth century.

After floods ravaged the south San Fernando Valley in 1938, the U.S. Army Corps of Engineers (USCOE) began channelizing the Los Angeles River and set aside the Sepulveda Basin (Basin) in the northeast of the CPA as a flood control area. The USCOE designed and built the Sepulveda Dam, completed in 1941. The Basin remains federal land, under the control of the USCOE, with leases granted for recreational purposes to the City; a small golf course opened in the Basin in 1941, and other recreational uses have since followed. The new flood control infrastructure greatly reduced the risk of catastrophic flooding in the San Fernando Valley and made the area more desirable for wide-spread residential development, along with the availability of federally insured home loans.

The demand for housing following World War II was central to the development of Encino and Tarzana. In the five years between 1945 and 1950, the population of the San Fernando Valley doubled to just over 400,000. Anticipating postwar growth, the City initially planned for the development of the Valley to follow prevailing regional planning principles, with small urban employment centers and residential subdivisions surrounded by agricultural land. Two planning documents—a 1943 Master Plan and a 1944 Zoning Plan—called for the retention of agricultural zones around self-contained urban communities with designated industrial and commercial areas to supplement the agricultural economy and supply employment for present and future residents. However, due to the area's exponential growth and unprecedented demand for housing, agricultural land was quickly converted into residential subdivisions and the plans were never fully realized.

The postwar boom brought tremendous change to the character of the Encino and Tarzana communities. Large residential subdivisions cropped up on both sides of Ventura Boulevard and, as the demand grew, land value skyrocketed. Fragmented urban development encroached on orchards and ranches. As a result, farmers could no longer make enough profit to cover rising property taxes, and most were forced to downsize or sell. The opening of the 101 and 405 Freeways in the early 1960s further bolstered suburban growth, connecting the CPA to many of the downtown and Westside business districts in Los Angeles and relieving congestion on city streets. Single family residential development continued south into the hills of the Santa Monica Mountains during the late 1950s through the 1970s. As the engineering technology became available, significant architects, including Ray Kappe, Richard Dorman, Richard Neutra, Dion Neutra, Daniel Saxon Palmer, and Edward Fickett designed residences that took advantage of the views from the steep lots of the Encino and Tarzana hills. Upscale subdivisions, including Royal Woods, Royal Oaks, and Castle in the Woods, define the residential character of the Encino Hills in the southeastern portion of the CPA and contain a notable concentration of architect-designed, Mid-Century Modern residences.

To meet the needs of the growing population of Encino and Tarzana in the postwar era, new institutional buildings and recreational facilities were built throughout the area. Bond issues in 1946, 1952, and 1955

addressed the need for expanding school facilities, an infusion of resources that resulted in the construction and expansion of numerous schools in the San Fernando Valley. Money went to construction, improvements to existing facilities, and the purchase of land for future construction. In 1951, the city obtained a lease for the Sepulveda Flood Control Basin from the USCOE and converted the area into a municipal recreation center, featuring areas for golf, tennis, archery, biking, baseball, and hiking. A number of private recreational institutions developed in conjunction with postwar suburbanization, including the El Caballero and Braemar Country Clubs and the Lake Encino Racquet Club.

A long history of racially restrictive housing and ownership practices meant that most of the Valley remained "a thoroughly white domain" even through the post-World War II boom. Author Kevin Roderick observed that restrictive covenants had factored into patterns of town building and settlement going back to the Valley's earliest history. With the exceptions of Pacoima and San Fernando in the northern Valley, which were relatively ethnically diverse from the early twentieth century, members of ethnic minorities who resided in the San Fernando Valley were generally confined to segregated areas. Beginning in 1922, any property sold in Tarzana had a restriction within the deed stating "that said premises or any part thereof shall not be leased, sold, or conveyed to or occupied by any person not of the Caucasian race." Deed restrictions like these were common throughout the greater San Fernando Valley and were not effectively eliminated until well into the 1970s.

By the mid-20th century, Encino-Tarzana CPA had become fully integrated into the suburban fabric of Los Angeles. Post-World War II population growth and the expansion of automobile infrastructure brought about rapid residential and commercial development. Despite modern urbanization, the community retained elements of its earlier periods through the preservation of historic adobe structures (i.e., Los Encinos State Historic Park) and open space areas. The Encino - Tarzana CPA has two HCMs, and 86 SurveyLA identified Historic Resources.[12]

Reseda-West Van Nuys-Lake Balboa Community Plan Area

The Reseda-West Van Nuys-Lake Balboa CPA consists of large single-family residential neighborhoods with multi-family residential developments intertwined. The majority of these neighborhoods are located primarily along major corridors that traverse the CPA, such as Sherman Way and Victory Boulevard. The Reseda-West Van Nuys-Lake Balboa CPA is bounded by Roscoe Boulevard to the north, Topham Street to the south, and Corbin Avenue to the west.

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12 City of Los Angeles, SurveyLA Results: Encino - Tarzana, available online: https://planning.lacity.gov/preservation-design/survey-la-results-encino-tarzana; accessed June 24, 2025.

While the existing Reseda-West Van Nuys-Lake Balboa CPA is currently bounded by Valjean Avenue and Gloria Avenue to the west, the Proposed Plan would extend the area's western boundary to I-405. The area's topography is relatively flat and consists of a grid of streets lined with commercial corners and corridors. The Reseda Central Business District is located in the central/western portion of the Reseda-West Van Nuys-Lake Balboa CPA and is identified by the General Plan Framework element as a Community Center. The Business District serves as a focal point for surrounding residential neighborhoods and contains a diversity of uses.

Similar to the majority of the Southwest Valley CPAs, the Reseda-West Van Nuys-Lake Balboa CPA was originally home to the Fernandeño tribal group, who lived in established villages throughout the San Fernando Valley.[1314] With the arrival of the Spanish explorers in the late 18th century, the area fell under the control of Mission San Fernando Rey de España. The Fernandeño people in the region were drawn into the mission system, often through coercion, and were subjected to religious conversion, forced labor, and cultural assimilation.[15] The lands of the Reseda-West Van Nuys-Lake Balboa CPA became part of the mission's agricultural holdings, used to support livestock grazing and the cultivation of crops to sustain the mission's operations. This period marked the beginning of dramatic disruption to the native way of life and initiated permanent changes in land use patterns.

Following Mexico's independence from Spain in 1821 and the subsequent secularization of the missions in the 1830s, former mission lands were divided into large land grants known as ranchos.[16] The area now comprising the Reseda-West Van Nuys-Lake Balboa CPA fell within Rancho Ex-Mission San Fernando, a massive landholding granted to Eulogio de Celis in 1846.[17] These lands were primarily used for cattle ranching and remained sparsely populated. Though granted under Mexican law, ownership transitioned to American hands following the U.S. acquisition of California in 1848 through the Treaty of Guadalupe Hidalgo.

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13 Gumprecht, Blake. The Los Angeles River: Its Life, Death, and Possible Rebirth. Johns Hopkins University Press, 1999.

14 Johnston-Dodds, Kimberly. Early Native American History of the San Fernando Valley. California Research Bureau, 2002. Available online at: https://cawaterlibrary.net/document/early-california-laws-and-policies-relating-to-california-indians/

15 Ibid.

16 Rolle, Andrew. *California: A History*. Harlan Davidson, 2003.

17 Ibid.

The San Fernando Valley's first town, San Fernando, was established by state senator Charles Maclay in 1874 in anticipation of the Southern Pacific Railroad's completion through the Valley. In that same year, Isaac Newton Van Nuys moved to California and became a stockholder in the San Fernando Valley Homestead Association. Soon after, he became a business partner and son-in-law of Isaac Lankershim (he married Lankershim's daughter Susanna). Van Nuys played a large role in mapping the Valley and establishing boundaries between the Lankershim, Maclay, and Porter townships. What became known as the Lankershim-Van Nuys ranch extended across the Valley and from south of present-day Roscoe Boulevard to present-day Mulholland Drive. When Lankershim died in 1882, his son, James B. Lankershim, went into business with Van Nuys. Together, they platted the town of Toluca near the Southern Pacific railroad tract in 1882. In 1896, the town was renamed Lankershim; and, in an effort to capitalize on the glamour of Hollywood, the community later adopted the name North Hollywood.

The construction of a Southern Pacific Railroad line through the Valley in the early 20th century brought increased commercial opportunities to the area. The corridor was built as a part of Southern Pacific's Coast Line, which connected Los Angeles and San Francisco via a route that bisected the San Fernando Valley and crossed over the Santa Susana Pass. Its right-of-way runs largely north of the CPA.

A number of other major developmental changes were conceived in anticipation of the completion of the Los Angeles Aqueduct, which brought water to Los Angeles from the Owens Valley. Construction on the aqueduct began in 1908, and the San Fernando Valley's promise of future water attracted many homesteaders and businessmen seeking a new life – and fortune – in the West. The prospect of a secure water source and improved infrastructure aided a major real estate boom, as the last of the vast Spanish ranchos gave way to smaller agricultural lots, fledgling commercial centers, and early residential subdivisions. In 1909, the LASHC syndicate purchased 47,500 acres of the San Fernando Valley for $2.5 million. The largest land transaction ever recorded in Los Angeles County, Tract 1000 (the same land the San Fernando Valley Homestead Association had acquired years earlier, minus the town of Toluca) comprised almost the entire San Fernando Valley south of today's Roscoe Boulevard; it included Isaac Newton Van Nuys' share of the Lankershim township and today contains multiple Los Angeles communities including Reseda, Van Nuys, and Sherman Oaks. The LASHC's Board of Control included some of the most influential men in Los Angeles: Harrison Gray Otis, Harry Chandler, Otto Freeman Brant, Hobart Johnstone Whitley, and Moses Hazeltine Sherman. Each investor could choose a small holding to keep for himself, and members of the Board of Control kept the most valuable parcels.

In order to lure potential buyers to the San Fernando Valley, the LASHC created three towns, sited miles apart across the center of the Valley: Van Nuys, Marian (named after Harrison Gray Otis' daughter, Marian was renamed Reseda in the 1920s), and Owensmouth (which later became Canoga Park).

Van Nuys was the first of the three to be developed; Owensmouth was founded in March of 1912 and Marian was founded in July of 1912. The Board of Control's Los Angeles Times connections proved valuable, as the Times worked hard to promote the largely nonexistent communities as "The Wonder Towns of the San Fernando Valley."

To promote the sales of the syndicate's land, Board of Control member Moses Sherman worked to establish a route of the Pacific Electric railway across the San Fernando Valley, connecting the region to Los Angeles. The line reached Van Nuys by 1911, continued through Marian, and ended in Owensmouth by 1912, proving a major boost to development in the area. Concurrent with the completion of the Pacific Electric line, Sherman Way was established as the first and most reliable traffic artery for commuters by automobile, running parallel to the streetcar route. The paved street boasted a separate lane for horses and wagons, electrical lighting, and thousands of trees and shrubs planted along the edges to make it feel like a grand paseo (and to hide the empty land that lay just beyond it).

On November 5, 1913, the Los Angeles Aqueduct opened, bringing water to the burgeoning city. Two years later, Valley residents voted in favor of annexation to the City of Los Angeles, and the communities of Van Nuys and Marian became part of the city. Other communities, including Owensmouth, Lankershim, and Chatsworth, were annexed between 1917 and 1923. By the time of the town's annexation, Marian's central business district was well established at what is now the intersection of Reseda Boulevard and Sherman Way. A hardware store, blacksmith shop, and auto repair garage anchored the new commercial district; by 1929, the district also contained two lumber companies, two mills, a vegetable packing company, a feed store, a bank, a drugstore, a cobbler's shop, a restaurant, and a butcher shop. The community's earliest residential area grew up around the commercial core, with most of its houses constructed in the early to mid-1920s. In 1921, Marian's name was changed to Reseda, the name of a popular garden plant.

Reseda's growth was slow in comparison with that of Van Nuys, and the community was better known as an agricultural center than a commercial or residential hub. In 1930, Reseda had a population of 1,623 – meager next to Van Nuys, which had a population of 14,059 in the same year. In 1927, the town was described as "the center of more one-acre farms that any other section of the State," where residents would raise chickens and rabbits, and grow berries, beets, walnuts, lettuce, and lima beans. Among the larger industrial agriculture operations was the Runnymede Poultry Colony, which began on a small plot off of Lindley Avenue in July of 1927. Two years later, the operation had expanded to 80 acres and its hens produced approximately two million eggs a month. By 1944, the plant had grown to 228 acres, making it the world's largest poultry producing plant at the time. Its site was subdivided and built out after World War II.

Like much of the San Fernando Valley, the Reseda-West Van Nuys-Lake Balboa's population grew during and after World War II. While the Reseda area provided much-needed wartime produce, including beans, lettuce, and tomatoes, the east half of the CPA became home to both civilian and government defense activities centered around what is now the Van Nuys Airport. Established as Metropolitan Airport in 1928, the site became the Van Nuys Army Airfield during World War II. Several aircraft and defense manufacturing plants, including Lockheed Aircraft, Bach Aircraft, RCA, Marquardt, and Radioplane, relocated to or near the airport during or soon after the war.

These manufacturing plants, along with the Lockheed and Vega plants in the nearby city of Burbank, brought thousands of workers to the CPA during the war. Residential development boomed as the demand for worker housing escalated.

In 1944, the United States Army opened Birmingham General Hospital at the corner of Vanowen Street and Balboa Boulevard. The hospital cared for injured Army veterans, many of whom were quadriplegic or paraplegic. Birmingham Hospital closed in 1950 and multiple Los Angeles Unified School District (LAUSD) campuses now occupy the site, utilizing a handful of the original hospital buildings. In 1946, Field Photo Memorial Farm was formed on seven acres of land near Calvert Street and Lindley Avenue. The estate was originally owned by Hollywood studio publicity chief, Irving Briskin, who sold it to Field Homes, Inc., to commemorate 13 men who died while in service with the Field Photographic Branch, Office of Strategic Services (predecessor of the CIA), during World War II. The purpose of this branch, under command of director John Ford, was to shoot behind-the-scenes documentaries of the war. The site has since been redeveloped as housing.

Residential development skyrocketed in the CPA during the postwar period. Between 1945 and 1950, the San Fernando Valley's population more than doubled to a total of 402,538 residents. Between 1940 and 1950, Reseda grew from a population of 3,725 to 14,810; Van Nuys grew from 28,268 to 79,973. Housing developers could barely keep up with the demand, resulting in the development of new neighborhoods that catered to a variety of income levels, ranging from economical tract houses to communities of custom-designed residences sited on large, half-acre lots. Many were designed in various iterations of the Ranch style, which was immensely popular at the time and also paid homage to the community's rural roots and historically rustic culture.

New developments touting names such as Meadowlark Park (designed by notable architect Edward Fickett) and Louise Park Estates (developed by notable developer Julian Weinstock) advertised their single-family homes heavily in the Los Angeles Times. The Reseda work of Fickett and Weinstock illustrates the breadth of residential design in the Valley during the postwar period. The prolific and influential Fickett was known for his Contemporary Ranch and Mid-Century Modern designs for subdivisions all over the

Valley; Meadowlark Park was one of many neighborhoods to boast a "modern" aesthetic of dynamic rooflines, floor-to-ceiling windows, and low, ground-hugging forms. Weinstock, an architect as well as a developer, designed and built numerous single-family residences in the Valley during the 1950s; he is best known for his Traditional Ranch neighborhoods, with rustic decorative elements evoking the Valley's idealized rural past.

The rapid residential development was accompanied by the rise of various commercial properties serving the day-to-day needs of the area's steadily increasing population. Reseda's 1920s business district, centered at the intersection of Reseda Boulevard and Sherman Way, saw construction of new one- and two-story commercial buildings, as well as local institutions like the Reseda Theater (designed by S. Charles Lee and completed in 1948). The commercial center's development between the 1940s and 1960s greatly changed its appearance, but its low-scale and pedestrian orientation remained. Cheap land and a continuously improving highway system further aided automobile-oriented suburban development. Low-scale strip malls that catered to the automobile were developed along many of the community's major boulevards.

Postwar institutional development included the construction of numerous new public school campuses in and around the new residential tracts, as well as churches and parks. Reseda High School, completed in 1955 at 18230 Kittridge Street, was the first high school to be built under the 1952 school bond program. Industrial operations also took root in the thriving area, including Anheuser-Busch's brewery and bottling works on Roscoe Boulevard, opened in 1954. In 1966, the company constructed the 17-acre Busch Gardens amusement park, complete with a bird sanctuary, monorail, boat rides, bumper cars, and free beer with admission. Although the park closed in 1977, the brewery remains in operation.

The Van Nuys Army Airfield saw additional growth during the 1950s, including the extension of a runway to accommodate jet fighters; Sherman Way was routed into a tunnel under the runway at this time. In 1957, the property was renamed Van Nuys Airport (VNY). It continued to see private, commercial, and military uses for the next 30 years, with military use lessening over time and commercial aviation and aerospace operations expanding their footprints on the property. Today the 730-acre, two runway VNY is classified as 'general aviation', which encompasses all flying other than scheduled commercial air carrier service or the military, and accommodates hundreds of takeoffs and landings per day.

The CPA's population continued to grow through the 1960s, and residential and commercial development continued apace. As in most other parts of the San Fernando Valley, the new housing subdivisions were not open to all; a long history of racially restrictive housing and ownership practices meant that most of the Valley remained "a thoroughly white domain" even through the post-World War II boom. Restrictive covenants had factored into patterns of town building and settlement going back to the Valley's earliest history.

While the Supreme Court had outlawed restrictive covenants in 1948, racism in the real estate market persisted through various off-the-record tactics including unofficial "gentleman's agreements," discriminatory lending practices, and brokers' tendency to "steer" minorities to the historically diverse communities of Pacoima and San Fernando. These tactics made it nearly impossible for non-whites to purchase houses in the subdivisions that were being developed in and around Reseda. Deed restrictions and discriminatory practices were not effectively addressed until well into the 1970s.

The CPA continued to develop at a steady pace through the 1960s and into the 1970s, as any remaining open land was acquired by developers and subdivided into housing tracts. Reseda's semi-rural identity slowly faded as the area suburbanized, although traces of it survive in the large lots that remain in several areas of the community. New institutional and recreational properties continued to appear in the CPA during this time, including the Los Angeles Jewish Home for the Aged, established on Victory Boulevard in 1962; this was the second location of an institution founded as the Hebrew Home for the Aged in 1915. Its presence in Reseda reflected the growth of the San Fernando Valley's Jewish population after World War II. Among the new recreational properties in the CPA was the public Van Nuys Golf Course, completed on VNY property in 1968. Construction of LAUSD campuses continued and included unusual facilities like Diane S. Leichman High School, constructed in 1971 as one of the first high school campuses in the LAUSD designed for developmentally disabled students.

The Reseda-West Van Nuys-Lake Balboa CPA has two HCMs and 70 SurveyLA identified Historic Resources.[18]

Defining Cultural Resources

Los Angeles contains a wide range of cultural resource types spanning the entire history of Los Angeles from pre-colonization, through the Spanish pueblo era, the Mexican era, and the American era. Cultural heritage can be generally categorized as "tangible" or "intangible." Tangible cultural heritage includes the movable and immovable physical representations of heritage, including objects, archaeological sites, buildings, structures, districts, and landscapes. Intangible cultural heritage includes those aspects of heritage that are more ephemeral, such as events, traditions, organizations, knowledge, and the interaction between communities and their environment. Intangible cultural heritage is not a regulated category, and intangible resources cannot be identified as historical resources under CEQA, but they can inform the significance of tangible cultural resources.

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18 City of Los Angeles, SurveyLA Results: Reseda - West Van Nuys, available online: https://planning.lacity.gov/preservation-design/survey-la-results-reseda-west-van-nuys; accessed June 24, 2025.

SurveyLA identifies potentially historic properties, non-parcel resources, and/or districts that appear eligible for listing in the National Register, California Register, and/or for local designation as an HCM. In 2005, the City of Los Angeles entered into a multi-year grant agreement with the J. Paul Getty Trust to complete a Citywide historic resources survey, a process of systematically identifying and gathering information on properties and neighborhoods that reflect Los Angeles' architectural, social, and cultural history. SurveyLA findings are subject to change over time as properties age, additional information is uncovered, and more detailed analyses are completed. Resources identified through SurveyLA are not designated resources; however, SurveyLA resources with a State Department of Parks and Recreation (DPR) Historic Resources Code of 1-5 have been determined potentially eligible for listing in a local, state, or national register either individually or as a contributor to a potential historic district. Designation by the City of Los Angeles and nomination to the California Register or National Register require more in-depth research, an application process, and a separate public review process.

The SurveyLA Survey Reports for the Canoga Park-Winnetka-Woodland Hills-West Hills, Encino-Tarzana, and the Reseda-West Van Nuys-Lake Balboa CPAs, prepared for the City by ARG, identify the following resource types:

- **Individual Resources** are generally resources located within a single assessor parcel such as a residence or duplex. However, a parcel may include more than one individual resource, if each appears to be significant.

- **Non-Parcel Resources** are not associated with Assessor Parcel Numbers (APNs) and generally do not have addresses. Examples include street trees, streetlights, landscaped medians, bridges, and signs.

- **Historic Districts** are areas that are related geographically and by theme. Districts may include single or multiple parcels, depending on the resource. Examples of resources that may be recorded as historic districts include residential neighborhoods, garden apartments, commercial areas, large estates, school and hospital campuses, and industrial complexes.

- **District Contributors and Non-Contributors** are buildings, structures, sites, objects, and other features located within historic districts. Generally, non-contributing resources are those that are extensively altered, built outside the period of significance, or that do not relate to historic contexts and themes defined for the district.

- **Planning Districts** are areas that are related geographically and by theme, but do not meet eligibility standards for designation. This is generally because the majority of the contributing features have been altered, resulting in a cumulative impact on the overall integrity of the area that makes it ineligible as a Historic District. The Planning District determination, therefore, is used as a tool to inform new Community Plans being developed by the Department of City Planning. These areas have consistent planning features – such as height, massing, setbacks, and street trees – which warrant consideration in the local planning process.

According to SurveyLA, the Canoga Park-Winnetka-Woodland Hills-West Hills CPA includes 84 individual resources, seven non-parcel resources, and 22 historic districts or multi-property resources that are identified as potentially eligible for listing on the National Register, California Register and/or local listing. The Encino-Tarzana CPA includes 35 individual resources, seven non-parcel resources, and 15 historic districts or multi-property resources that are identified as potentially eligible for listing on the National Register, California Register and/or local listing. The Reseda-West Van Nuys-Lake Balboa CPA includes 44 individual resources, eight non-parcel resources, and 18 historic districts or multi-property resources identified as potentially eligible for listing on the National Register, California Register, and/or locally. Refer to **Figure 4.5-1, Resources Identified by SurveyLA - Reseda-West Van Nuys-Lake Balboa CPA, Figure 4.5-2, Resources Identified by SurveyLA - Encino-Tarzana CPA,** and **Figure 4.5-3, Resources Identified by SurveyLA - Canoga Park-Winnetka-Woodland Hills-West Hills CPA.**

Historic-Cultural Monuments

The City of Los Angeles Historic-Cultural Monument (HCM) designation recognizes buildings, structures, sites, or plant life (sometimes referred to as Heritage Trees) as important to the history of the city, state, or nation. The City's Office of Historic Resources (OHR) has recorded more than 1,000 HCMs citywide, providing official recognition and protection for Los Angeles' most significant historic resources. The HCM listing is continually updated as new resources are designated.

HCM designations are reserved for those resources that have a special aesthetic, architectural, or engineering interest or value of a historic nature. A historical or cultural monument is any site (including significant trees or other plant life located thereon), building, or structure of particular historical or cultural significance to the City of Los Angeles, as established and defined by the Cultural Heritage Ordinance and officially designated by the City Council as a Historic Cultural Monument in accordance with Sec. 22.171.10 of the Los Angeles Administrative Code [Procedures for Designation of Monuments].[19]

Currently, the Southwest Valley CPAs contain 20 City-designated HCMs, refer to **Figure 4.5-4, Historical Resources,** and **Table 4.5-1, Historic Cultural Monuments within the Southwest Valley CPAs**. As shown, the Canoga Park-Winnetka-Woodland Hills-West Hills CPA has 16 City-designated HCMs, while the Encino-Tarzana CPA has two City-designated HCMs, and the Reseda-Van Nuys-Lake Balboa has two City-designated HCMs.

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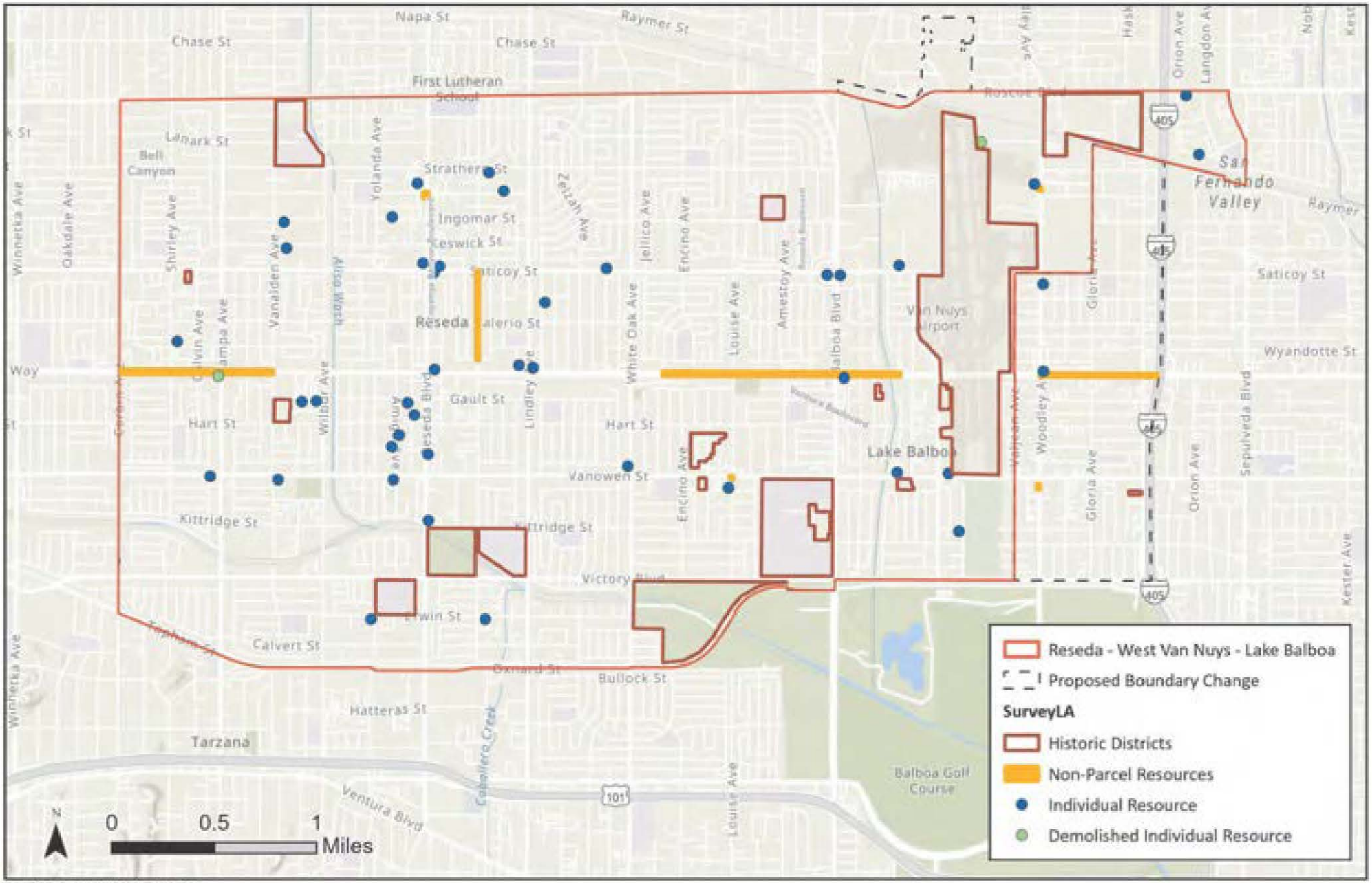
19 ArcGIS, Historic Cultural Monuments (HCMs), available online at: https://www.arcgis.com/apps/View/index.html?appid=5ef33a56bbe145b8b9c00e3adf8894f8, accessed June 23, 2025.



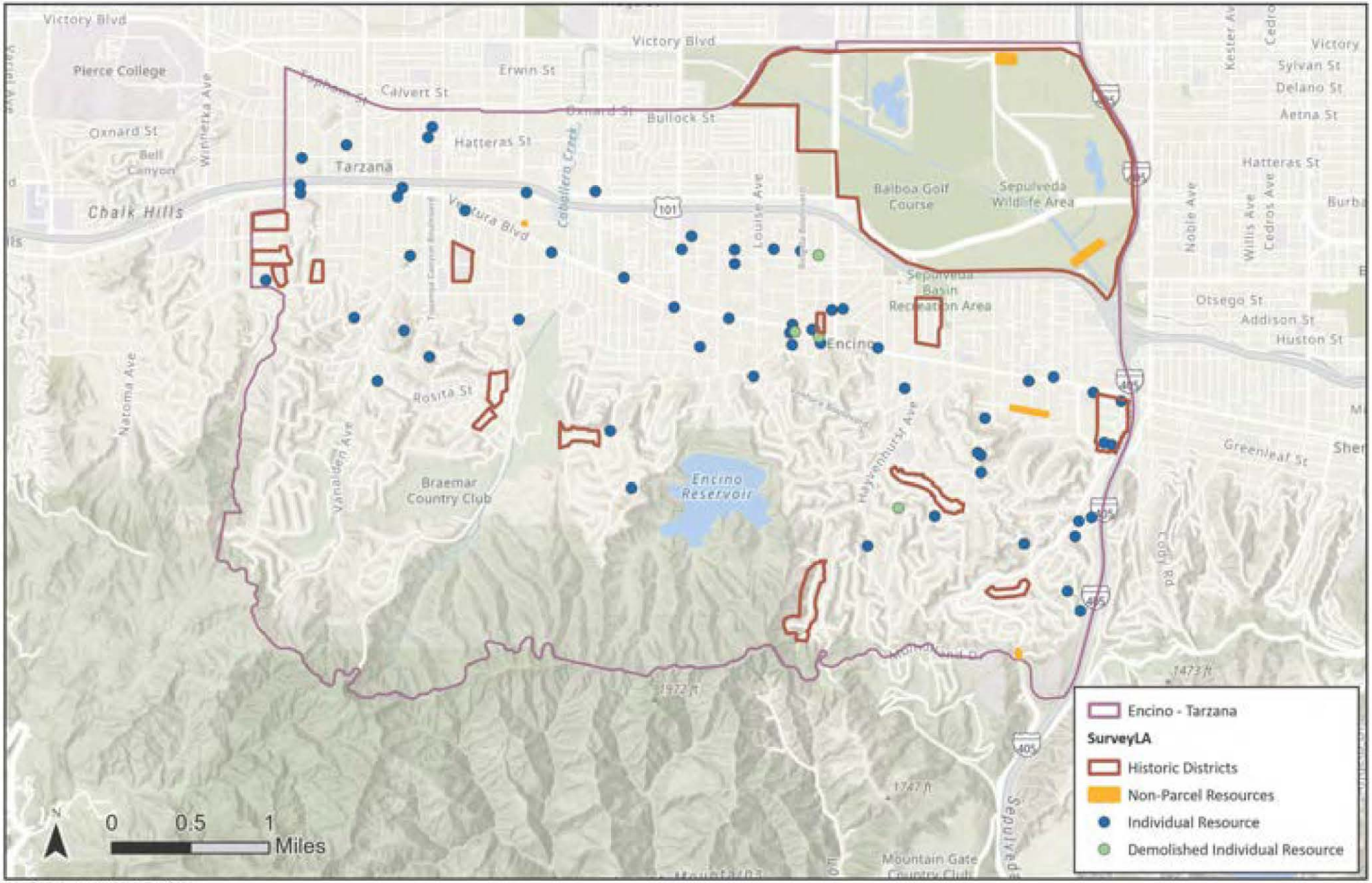
SOURCE: SurveyLA, 2025; Esri, 2025

FIGURE **4.5-1**

IMPACT SCIENCES

Resources Identified by SurveyLA - Reseda-West Van Nuys-Lake Balboa CPA

1264.015-08/26



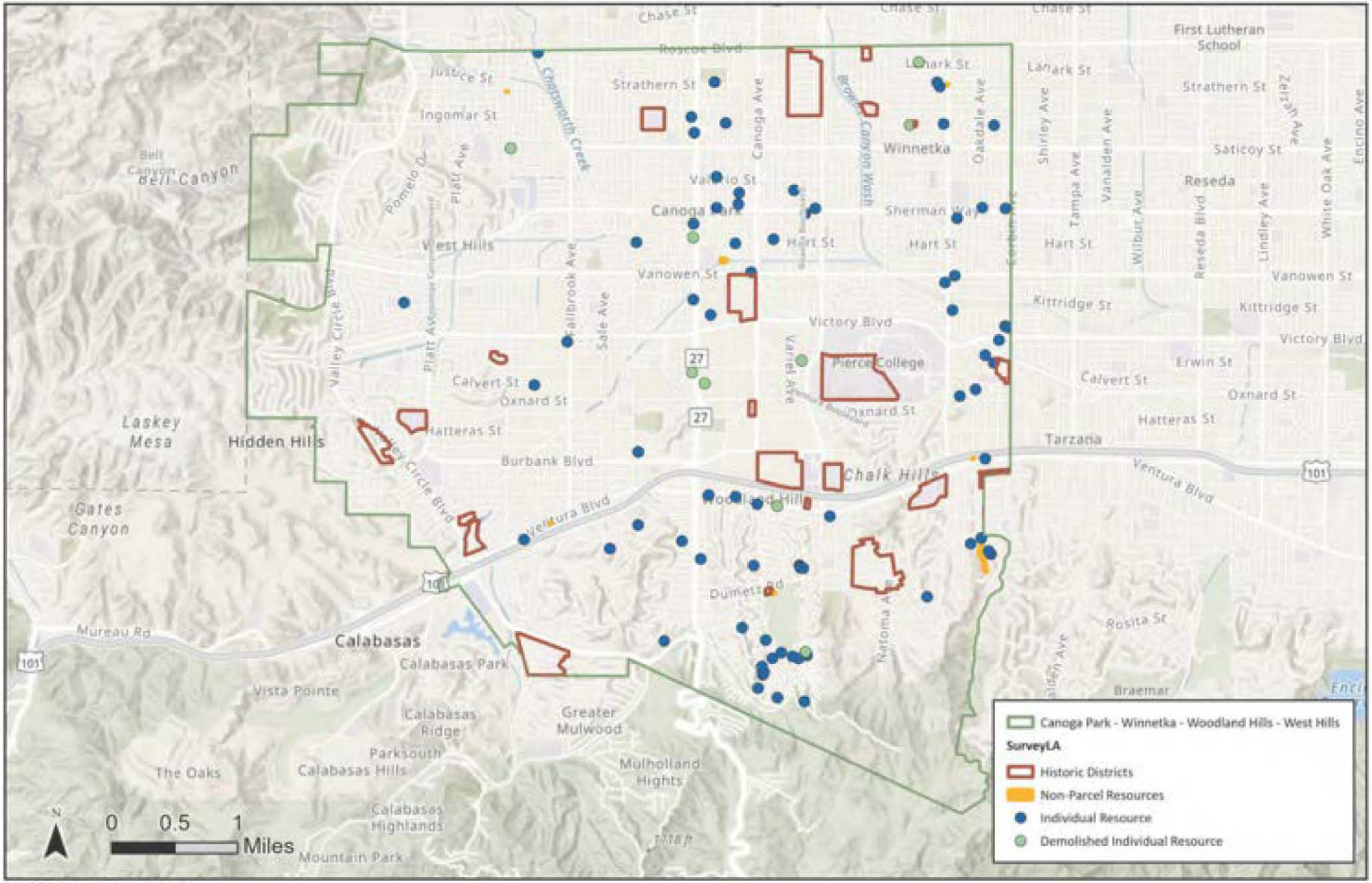
SOURCE: SurveyLA, 2026; Esri, 2026

FIGURE **4.5-2**

IMPACT SCIENCES

Resources Identified by SurveyLA - Encino-Tarzana CPA

1264.015-08/26



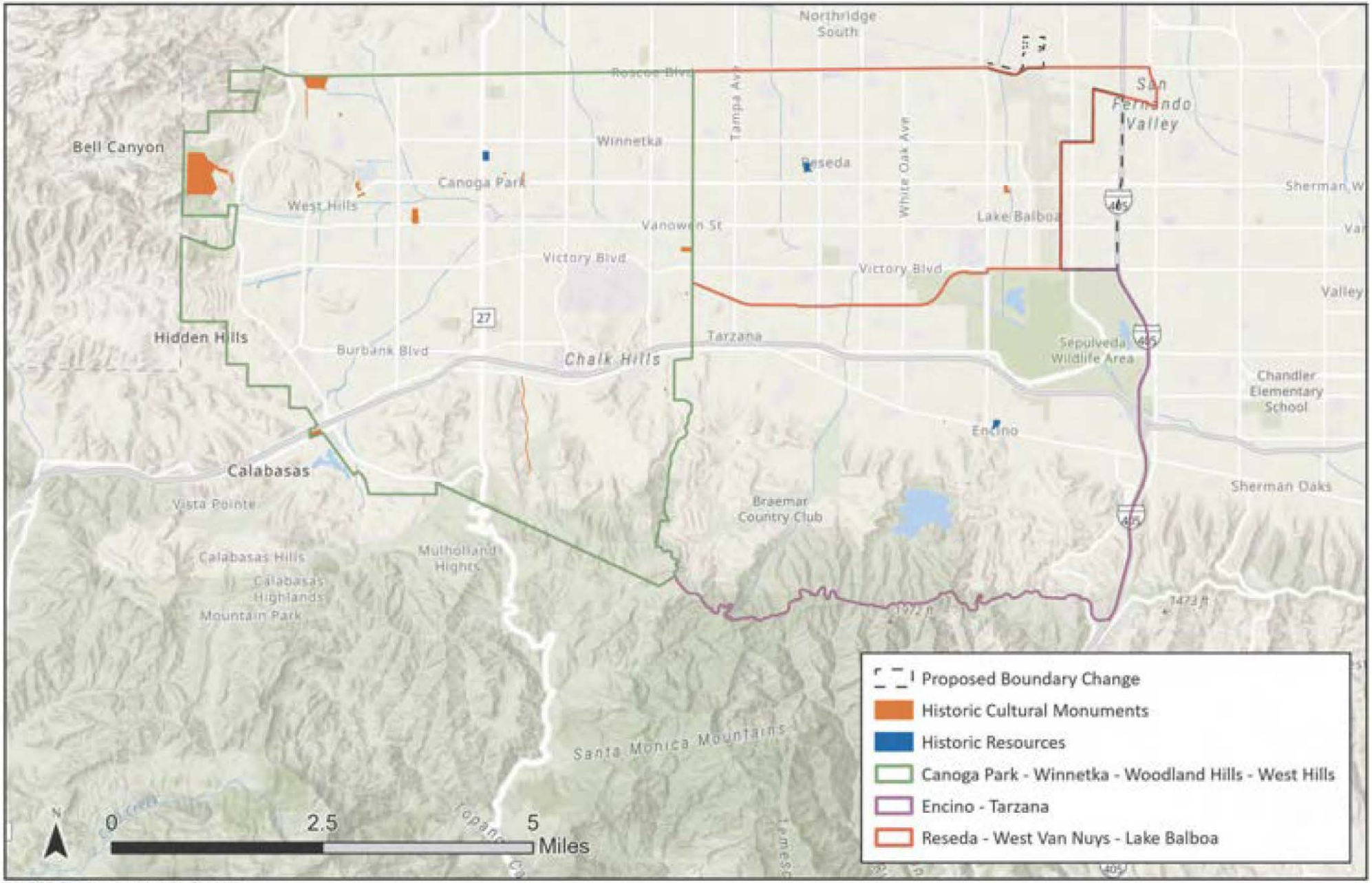
SOURCE: SurveyLA, 2025; Esri, 2026

FIGURE **4.5-3**

IMPACT SCIENCES

Resources Identified by SurveyLA - Canoga Park-Winnetka-Woodland Hills-West Hills CPA

1264.015-08/26



SOURCE: City of Los Angeles, 2025; Esri, 2025

FIGURE **4.5-4**

IMPACT SCIENCES

Historical Resources

1264.015•7/25

Table 4.5-1
Historic Cultural Monuments (HCMs) within the Southwest Valley Community Plan Areas

Name	Community Plan Area	HCM #
Leonis Adobe Museum	Canoga Park-Winnetka-Woodland Hills-West Hills	1
Shadow Ranch House	Canoga Park-Winnetka-Woodland Hills-West Hills	9
Oak Tree (demolished in 1997)	Encino-Tarzana	24
Orcutt Ranch Horticulture Center	Canoga Park-Winnetka-Woodland Hills-West Hills	31
Pepper Trees (Ventura Boulevard to Saltillo Street)	Canoga Park-Winnetka-Woodland Hills-West Hills	93
Canoga Mission Gallery	Canoga Park-Winnetka-Woodland Hills-West Hills	135
Lederer Residence and Immediate Environments	Canoga Park-Winnetka-Woodland Hills-West Hills	204
Pacific Electric Picover Railway Station (destroyed in 1990)	Reseda-West-Van Nuys-Lake Balboa	405
Canoga Park Southern Pacific Rail Road Station	Canoga Park-Winnetka-Woodland Hills-West Hills	488
Adams Residence	Reseda-West-Van Nuys-Lake Balboa	629
Canoga Park Branch Library	Canoga Park-Winnetka-Woodland Hills-West Hills	700
Kaye Residence	Encino-Tarzana	952
Van Dekker House	Canoga Park-Winnetka-Woodland Hills-West Hills	974
Corbin Palms House	Canoga Park-Winnetka-Woodland Hills-West Hills	976
Schaefer House	Canoga Park-Winnetka-Woodland Hills-West Hills	1150
Corbin Palms Model H-3	Canoga Park-Winnetka-Woodland Hills-West Hills	1163
Rancho El Escorpion Lime Kiln	Canoga Park-Winnetka-Woodland Hills-West Hills	1164
The John Lary and Pauline Kuhns House	Canoga Park-Winnetka-Woodland Hills-West Hills	1209
Palms on March Ave	Canoga Park-Winnetka-Woodland Hills-West Hills	1235
Disabled American Veterans Birmingham Hospital Center	Canoga Park-Winnetka-Woodland Hills-West Hills	1294

*Source: See **Appendix 4.5-1, Cultural Resources Report**.*

National and California Registers of Historic Places

The (National Register) includes buildings, structures, objects, sites, and districts of local, state, or national significance in American history, architecture, archeology, engineering, and culture. The National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. The National Register is administered by the National Park Service, which is part of the U.S. Department of the Interior. The California Register of Historical Resources (California Register) includes buildings, sites, structures, objects, and districts significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural history of California. The California Register is the authoritative guide to the state's significant historical and archeological resources. The California Register program determines eligibility for state historic preservation grant funding and affords certain protections under CEQA.

It should be noted that buildings, structures, objects, sites, and districts in California that are listed in the National Register are automatically listed in the California Register.[20]

According to SurveyLA, within the CPAs, a total of 12 historic districts are eligible for listing in the National Register. In the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, there are nine residential and two commercial historic districts that have been formally determined as eligible for listing in the National Register and are currently listed in the California Register. In the Reseda-West Van Nuys-Lake Balboa CPA, there is one residential historic district that has been formally determined as eligible for listing in the National Register, listed in the California Register. There were no historic districts listed or eligible for listing in the National Register that were identified in the Encino-Tarzana CPA. Refer to **Figure 4.5-1** through **Figure 4.5-3**.

A total of four buildings within the CPAs are formally listed in the National Register and/or the California Register. (See **Appendix 4.5-1, Cultural Resources Report.**) In the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, the Leonis Adobe Museum is listed in the National Register and the California Register. The Canoga Park Elementary School is listed in the California Register and is eligible for listing in the National Register. In the Encino-Tarzana CPA, the Los Encinos State Historic Park is listed in the National Register and the California Register. In the Reseda-West Van Nuys-Lake Balboa CPA, Reseda Elementary School is listed in the California Register, and is eligible for listing in the National Register. Locations of each building are shown in **Figure 4.5-4, Historical Resources.**

Historic Preservation Overlay Zones (HPOZs)

A Historic Preservation Overlay Zone, or HPOZ, is an area of the city which is designated as containing structures, landscaping, natural features or sites having historic, architectural, cultural or aesthetic significance. To receive such designation, areas must be adopted as an HPOZ by the City Planning Commission and the City Council through a zone change procedure that includes notification of all affected and nearby property owners and public hearings. Once designated, areas have an HPOZ overlay added to their zoning and are subject to special regulations under Section 12.20.3 of the Los Angeles Municipal Code.

The Southwest Valley CPAs do not currently contain any HPOZs within its boundaries.[21] Additionally, the proposed extensions of the Southwest Valley CPA boundaries do not include any HPOZs.

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20 California State Parks. National Register of Historic Places. Available online at: https://ohp.parks.ca.gov/?page_id=21237, accessed September 1, 2025.

21 City of Los Angeles. Historic Preservation Overlay Zone. Available online at: https://www.arcgis.com/apps/View/index.html?appid=ed19e4498cac45839e71bd937a3e3d10, accessed June 30, 2025.

Archaeological Resources

As discussed above, people have been living and using the land in the City and Southwest Valley CPAs for thousands of years. Prehistoric and historic archaeological sites are known to exist throughout the City.

Archaeological sites and survey areas exist throughout the City. In August 1993, 196 prehistoric sites, 50 historical sites, and 10 undefined isolated occurrences had been recorded. Of these, at least 26 sites were known to contain human burials, and 10 sites had both prehistoric and historic components. The prehistoric sites include named Native American villages, buried deposits and features, pit houses, occupied caves and rock shelters, bedrock mortars, camp sites, cemeteries and rock art. Historic-period archaeological sites primarily include privies and refuse deposits dating to the Spanish, Mexican, and early American settlement of the City, especially before the advent of citywide sewer and trash systems.

There are 45 archaeological resources that have been previously recorded within the Southwest Valley CPAs. (See **Appendix 4.5-1, Cultural Resources Report.**) Of these resources, 31 are in the Canoga Park-Winnetka-Woodland Hills-West Hills CPA and 14 are in the Encino-Tarzana CPA. There are no recorded archaeological resources in the Reseda-West Van Nuys-Lake Balboa CPA. These resources may be from communities that previously inhabited the land, may still exist within the Southwest Valley CPAs, and are protected by various federal, state, and local regulations that have been promulgated to protect archaeological sites and resources. Although the City's *General Plan* calls for mapping of known pre-historic sites, all mapping of known pre-historic sites is confidential, pursuant to California Government Code Section 6254.10. This is to protect sites from disturbance, scavenging, and vandalism.

Human Remains

There is no cemetery within the Southwest Valley CPAs. However, the Dayton Canyon Area, located within the northwestern corner of the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, is reported to have had 39 burials excavated during an archaeological excavation. (See **Appendix 4.5-1, Cultural Resources Report.**)

The Southwest Valley CPAs fall within the San Fernando Valley. The Native American people of the San Fernando Valley are generally known as the Gabrielieno tribe sub-group the Fernandeños, due to their association with the San Fernando Mission. The San Fernando Mission located at 15151 San Fernando Mission Boulevard in Mission Hills, approximately 3.6 miles northeast of the Southwest Valley CPAs. Additionally, an informal cemetery of the Sjutkanga/Siyuhi Village was identified within the Encino-Tarzana CPA. (See **Appendix 4.5-1, Cultural Resources Report.**) However, this cemetery has been unearthed, fully excavated, and recorded.

4.5.2 REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding the identification and protection of Cultural Resources at the federal, state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- National Historic Preservation Act and National Register of Historic Places
- Secretary of the Interior's Standards
- Native American Graves Protection and Repatriation Act
- Archaeological Resources Protection Act
- California Environmental Quality Act
- California Register of Historical Resources
- California Health and Safety Code
- California Public Resources Code
- City of Los Angeles Conservation Element
- City of Los Angeles Cultural Heritage Ordinance
- City of Los Angeles Historic Resources Survey (SurveyLA)

Federal

National Historic Preservation Act and National Register of Historic Places

The National Historic Preservation Act of 1966 established the National Register of Historic Places (National Register) 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."[22] 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.

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22 36 Code of Federal Regulations (CFR) 60. Available online at: https://www.energy.gov/sites/prod/files/2016/02/f29/CFR-2012-title36-vol1-part60.pdf, accessed June 23, 2025.

Within the National Register, approximately 2,500 (3 percent) of the more than 90,000 districts, buildings, structures, objects, and sites are recognized as National Historic Landmarks or National Historic Landmark Districts as possessing exceptional national significance in American history and culture.[23]

Whereas individual historic properties derive their significance from one or more of the criteria discussed in the subsequent section, a historic district derives its importance from being a unified entity, even though it is often composed of a variety of resources. With a historic district, the historic resource is the district itself. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related properties.[24] A district is defined as a geographic area of land containing a significant concentration of buildings, sites, structures, or objects united by historic events, architecture, aesthetic, character, and/or physical development. A district's significance and historic integrity determine its boundaries. Other factors include:

- Visual barriers that mark a change in the historic character of the area or that break the continuity of the district, such as new construction, highways, or development of a different character;
- Visual changes in the character of the area due to different architectural styles, types, or periods, or to a decline in the concentration of contributing resources;
- Boundaries at a specific time in history, such as the original city limits or the legally recorded boundaries of a housing subdivision, estate, or ranch; and
- Clearly differentiated patterns of historical development, such as commercial versus residential or industrial.[25]

Within historic districts, properties are identified as contributing and non-contributing. A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archaeological values for which a district is significant because:

- It was present during the period of significance, relates to the significance of the district, and retains its physical integrity; or
- It independently meets the criterion for listing in the National Register.

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23 United States Department of the Interior, National Park Service, *National Historic Landmarks Frequently Asked Questions*. https://www.nps.gov/subjects/nationalhistoriclandmarks/faqs.htm. Accessed June 23, 2025.

24 United States Department of the Interior, *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation*, 1997, page 5.

25 United States Department of the Interior, *National Register Bulletin #21: Defining Boundaries for National Register Properties Form*, 1997, page 12.

A resource that is listed in or eligible for listing in the National Register is considered "historic property" under Section 106 of the National Historic Preservation Act.

Criteria

To be eligible for listing in the National Register, a resource must be at least 50 years of age, unless it is of exceptional importance as defined in Title 36 CFR, Part 60, Section 60.4(g). In addition, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Four criteria for evaluation have been established to determine the significance of a resource:

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; or

D. Have yielded, or may be likely to yield, information important in prehistory or history.[26]

Context

To be eligible for listing in the National Register, a property must be significant within a historic context. National Register Bulletin #15 states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are "those patterns, themes, or trends in history by which a specific...property or site is understood and its meaning... is made clear."[27] A property must represent an important aspect of the area's history or prehistory and possess the requisite integrity to qualify for the National Register.

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26 United States Department of the Interior, National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation, 1997, page 8.

27 United States Department of the Interior, National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation, 1997, pages 7 and 8.

Integrity

In addition to meeting one or more of the criteria of significance, a property must have integrity, which is defined as "the ability of a property to convey its significance."[28] The National Register recognizes seven qualities that, in various combinations, define integrity. The seven factors that define integrity are 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. In general, the National Register has a higher integrity threshold than State or local registers.

In the case of districts, integrity means the physical integrity of the buildings, structures, or features that make up the district as well as the historic, spatial, and visual relationships of the components. Some buildings or features may be more altered over time than others. In order to possess integrity, a district must, on balance, still communicate its historic identity in the form of its character defining features.

Criteria Considerations

Certain types of properties, including 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 seven categories of Criteria Considerations A through G, in addition to meeting at least one of the four significance criteria discussed above, and possess integrity as defined above.[29] Criteria Consideration G is intended to prevent the listing of properties for which insufficient time may have passed to allow the proper evaluation of their historical importance.[30] The full list of Criteria Considerations is provided below:

A. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or

B. A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or

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28 United States Department of the Interior, National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation, 1997, page 44.

29 United States Department of the Interior, National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation, 1997, page 25.

30 United States Department of the Interior, National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation, 1997, page 41.

C. A birthplace or grave of a historical figure of outstanding importance, if there is no other appropriate site or building directly associated with his or her productive life; or

D. A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or

E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

F. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or

G. A property achieving significance within the past 50 years if it is of exceptional importance.

Secretary of the Interior's Standards

The National Park Service issued the Secretary of the Interior's Standards with accompanying guidelines for four types of treatments for historic resources: Preservation, Rehabilitation, Restoration, and Reconstruction. The most applicable guidelines should be used when evaluating a project for compliance with the Secretary of the Interior's Standards. Although none of the four treatments, as a whole, apply specifically to new construction in the vicinity of historic resources, Standards #9 and #10 of the Secretary of the Interior's Standards for Rehabilitation provides relevant guidance for such projects. The Standards for Rehabilitation are as follows:

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

4. Changes to a property that have acquired significance in their own right will be retained and preserved.

5. Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction will be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.[31]

It is important to note that the Secretary of the Interior's Standards are not intended to be prescriptive but, instead, provide general guidance. They are intended to be flexible and adaptable to specific project conditions to balance continuity and change, while retaining materials and features to the maximum extent feasible. Their interpretation requires exercising professional judgment and balancing the various opportunities and constraints of any given project. Not every Standard necessarily applies to every aspect of a project, and it is not necessary for a project to comply with every Standard to achieve compliance.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (NAGPRA) of 1990, codified in United States Code (USC) Title 25 – Indians - Chapter 32 - Native American Graves Protection and Repatriation, requires federal agencies to return Native American cultural items to the appropriate federally recognized Indian tribes or Native Hawaiian groups with which they are associated.[32]

Archaeological Resources Protection Act

The Archaeological Resources Protection Act (ARPA) of 1979, codified in USC Title 16, Sections 470aa–470mm, governs the excavation, removal, and disposition of archaeological sites and collections on federal and Native American lands. This act was most recently amended in 1988.

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31 United States Department of the Interior, National Park Service, the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, 2017.

32 United States Department of the Interior, National Park Service, Native American Graves Protection and Repatriation Act, available online at: https://www.nps.gov/archeology/tools/laws/nagpra.htm, accessed June 25, 2025.

ARPA defines archaeological resources as any material remains of human life or activities that are at least 100 years of age, and which are of archeological interest. ARPA makes it illegal for anyone to excavate, remove, sell, purchase, exchange, or transport an archaeological resource from federal or Native American lands without a proper permit.[33]

State

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 in 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. Pursuant to Public Resource Code Section 21084.1, a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. It should be noted that CEQA applies only to projects that require a discretionary approval, permit or entitlement, rather than a 'by right' project.

Public Resources Code (PRC) Section 21084.1 provides:

> *[A]n historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources. Historical resources included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1 or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1 shall not preclude a lead agency from determining whether the resource may be an historical resource for purposes of this section.*

State CEQA Guidelines Section 15064.5 recognizes that historical resources include: (1) resources listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; (2) resources included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any objects, buildings, structures, sites, areas, places, records, or manuscripts which a lead agency determines to be historically significant or significant in the architectural, engineering,

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33 United States Department of the Interior, National Park Service, Technical Brief # 20: Archeological Damage Assessment: Legal Basis and Methods, 2007.

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.

On October 09, 2019, the Governor signed into law Senate Bill (SB) 330, also known as the Housing Crisis Act of 2019. The bill was passed to tackle the state's housing shortage; it applies special rules through January 1, 2030 (extended by SB 8). SB 330, codified at Government Code, section 65913.4, exempts certain potentially large housing development projects from CEQA since the approval process for such a project becomes ministerial under the Code. However, Government Code, section 65913.4(a)(7)(C) excludes projects constructed on sites that would require the demolition of historic structures listed on a national, state or local register. In addition, in 2025 CEQA was amended to add a new exemption for certain potentially large housing development projects which is codified at PRC section 21080.66. However, this new exemption also prohibited use of the exemption for projects that would require the demolition of a historic structure that was listed on a national, state or local register prior to the submittal of a complete preliminary application pursuant Government Code, section 65941.1.

If a lead agency determines that an archaeological site is a historical resource, the provisions of PRC Section 21084.1 and *State CEQA Guidelines* Section 15064.5 apply. If an archaeological site does not meet the criteria for a historical resource contained in the *State CEQA Guidelines*, then the site may be treated in accordance with the provisions of PRC Section 21083, if it meets the criteria of a unique archaeological resource. As defined in PRC Section 21083.2, a unique archaeological resource is an archaeological artifact, object, or site, about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological site meets the criteria for a unique archaeological resource as defined in PRC Section 21083.2, then the site is to be treated in accordance with the provisions of PRC Section 21083.2, which state that if the lead agency determines that a project would have a significant effect on unique archaeological resources, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place.[34] If preservation in place is not feasible, mitigation measures shall be required. The *CEQA Guidelines* note that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment.[35]

A significant effect under CEQA would occur if a project results in a substantial adverse change in the significance of a historical resource as defined in *State 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."[36] According to *State 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 PRC Section 5020.1(k) or its identification in a historical resources survey meeting the requirements of PRC Section 5024.1(g) Code, unless the public agency reviewing the effects 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 is considered to have impacts that are less than significant.[37]

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34 California Public Resources Code Section 21083.1(a), http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=21083.2 Accessed June 23, 2025.

35 *State CEQA Statute and Guidelines*, Section 15064.5(c)(4).

36 *State CEQA Guidelines*, Section 15064.5(b)(1).

37 *State CEQA Guidelines*, 15064.5(b)(3).

California Register of Historical Resources

The California Register of Historical 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."[38] The California Register was enacted in 1992, and its regulations became official on January 1, 1998. The California Register is administered by the California Office of Historic Preservation (OHP). The criteria for eligibility for the California Register are based upon National Register criteria. Certain resources are determined 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; or
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 and those that must be nominated through an application and public hearing process. The California Register automatically includes 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; and

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38 California Public Resources Code, Section 5024.1[a]. Available online: http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=5024.1, accessed June 25, 2025.

- Those California Points of Historical Interest that have been evaluated by the State Office of Historic Preservation (OHP) and have been recommended to the State Historical Resources Commission for inclusion on the California Register.

Other resources that may be nominated to the California Register include:

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the National Register, the California Register, and/or a local jurisdiction register);
- Individual historical resources;
- Historic districts; and
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

California Health and Safety Code

California Health and Safety Code Sections 7050.5, 7051, and 7054 address the illegality of interference with human burial remains (except as allowed under applicable PRC Sections), and the disposition of Native American burials in archaeological sites. These regulations protect such remains from disturbance, vandalism, or inadvertent destruction, and establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including treatment of the remains prior to, during, and after evaluation, and reburial procedures.

California Public Resources Code (PRC)

PRC Sections 21083.2, 5097.5, 5097.9, and 5097.98-99

PRC Section 21083.2 defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

PRC Section 5097.5 provides protection for cultural and paleontological resources, where Section 5097.5(a) 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.*

PRC Section 5097.9 establishes the California Native American Heritage Commission (NAHC) to make recommendations to encourage private property owners to protect and preserve sacred places in a natural state and to allow appropriate access to Native Americans for ceremonial or spiritual activities. NAHC is authorized to assist Native Americans in obtaining appropriate access to sacred places on public lands, and to aid state agencies in any negotiations with federal agencies for the protection of Native American sacred places on federally administered lands in California.

PRC Sections 5097.98-99 require that the NAHC be consulted whenever Native American graves or human remains are found. According to these sections, it is illegal to take or possess remains or artifacts taken from Native American graves; however, it does not apply to materials taken before 1984.

California Code of Regulations, Title 14, Section 4308 and Section 1427. Title 14, Section 4308 states that "no person shall remove, injure, deface or destroy any object of paleontological, archaeological, or historical interest or value." Section 1427 "No Person shall collect or remove any object or thing of archeological or historical interest or value, nor shall any Person injure, disfigure, deface or destroy the physical site, location or context in which the object or thing of archeological or historical interest or value is found."

California Penal Code Section 622 1/2

California Penal Code Section 622 1/2 - Unlawful Disfigurement of Archeological or Historical Object provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."

California Penal Code Section 623

California Penal Code Section 623 provides, in part, the following: "Except as otherwise provided in Section 599c, any person who, without the prior written permission of the owner of a cave, intentionally and knowingly does any of the following acts is guilty of a misdemeanor punishable by imprisonment in the county jail not exceeding one year, or by a fine not exceeding one thousand dollars ($1,000), or by both such fine and imprisonment: (1) breaks, breaks off, cracks, carves upon, paints, writes or otherwise marks upon or in any manner destroys, mutilates, injures, defaces, mars, or harms any natural material found in any cave. (2) disturbs or alters any archaeological evidence of prior occupation in any cave. (3) kills, harms, or removes any animal or plant life found in any cave. (4) burns any material which produces any smoke or gas which is harmful to any plant or animal found in any cave. (5) removes any material found in any cave. (6) breaks, forces, tampers with, removes or otherwise disturbs any lock, gate, door, or any other structure or obstruction designed to prevent entrance to any cave, whether or not entrance is gained.

Local

City of Los Angeles Conservation Element

The *City of Los Angeles General Plan* includes a Conservation Element. Section 3 of the Conservation Element, adopted in September 2001, includes policies for the protection of archaeological resources. As stated therein, it is the City's policy that archaeological resources be protected for research and/or educational purposes. Section 5 of the Conservation Element recognizes the City's responsibility for identifying and protecting its cultural and historical heritage. The Conservation Element establishes the policy to continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities, with the related objective to protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.[39]

In addition to the National Register and the California Register, two additional types of historic designations may apply at a local level:

- Historic-Cultural Monument (HCM)
- Classification by the City Council as a Historic Preservation Overlay Zone (HPOZ)

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39 City of Los Angeles, *Conservation Element of the General Plan*, pages II-3 to II-5, available online at: https://planning.lacity.org/odocument/28af7e21-ffdd-4f26-84e6-dfa967b2a1ec/Conservation_Element.pdf, accessed June 25, 2025.

Policies from the Conservation Element related to paleontological, archaeological, and historical resources are listed in **Table 4.5-2, Relevant General Plan Cultural Resources Goals, Objectives, and Policies**.

Table 4.5-2
Relevant General Plan Cultural Resources Goals, Objectives, and Policies

Conservation Element – Archaeological and Paleontological	
Objective	Protect the city's archaeological and paleontological resources for historical, cultural, research and/or educational purposes.
Policy	Continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition or property modification activities.
Conservation Element – Cultural and Historical	
Objective	Protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.
Policy	Continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition or property modification activities.

Source: City of Los Angeles, Conservation Element of the City of Los Angeles General Plan, adopted September 26, 2001.

City of Los Angeles Cultural Heritage Ordinance.

The Los Angeles City Council adopted the Cultural Heritage Ordinance in 1962 and most recently amended it in 2018 (Sections 22.171 et seq. of the Administrative Code). The Ordinance created a Cultural Heritage Commission (CHC) and criteria for designating HCMs. The CHC is comprised of five citizens, appointed by the Mayor, who have exhibited knowledge of Los Angeles history, culture, and architecture. The City of Los Angeles Cultural Heritage Ordinance states that a HCM designation is reserved for those resources that have a special aesthetic, architectural, or engineering interest or value of a historic nature and meet one of the following criteria. A historical or cultural monument is any site, building, or structure of particular historical or cultural significance to the City of Los Angeles. The four criteria for HCM designation are stated below:

- The proposed HCM reflects the broad cultural, economic, or social history of the nation, state or community reflected or exemplified;
- The proposed HCM is identified with historic personages or with important events in the main currents of national, state or local history;
- The proposed HCM embodies the characteristics of an architectural type specimen inherently valuable for a study of a period, style or method of construction; or

- The proposed HCM is the notable work of a master builder, designer, or architect whose individual genius influenced his or her age.[40]

A proposed resource may be eligible for designation if it meets at least one of the criteria above. When determining historic significance and evaluating a resource against the Cultural Heritage Ordinance criteria above, the CHC and Office of Historic Resources (OHR) staff often ask the following questions:

- Is the site or structure an outstanding example of past architectural styles or craftsmanship?
- Was the site or structure created by a "master" architect, builder, or designer?
- Did the architect, engineer, or owner have historical associations that either influenced architecture in the City or had a role in the development or history of Los Angeles?
- Has the building retained "integrity"? Does it still convey its historic significance through the retention of its original design and materials?
- Is the site or structure associated with important historic events or historic personages that shaped the growth, development, or evolution of Los Angeles or its communities?
- Is the site or structure associated with important movements or trends that shaped the social and cultural history of Los Angeles or its communities?

Unlike the National and California Registers, the Cultural Heritage Ordinance makes no mention of concepts such as physical integrity or period of significance. However, in practice, the seven aspects of integrity from the National Register and California Register are applied similarly and the threshold of integrity for individual eligibility is similar. It is common for the CHC to consider alterations to nominated properties in making its recommendations on designations. Moreover, properties do not have to reach a minimum age requirement, such as 50 years, to be designated as HCMs.

In addition, the LAMC Section 91.106.4.5 states that the Los Angeles Department of Building and Safety "shall not issue a permit to demolish, alter or remove a building or structure of historical, archaeological or architectural consequence if such building or structure has been officially designated, or has been determined by state or federal action to be eligible for designation, on the National Register of Historic Places, or has been included on the City of Los Angeles list of HCMs, without the department having first determined whether the demolition, alteration or removal may result in the loss of or serious damage to a significant historical or cultural asset. If the department determines that such loss or damage may occur, the applicant shall file an application and pay all fees for the CEQA Initial Study and Check List, as specified in Section 19.05 of the LAMC. If the Initial Study and Check List identifies the historical or cultural asset as

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40 City of Los Angeles, Los Angeles Administrative Code, Section 22.171.7.

significant, the permit shall not be issued without the department first finding that specific economic, social or other considerations make infeasible the preservation of the building or structure."[41] Under Section 91.106.4.5.1 of the LAMC, permits for the demolition of a building or structure that are over 45 years old will not be issued unless abutting properties owners and occupant, and the City Council District Office, and the Certified Neighborhood Council representing the site are notified in writing and a public notice of application for demolition has been posted at the site at least 60 days prior to the date of issuance of the demolition of building or structure permit.

City of Los Angeles Office of Historic Resources

Los Angeles City Planning's Office of Historic Resources (OHR) works to protect, enhance, and revitalize the City's historic places through its comprehensive, state-of-the-art, and balanced historic preservation program.

The OHR:

- Serves as the professional staff for the City's historic preservation commission, the Cultural Heritage Commission.
- Oversees the City's 35 historic districts (Historic Preservation Overlay Zones, or HPOZs), encompassing over 21,000 properties.
- Manages the City's major financial incentive for owners of historic properties, the Mills Act Historical Property Contract program.[42]
- Integrates historic preservation into Los Angeles's long-range planning and development project reviews.
- Manages the City's historic resource inventory, HistoricPlacesLA, which includes the findings from SurveyLA, Los Angeles's citywide survey of its historic resources.
- Serves as an expert resource on preservation within City Planning and for other City departments.
- Provides customer service in conducting historic preservation reviews.

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41 City of Los Angeles, *Los Angeles Municipal Code*, Section 91.106.4.5.1.

42 The Mills Act Historical Property Contract Program has served as Los Angeles's primary financial incentive for historic preservation since 1996, offering property tax savings for owners who invest in the rehabilitation and restoration of historic buildings.
Enabled by state legislation in 1972, the Mills Act offers a unique tool for historic preservation through a revolving 10-year contract between the City and the property owner. Contracts are automatically renewed each year and are transferred to new owners when the property is sold. The program's strength is that it incentivizes – through a property tax abatement – significant investment in historic preservation to retain and protect historic resources.

City of Los Angeles Historic Resources Survey

SurveyLA is a Citywide survey that identifies and documents potentially significant historical resources representing important themes in the City's history. The survey and resource evaluations were completed by consultant teams under contract to the City and under the supervision of the Department of City Planning's OHR. The program was managed by OHR, which maintains a website for SurveyLA. The field surveys cumulatively covered broad periods of significance, from approximately 1850 to 1980 depending on the location, and included individual resources such as buildings, structures, objects, natural features and cultural landscapes as well as areas and districts (archaeological resources are planned to be included in future survey phases). The survey identified a wide variety of potentially significant resources that reflect important themes in the City's growth and development in various areas including architecture, city planning, social history, ethnic heritage, politics, industry, transportation, commerce, entertainment, and others. Field surveys, conducted from 2010-2017, were completed in three phases by Community Plan Area. However, SurveyLA did not survey areas already designated as HPOZs or areas already surveyed by Community Redevelopment Agencies. All tools, methods, and criteria developed for SurveyLA were created to meet state and federal professional standards for survey work.

Los Angeles' Citywide Historic Context Statement (HCS) was designed for use by SurveyLA field surveyors and by all agencies, organizations, and professionals completing historical resources surveys in the City of Los Angeles. The context statement was organized using the Multiple Property Documentation (MPD) format developed by the National Park Service for use in nominating properties to the National Register. This format provided a consistent framework for evaluating historical resources. It was adapted for local use to evaluate the eligibility of properties for city, state, and federal designation programs. The HCS used Eligibility Standards to identify the character defining, associative features and integrity aspects a property must retain to be a significant example of a type within a defined theme. Eligibility Standards also indicated the general geographic location, area of significance, applicable criteria, and period of significance associated with that type. These Eligibility Standards are guidelines based on knowledge of known significant examples of property types; properties do not need to meet all of the Eligibility Standards in order to be eligible. Moreover, there are many variables to consider in assessing integrity depending on why a resource is significant under the National Register, California Register or City of Los Angeles HCM eligibility criteria. SurveyLA findings are subject to change over time as properties age, additional information is uncovered, and more detailed analyses are completed. Resources identified through SurveyLA are not designated resources. Designation by the City of Los Angeles and nominations to the California or National Registers are separate processes that include property owner notification and public hearings.

Redevelopment Project Area Historic Resources Surveys

The Community Redevelopment Agency of the City of Los Angeles (CRA/LA) was established in 1948 to revitalize economically underserved areas within the City of Los Angeles by increasing the supply of low-income housing, providing infrastructure for commercial and industrial development, and creating employment opportunities. To carry out these goals, CRA/LA adopted comprehensive plans for each Redevelopment Project Area. Some areas also include a historical resources survey that documents all of the historical resources--individual and districts--within the Redevelopment Project Area. These CRA/LA surveys were done independent of the City's SurveyLA effort, though some of the more recent surveys may have used the same methodology and technology that was used in SurveyLA. SurveyLA did not survey areas already surveyed by CRA/LA. Currently, there are 32 Redevelopment Project Areas throughout Los Angeles. On September 30, 2019, the Los Angeles City Council voted to adopt Ordinance No. 186325 to effectuate the transfer of land use related plans and functions of the CRA/LA to the City of Los Angeles. As a result, the Department of City Planning has jurisdiction over the review of properties located within Redevelopment Project Areas as of November 11, 2019.

City of Los Angeles Cultural Heritage Master Plan

The City of Los Angeles Cultural Affairs Department developed a Cultural Heritage Master Plan, adopted by the City Council in 2000. The Master Plan contains numerous important policy recommendations on historic preservation in the City of Los Angeles, many of which have shaped the creation and early work of the Office of Historic Resources.

City of Los Angeles Zoning Code

On December 4, 2024 the City adopted the final ordinances for Chapter 1A of the City's New Zoning Code. Chapter 1A of the New Zoning Code serves as a modernized, streamlined replacement for the City's previous zoning code dated in 1946. Chapter 1A is intended to simplify and clarify zoning regulations while aligning land use regulations with the City's General Plan and Community Plans.

Chapter 1A also establishes new guidance documents to enable City Planning to be able to regulate particular uses and activities more effectively. These guidance documents include the Chapter 1A Environmental Protection Measures Handbook (EPM Handbook). The EPM Handbook provides guidance on how the new zoning regulations in Chapter 1A of the Los Angeles Municipal Code integrate environmental protections into land use decisions and development standards. These protections include required environmental protection measures and best management practices for project applicants, owners, and developers to implement in their development projects.

To protect undiscovered archaeological resources and tribal cultural resources, the EPM Handbook sets forth environmental protection measures and best management practices that would mainly be implemented during the construction phase of development projects. While project Applicants are required to comply with the EPMs as applicable, the best management practices (BMPs)[43] listed in the Handbook are not mandated and are to be implemented based on the Applicant's discretion and responsibility.

Warner Center Specific Plan

The Warner Center 2035 Plan (WC Specific Plan) is a comprehensive framework guiding mixed-use growth within the Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan Area, specifically covering the area defined as Warner Center in the WC Specific Plan. Its purpose is to transform Warner Center into a vibrant, transit-oriented urban hub that blends high-density residential, commercial, office, cultural, open space, and entertainment uses—while preserving connections to surrounding neighborhoods and ensuring orderly development. Appendix C of the WC Specific Plan includes mitigation measures intended to preserve and protect historic buildings and archaeological resources.

Mulholland Scenic Parkway Specific Plan

The Mulholland Scenic Parkway Specific Plan was adopted by the City of Los Angeles in 1992. The Specific Plan was created to preserve the scenic, natural, and cultural character of Mulholland Drive and its surrounding corridor. The Specific Plan establishes regulations for development, including limits on height, grading, and design, to ensure compatibility with the parkway's unique landscape and viewsheds. Central to the plan is the requirement that archaeological and paleontological resources be identified and protected, with development prohibited from disturbing known or discovered cultural sites. Projects within the plan area that involve grading or additions of 900 square feet or more must undergo review by the Mulholland Design Review Board (DRB), which evaluates compliance with scenic, environmental, and cultural resource protections.

4.5.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to cultural resources if it would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5;

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43 Best management practices are professional procedures, methods, or techniques that are accepted or prescribed as industry standards and which are considered correct or most effective.

- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;
- Disturb any human remains, including those interred outside of dedicated cemeteries.

4.5.4 METHODOLOGY

The cultural resources analysis considers the presence and absence of known cultural resources, as well as the potential for significant cultural resources to occur, within the Southwest Valley CPAs and considers the potential impacts on such resources from adoption and implementation of the Proposed Plans.

The analysis of historical resources examines the likelihood that the Proposed Plans could cause a substantial adverse change in the significance of a historical resource. For the analysis of impacts to historical resources, historical resources include all resources identified in **Appendix 4.5-1** as resources on the California Register (which include those on the National Register), all Historic Cultural Monuments and all resources identified as eligible for listing on a state or local register either individually or as a contributor to a potential historic district in SurveyLA Historic Resources Surveys prepared for the Southwest Valley CPAs.

A significant impact to historic resources would occur if there is a substantial adverse change in the significance of an historical resource. According to *State CEQA Guidelines* Section 15064.5(b)(1) "substantial adverse change" means 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, which is considered to be a significant effect on the environment." Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995) is considered to be mitigated to a level of less-than-significant impact on the historical resource.[44]

The analysis of archaeological resources identifies the likelihood of ground disturbing activities to potentially result in a significant impact to unique archaeological resources. Similar to archaeological resources, the analysis of human remains considers the likelihood of ground disturbing activities to potentially encounter human remains.

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44 California Code of Regulations, Title 14, Chapter 3 15064.5. (b)(3)., available online at: https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/2018_CEQA_FINAL_TEXT_122818.pdf, accessed June 25, 2025.

4.5.5 IMPACTS

Threshold 4.5-1 **Would implementation of the Proposed Plans cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?**

This impact would be significant and unavoidable.

As defined in Section 15064.5 of the CEQA Guidelines a, "[s]ubstantial adverse change in the significance of a historical resource means 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." Future development resulting from implementation of the Proposed Plans may have a significant impact on historical resources if such activities would cause a substantial adverse change in the significance of a historical resource. Historical resources include properties designated in or eligible for listing in the National Register and the California Register.

As stated above, a records search conducted for the Proposed Plans found four buildings located within Southwest Valley CPAs that are listed in the National Register and/or the California Register. Three buildings are located within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA and one building is located within the Encino-Tarzana CPA. The Proposed Plans do not include any changes to these properties. However, the Southwest Valley CPAs contain properties that either have or will pass the age threshold (50 years of age) generally signaling the need for evaluation over the life of the Proposed Plan.

As discussed in the existing setting, the Southwest Valley CPAs includes 19 HCMs, including four resources that are listed on the California Register and the two listed on the National Register. Additionally, as discussed in **Chapter 3.0, Project Description**, any property in the CPAs may redevelop over the approximately twenty five-year plan horizon.

Community Plan Goals and Policies

The Proposed Southwest Valley Community Plans include a series of goals and policies intended to guide development around historical resources in the Southwest Valley CPAs. These goals and policies are listed below in **Table 4.5-3, Goals and Policies in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Related to Cultural Resources**, **Table 4.5-4, Goals and Policies in the Encino-Tarzana Community Plan Related to Cultural Resources** and **Table 4.5-5, Goals and Policies in the Reseda West Van Nuys-Lake Balboa Community Plan Related to Cultural Resources**.

Table 4.5-3
Goals and Policies in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Related to Cultural Resources

Goals and Policies	Description
Goal - LU 14	**An environment characterized by distinctive neighborhoods, and cultural and historic resources**
Policy - LU 14.1	Support existing and future efforts that are intended to enhance, restore, and activate historic resources.
Policy - LU 14.2	Discourage the unnecessary loss of resources of historic significance, special character, cultural, or social significance.
Policy – LU 14.3	Support existing and future policy that is intended to enhance, restore, and activate resources eligible for listing on local, state, or national registers, including through the use of Survey LA, the Los Angeles Historic Resources Survey, and other City recognized surveys.
Policy – LU 14.4	Prioritize the preservation and restoration of historic resources identified through the Los Angeles Historic Resources Survey (SurveyLA) and other City recognized surveys.
Policy – LU 14.5	Support demolition delay processes to review and protect individually significant historic resources and districts in Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan from demolition or adverse alteration.
Policy – LU 14.6	Protect and support the rehabilitation of historic resources designated at the local, state, or national level.
Policy – LU 14.7	Support programs that help and protect legacy businesses and cultural institutions from displacement.
Goal – LU 15	**Vibrant mixed-use destinations exhibit a strong sense of place and are reinforced through improved design and activation**
Policy – LU 15.1	Ensure that where new development occurs, it complements the physical qualities and distinct features of existing historic resources.
Policy – LU 15.2	Preserve distinct qualities and features of historically and culturally significant neighborhoods 'and communities.
Policy – LU 15.3	Support contextual infill development in the Historic commercial core of Canoga Park along Sherman Way, Remmet Avenue, and Owensmouth Avenue.
Policy – LU 15.4	Encourage innovative design that creates the preservation worthy buildings of the future.
Policy – LU 15.5	Retain the integrity of historic resources, while achieving a balance between preservation and the need to accommodate housing and jobs in the Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan.
Goal – LU 16	**An enhanced public realm that invites people to connect to the historic, cultural, spiritual, and social context of the community.**
Policy – LU 16.1	Encourage new development to incorporate culturally relevant and community-driven public art along building facades and in outdoor areas.
Policy – LU 16.2	Strengthen the awareness of historic resources by supporting the implementation of a unified onset of informational and wayfinding signs that provide a description of these sites.
Policy – LU 16.3	Grant opportunities to local artists from the community when commissioning artwork for both the public realm and private projects.
Policy – LU 16.4	Consider opportunities for multiple forms of public art, including but not limited to seating, lighting, landscaping, shade structures, sculptures, and imagery incorporated into outdoor installations.

Source: City of Los Angeles. Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan CH 2: Land Use & Urban Form, Preliminary Draft March 2024

Table 4.5-4
Goals and Policies in the Encino-Tarzana Community Plan Related to Cultural Resources

Goals, and Policies	Description
Goal – LU 14	**An environment characterized by distinctive neighborhoods, and cultural and historic resources**
Policy - LU 14.1	Support existing and future efforts that are intended to enhance, restore, and activate historic resources.
Policy - LU 14.2	Discourage the unnecessary loss of resources of historic significance, special character, cultural, or social significance.
Policy – LU 14.3	Support existing and future policy that is intended to enhance, restore, and activate resources eligible for listing on local, state, or national registers, including through the use of Survey LA, the Los Angeles Historic Resources Survey, and other City recognized surveys.
Policy – LU 14.4	Prioritize the preservation and restoration of historic resources identified through the Los Angeles Historic Resources Survey (SurveyLA) and other City recognized surveys.
Policy – LU 14.5	Support demolition delay processes to review and protect individually significant historic resources and districts in the Encino-Tarzana Community Plan from demolition or adverse alteration.
Policy – LU 14.6	Protect and support the rehabilitation of historic resources designated at the local, state, or national level.
Policy – LU 14.7	Support programs that help and protect legacy businesses and cultural institutions from displacement.
Goal – LU 15	**Vibrant mixed-use destinations exhibit a strong sense of place and are reinforced through improved design and activation**
Policy – LU 15.1	Ensure that where new development occurs, it complements the physical qualities and distinct features of existing historic resources.
Policy – LU 15.2	Preserve distinct qualities and features of historically and culturally significant neighborhoods ˙and coenmunities.
Policy – LU 15.3	Support contextual infill development around Los Encinos State Historic Park.
Policy – LU 15.4	Encourage innovative design that creates the preservation worthy buildings of the future.
Policy – LU 15.5	Retain the integrity of historic resources, while achieving a balance between preservation and the need to accommodate housing and jobs in the Encino-Tarzana Community Plan.
Goal – LU 16	**An enhanced public realm that invites people to connect to the historic, cultural, spiritual, and social context of the community.**
Policy – LU 16.1	Encourage new development to incorporate culturally relevant and community-driven public art along building facades and in outdoor areas.
Policy – LU 16.2	Strengthen the awareness of historic resources by supporting the implementation of a unified set of informational and wayfinding signs that provide a description of these sites.
Policy – LU 16.3	Grant opportunities to local artists from the community when commissioning artwork for both the public realm and private projects.
Policy – LU 16.4	Consider opportunities for multiple forms of public art, including but not limited to seating, lighting, landscaping, shade structures, sculptures, and imagery incorporated into outdoor installations.

Source: City of Los Angeles. Encino-Tarzana Community Plan CH 2: Land Use & Urban Form, Preliminary Draft March 2024

Table 4.5-5
Goals and Policies in the Reseda West Van Nuys Lake Balboa Community Plan Related to Cultural Resources

Goals, and Policies	Description
Goal – LU 14	**An environment characterized by distinctive neighborhoods, and cultural and historic resources**
Policy - LU 14.1	Support existing and future efforts that are intended to enhance, restore, and activate historic resources.
Policy - LU 14.2	Discourage the unnecessary loss of resources of historic significance, special character, cultural, or social significance.
Policy – LU 14.3	Support existing and future policy that is intended to enhance, restore, and activate resources eligible for listing on local, state, or national registers, including through the use of Survey LA, the Los Angeles Historic Resources Survey, and other City recognized surveys.
Policy – LU 14.4	Prioritize the preservation and restoration of historic resources identified through the Los Angeles Historic Resources Survey (SurveyLA) and other City recognized surveys.
Policy – LU 14.5	Support demolition delay processes to review and protect individually significant historic resources and districts in the Reseda-West Van Nuys-Lake Balboa Community Plan from demolition or adverse alteration.
Policy – LU 14.6	Protect and support the rehabilitation of historic resources designated at the local, state, or national level.
Policy – LU 14.7	Support programs that help and protect legacy businesses and cultural institutions from displacement.
Goal – LU 15	**Vibrant mixed-use destinations exhibit a strong sense of place and are reinforced through improved design and activation**
Policy – LU 15.1	Ensure that where new development occurs, it complements the physical qualities and distinct features of existing historic resources.
Policy – LU 15.2	Preserve distinct qualities and features of historically and culturally significant neighborhoods 'and communities.
Policy – LU 15.3	Support contextual infill development around the historic core of the Downtown Reseda area, running along Sherman Way from Amigo Avenue at the west to Etiwanda Avenue at the east, and along Reseda Avenue from Valerio Street at the north to Hart Street at the south.
Policy – LU 15.4	Encourage innovative design that creates the preservation worthy buildings of the future.
Policy – LU 15.5	Retain the integrity of historic resources, while achieving a balance between preservation and the need to accommodate housing and jobs in the Encino-Tarzana Community Plan.
Goal – LU 16	**An enhanced public realm that invites people to connect to the historic, cultural, spiritual, and social context of the community.**
Policy – LU 16.1	Encourage new development to incorporate culturally relevant and community-driven public art along building facades and in outdoor areas.
Policy – LU 16.2	Strengthen the awareness of historic resources by supporting the implementation of a unified set of informational and wayfinding signs that provide a description of these sites.
Policy – LU 16.3	Grant opportunities to local artists from the community when commissioning artwork for both the public realm and private projects.
Policy – LU 16.4	Consider opportunities for multiple forms of public art, including but not limited to seating, lighting, landscaping, shade structures, sculptures, and imagery incorporated into outdoor installations.

Source: City of Los Angeles. Reseda-West Van Nuys-Lake Balboa Community Plan CH 2: Land Use & Urban Form, Preliminary Draft March 2024

The Proposed Plans also include new zoning that contains regulations intended to shape the massing and scale of a building. Future development within the Southwest Valley CPAs will be subject to compliance with zoning regulations for building mass and width, articulation, building entrances, entry features and transparencies, and in certain areas specific allowable building materials intended to ensure infill development is compatible with the building character of these areas.

The Proposed Plan also includes new land use designations intended to increase the density of certain areas of the Southwest Valley CPAs. For example, the Southwest Valley CPAs proposes designating the area near Canoga Park Station (i.e., Sherman Way Station), along Sherman Way, east of Canoga Avenue is proposed to Community Center. This re-designation would change the allowed density to allow a bonus floor to area ratio (FAR) of 5:1 to the existing base FAR of 1.5:1. The redesignation would also allow an increase in building height to allow a bonus height of eight additional stories to the existing base height of three feet. Furthermore, future development within the Southwest Valley CPAs will continue to be subject to a development review process with the City to ensure that proposed density, height, and building materials/architectural design would remain compatible with the building character of these areas and with the character of nearby historic resources.

The Proposed Plans currently do not introduce any features that would preclude implementation of or alter the regulatory control ordinances that protect the City-designated historical resources, the HCM, or the Building Code regulations discussed above. Specifically, the Cultural Heritage Ordinance requires any project involving alteration, relocation, or demolition of a designated HCM to be reviewed by the Cultural Heritage Commission and any potential demolition to be delayed up to 180 days, which can be further extended another 180 days if found necessary. Additionally, the California Building Code requires that no permit for a designated resource, or resources found to be eligible for State or National register by the State Office of Historical Places, can be issued without CEQA review.

To maintain the cultural identity and history of buildings in the Southwest Valley CPAs, the Proposed Plans would also implement a new review process for projects that involve select eligible historic resources, as well as existing regulatory protections from demolitions and alterations for certain eligible historic resources that have been identified in surveys prepared or accepted by the City. The Individual Historic Resource Review, or IHR review, requires additional planning review in consultation with Los Angeles City Planning's OHR for projects that involve selected eligible or surveyed individual properties within the CPA. This would be an addition to the current City's practice for any discretionary project, which involves OHR reviewing any project involving a property identified in SurveyLA as potentially eligible for listing, and requiring avoidance measures, unless OHR agrees the resource is not eligible for listing. If OHR disagrees with an applicant that a resource is not eligible for listing, OHR will require the applicant to provide an impact assessment from a qualified preservation consultant and develop mitigation measures

or OHR will advise if a significant impact is not avoidable. OHR typically recommends modifications that are consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. Such modifications may include retention of significant character-defining features and adjustments to setbacks, step backs, and height, as well as other project features related to context-sensitive project design.[45] If an impact is not avoidable, the City's Planning Department will require the applicant to pay fees to prepare an EIR.

Moreover, no historical resources are called for removal or alteration under the Proposed Plans. However, development that would occur over the life of the Proposed Plans has the potential to occur on, or adjacent to, historical resources. This is particularly true for areas with proposed increased development potential along specific corridors and nodes near transit, which could result in pressure to remove historical resources.

Notwithstanding the above, new development could result in an impact to historical resources either through direct effects (demolition or alteration of a historical resource's physical characteristics that convey its historical significance, such as change to the façade inconsistent with the original façade) or through indirect effects to the area surrounding a resource (eliminating or diminishing the historic value of a resource without physically changing the resource, such as creating a visually incompatible structure adjacent to a historical structure).

While OHR reports that it is extremely uncommon in the City to lose designated historical resources when a property owner has complied with the City's regulations, the Cultural Heritage Ordinance cannot prevent a property from being demolished or redeveloped or prevent structures from being altered. Rather these ordinances provide for processes, including environmental review, but they do not prohibit demolition. Implementation of the Proposed Plans incorporates policies and design standards that would assist in further protecting the integrity and history of places and areas. However, it is possible that demolition and/or significant alteration to some of the historical resources within the CPAs would occur during the life of the Proposed Plans. However, if it is determined that demolition of an identified historic resource is unavoidable, certain steps can be taken to document the resource for future generations.

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45 If the historic or cultural significance of a potential resource is contested, Applicants will be required to provide a historic resource assessment prepared by a qualified architectural historian to determine the proposed resource's potential significance.

The Historic American Buildings Survey (HABS), established in 1933 and administered by the National Park Service (NPS) in partnership with the Library of Congress, is the nation's first federal preservation program. Its purpose is to document America's architectural heritage through measured drawings, large-format photographs, and written historical reports. The documentation is archived in the Library of Congress and serves as a permanent record of historic buildings, landscapes, and engineering works.

While HABS is primarily a federal documentation program, it can be required at the project development level—usually when a project involves federal undertakings (e.g., federal funding, permitting, or land) and triggers Section 106 of the National Historic Preservation Act (NHPA). However, HABS documentation is accepted under CEQA as a form of mitigation prior to the demolition or substantial alteration of a historic property. Property owners, historians, preservation groups, and researchers sometimes prepare HABS documentation voluntarily, outside of any regulatory framework, to preserve the record of a historic property.

Public Resources Code (PRC) §21081.6 requires public agencies, when approving a project under CEQA, to adopt a mitigation monitoring or reporting program (MMRP) for any measures included in an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND). The purpose is to ensure that mitigation measures and project revisions identified to reduce significant environmental effects are actually implemented throughout the life of the project. The statute requires that the program be enforceable, linked to specific project approvals, and designed to track compliance at appropriate stages (e.g., during construction, operation, or maintenance).

On October 09, 2019 the Governor signed into law Senate Bill (SB) 330, also known as the Housing Crisis Act of 2019. The bill was passed to tackle the state's housing shortage; it applies special rules through January 1, 2030 (extended by SB 8). SB 330, codified at Government Code, section 65913.4, exempts certain potentially large housing development projects from CEQA since the approval process for such a project becomes ministerial under the Code. However, Government Code, section 65913.4(a)(7)(C) excludes projects constructed on sites that would require the demolition of historic structures listed on a national, state or local register. In addition, in 2025 CEQA was amended to add a new exemption for certain potentially large housing development projects which is codified at PRC section 21080.66. However, this new exemption also prohibited use of the exemption for projects that would require the demolition of a historic structure that was listed on a national, state or local register prior to the submittal of a complete preliminary application pursuant Government Code, section 65941.1.

As discussed above, the City has a robust process for reviewing listed or eligible resources. Nonetheless, designated historic resources may be demolished if an applicant goes through the discretionary review process and receives an approved entitlement.

Resources included in SurveyLA or any other survey meeting the requirements of PRC Section 5024.1(g) or the CRA Survey are not prohibited from demolition or alteration, provided they go through the appropriate process, including environmental review. While the Proposed Plans would require additional review of projects to ensure that the cultural and historic identity of the Southwest CPAs is maintained, this additional review would be limited to specific selected eligible historic resources. Therefore, during the lifetime of the Proposed Plans, future historic resources that are designated as a historic resource may avoid the proposed additional review process, and demolition activities that result in the loss of historic resources may be approved.

Therefore, the Proposed Plans' impacts to historical resources would be ***potentially significant.***

Mitigation Measures

The City has identified multiple processes that can mitigate potential impacts related to historical resources. These include the City's robust review process, the IHR process specific to the Southwest Valley CPAs, documentation of resources in accordance with HABS, and compliance with CEQA to identify historical resources. Because additional review would be implemented as part of the Proposed Plans, the City finds that requiring even further additional review of projects otherwise undergoing discretionary review would be undesirable due to the delays it could result in for projects. Additionally, as a policy matter, the City finds that it is undesirable to put additional regulations or processes, beyond existing state or local laws, on projects involving historical resources that are designated under the HCM, including ministerial projects.

Notwithstanding the above, there remains the potential that even the City's existing policies and procedures would not prevent the demolition or substantial alteration of currently unidentified historical resources. Therefore, impacts to historical resources from the Proposed Plans would be ***significant and unavoidable.***

Significance after Mitigation

Significant and unavoidable.

Threshold 4.5-2 **Would implementation of the Proposed Plans cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?**

The impact would be less than significant with mitigation.

As discussed above, the Southwest Valley CPAs were inhabited by the Fernandeños people, who may have left behind archaeological resources that may still exist within the CPAs. Non-tribal resources from the same time periods may also exist in the CPAs. Furthermore, a Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search was conducted, and the search results were positive indicating a high likelihood of archeological resources in the Plan Area (see Appendix 4.16-1, Tribal Consultation).

Future development under the Proposed Plans would likely include ground-disturbing activities that could go beyond human-made fills/existing disturbed areas and could impact previously undetected archaeological resources. The majority of the CPAs are highly urbanized and any archaeological resources that may have existed at or close to the surface have likely been disturbed by past development. Archaeological resources may have also existed within the open recreational spaces, such as the parks adjacent to the Santa Monica Mountains. However, the Proposed Plans would not implement any policies that would allow for any ground-disturbing activities to occur within these uses.

A comprehensive records search of archaeological resources in the Southwest Valley CPAs was conducted as part of the Cultural Resources Report prepared for the Proposed Plans (see Appendix 4.5-1). As discussed above, the records search found 45 archaeological resources that have been previously recorded within the Southwest Valley CPAs. Of these resources, 31 are in the Canoga Park-Winnetka-Woodland Hills-West Hills CPA and 14 are in the Encino-Tarzana CPA. Additionally, given the extensive history of the Los Angeles area throughout the Prehistoric, Ethnographic, Spanish, Mexican, and American periods, the entire Southwest Valley CPAs may be considered sensitive for archaeological resources. As such, projects within the Southwest Valley CPAs that do not disturb previously undisturbed soil would not be anticipated to cause any adverse change in the significance of archaeological resources. Projects within the Southwest Valley CPAs that disturb previously undisturbed soils during construction could encounter resources and could have an adverse impact on archaeological resources.

Although it is a misdemeanor[46] for anyone to destroy or remove anything of archaeological interest, property owners and developers may not be aware of their legal obligations and the best means to ensure compliance with regulations. Therefore, without mitigation, impacts related to archaeological resources would be ***potentially significant.***

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46 Penal Code 622.5; PRC Sections 5097.5, 5097.9, and 5097.98-99, available online at: http://nahc.ca.gov/codes/california-public-resources-code-5097-9/, accessed June 26, 2025.

Mitigation Measures

Upon Community Plan adoption, project applicants are required to comply with the environmental protection measures (EPMs) provided in Chapter 1A as applicable. The best management practices listed in the Handbook are not mandated and are to be implemented based on the Applicant's discretion and responsibility. The following EPMs and associated best management practices (incorporated herein by reference) are applicable to the Proposed Plans.

MM CR-1 Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **CR1-1: Inadvertent Discovery**:

For any project that requires a permit for grading or excavation; if a possible archaeological resource is uncovered during earthwork or construction, all work shall cease within a minimum distance of 50 feet from the find until a Qualified Archaeologist has been retained to evaluate the find in accordance with National Register of Historic Places and California Register of Historical Resources criteria. The Qualified Archaeologist may adjust this avoidance area, ensuring appropriate temporary protection measures of the find are taken while also considering ongoing construction needs in the surrounding area. Temporary staking and delineation of the avoidance area shall be installed around the find in order to avoid any disturbance from construction equipment. Ground Disturbance Activities may continue unimpeded on other portions of the site outside the specified radius

Any potential archaeological resource or associated materials that are uncovered shall not be moved or collected by anyone other than an Archaeological Monitor or Qualified Archaeologist unless the materials have been determined to be non-unique archaeological resources, as defined in Public Resources Code Section 21083.1(h), by the Qualified Archaeologist. The Qualified Archaeologist shall determine if the resources are unique archeological resources as defined in Public Resources Code Section 21083.2(g).

Consistent with Public Resources Code Section 21083.2, the handling, treatment, preservation, and recordation of unique archaeological resources shall occur as follows:

- The find should be preserved in place or left in an undisturbed state unless the Project would damage the resource.
- When preserving in place or leaving in an undisturbed state is not possible, excavation and recovery of the find for scientific study should occur unless testing or studies already completed have adequately recovered the scientifically consequential

information from and about the resource, and this determination is documented by a Qualified Archaeologist.

Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed by a Qualified Archaeologist. A report that describes the resource(s) and its disposition, as well as the assessment methodology, shall be prepared by the Qualified Archaeologist according to current professional standards and maintained pursuant to the proof of compliance requirements in Sec. 1.D.6. (Additional Requirements). If appropriate, the report should also contain the Qualified Archaeologist's recommendations for the preservation, conservation, and curation of the resource at a suitable repository, such as the Natural History Museum of Los Angeles County, with which the Applicant or Owner must comply.

MM CR-2 Pursuant to the City of Los Angeles Zoning Code Chapter 1A Environmental Protection Measures Handbook - Section 2. Required Notices, prior to issuance of a permit for grading or excavation all project applicants shall receive notice and acknowledge in writing the receipt of the following notice:

Several laws regulate the treatment of archaeological, paleontological, and tribal cultural resources and make it a criminal violation to destroy those resources. These regulations include, but are not limited to:

- California Penal Code Section 622.5 - Unlawful Disfigurement of Archeological or Historical Objects provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."

- Public Resources Code Section 5097.5(a) states: "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." A violation of Section 5097.5 is a misdemeanor subject to a fine up to $10,000 and/or a year in jail, and potential restitution.

- California Code of Regulations, Title 14, Section 4308 states: "No person shall remove, injure, deface or destroy any object of paleontological, archaeological, or historical interest or value."

- California Code of Regulations, Title 14, Section 1427 states: "No Person shall collect or remove any object or thing of archeological or historical interest or value, nor shall any person injure, disfigure, deface or destroy the physical site, location or context in which the object or thing of archeological or historical interest or value is found.

Significance after Mitigation

Implementation of **Mitigation Measures CR-1 and CR-2,** along with the recommended BMPs listed above, would avoid significant direct impacts to archaeological resources to the maximum extent feasible and provide for recovery and/or documentation of any significant resources that cannot be preserved in place. With mitigation and implementation of BMPs, significant archaeological resources would be preserved and impacts to archaeological resources would ***be less than significant with mitigation.***

Threshold 4.5-3 Would implementation of the Proposed Plans disturb human remains, including those interred outside of dedicated cemeteries?

This impact would be less than significant.

The Southwest Valley CPAs do not contain any Los Angeles County designated formal cemeteries, and no known informal cemeteries. The potential to disturb human remains interred outside of formal cemeteries is considered low given the level of past human activity. During the Mission-associated Native American history of Los Angeles it was often Native American practice to bury people outside mission grounds in informal cemeteries. The nearest mission is the San Fernando Mission located approximately 3.6 miles northeast of the Southwest Valley CPAs. There is no history of any missions or their accompanying cemeteries in the Southwest Valley CPAs. Furthermore, the Southwest Valley CPAs are highly urbanized, and unmarked cemeteries or graves that may have existed at the surface have likely been disturbed by past development. However, due to the close proximity the San Fernando Mission and the Southwest Valley CPAs, the potential to disturb human remains interred outside of formal cemeteries within Southwest Valley CPAs are considered moderate, as it is possible that unknown human remains could be located within the Southwest Valley CPAs and that future development could encounter these remains.

In the event of the inadvertent discovery or recognition of any human remains during future, project-related ground disturbance, California Health and Safety Code Section 7050.5 states that, if human remains are unearthed during construction, then no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to PRC Section 5097.98. Section 5097.98 which sets forth the Native American Heritage Commission notification process and the appropriate procedures if the County Coroner determines the human remains to be Native

American. Compliance with applicable regulations would protect unknown and previously unidentified human remains. Willfully mutilating, disinterring, or disturbing human remains outside of a dedicated cemetery is considered a misdemeanor under this code. Therefore, impacts related to human remains would be ***less than significant.***

Mitigation Measures

No mitigation measures are required.

Significance after Mitigation

Less than significant.

4.5.6 CUMULATIVE IMPACTS

The cumulative context for the cultural resources analysis includes reasonably foreseeable future development within the City of Los Angeles, as well as the County of Los Angeles pursuant to applicable planning documents, including the Southern California Association of Governments (SCAG) Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy and adjacent community plans, as well as previously approved but unbuilt projects in the County or adjacent Community Plan Areas.

Historical Resources

As discussed above, it is possible that future development within the CPAs could result in demolition and/or significant alteration to some historical resources during the life of the Proposed Plans. Implementation of the Proposed Plans in combination with other projects located throughout the City of Los Angeles would similarly increase the potential for impacts to historical resources and could contribute to the loss of historical resources in the City. The Cultural Heritage Ordinance and HPOZ Ordinances cannot prevent a property from being impacted by demolition or redevelopment or prevent structures from being altered so long as an applicant has gone through all necessary processes, including environmental review. The potential for impacts to historical resources from individual developments is site-specific and depends on the location and nature of each individual development proposal. All future development projects would continue to be subject to existing federal, state, and local requirements and discretionary projects may be subject to project-specific mitigation requirements as outlined herein. Further, as explained above, recent legislation identifies many types of housing development projects that will not be subject to discretionary review, however, there remain provisions in these laws requiring environmental review for identified historic resources. It is anticipated that cumulative impacts to historical resources can be

minimized through implementation of regulatory compliance measures (existing rules for HCM, for example). Further, project design features on a project-by-project basis may serve to reduce impacts. For example, the architectural character of a historic district may be minimized through design review for future development on a project-by-project basis. However, the alteration or demolition of historical resources remains a possibility throughout the City.

Based on the above discussion, the incremental effect of the Proposed Plans on historical resources would be cumulatively considerable and cumulative impacts to historical resources in the Southwest Valley CPAs would be ***significant and unavoidable***.

Archaeological Resources

Based upon existing studies documenting archaeological resources recovered from the prehistoric era to the present, the San Fernando Valley is known to have high archaeological sensitivity, and past development has resulted in substantial adverse changes in the significance of various archaeological resources prior to the implementation of regulations enacted for the purpose of avoiding disturbance, damage, or degradation of these resources. Future development may uncover or disturb known or previously unknown archaeological resources. However, implementation of Mitigation Measures **MM CR-1, MM CR-2,** and the recommended BMPs would reduce impacts related to archaeological resources to a less than significant level. The Proposed Plans' effects on archaeological resources would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

Human Remains

Past development has disturbed human remains, including those interred outside of dedicated cemeteries. This has led to the implementation of specific requirements to preserve such remains, as codified in *CEQA Guidelines Section* 15064.5(e) and PRC Section 5097.98. There is the possibility that ground-disturbing activities during future construction could uncover previously unknown and buried human remains. Treatment of human remains is addressed by standard regulatory requirements, which apply to all development projects statewide. Any development project, including those in accordance with the Proposed Plans would be subject to these same regulations. Willfully mutilating, disinterring, or disturbing human remains outside of a dedicated cemetery is considered a misdemeanor under these regulations. The Proposed Plans' effect on human remains would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

4.5.7 REFERENCES

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4.6 ENERGY

INTRODUCTION

This section addresses the potential construction and operational impacts on energy resources within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys-Lake Balboa Community Plan, collectively referred to as the "Southwest Valley Community Plans," "Southwest Valley Community Plans Area (CPA)," or "Proposed Plans" and evaluates the energy impacts associated with the Proposed Plans. The analysis identifies the utility companies that provide electricity and natural gas services in the City, describes existing consumption, the nature and location of related infrastructure, and the anticipated changes in demand for electricity and natural gas.

Past conflicts in the Middle East, as well as the ongoing wars in Iran and Ukraine (and subsequent sanctions placed on Russian oil) are likely to have global ramifications for years to come. Energy prices in the West, including in the United States, are already rising substantially. The long-term effects of these conflicts are hard to determine at present, but are likely to substantially affect the U.S., California, and Los Angeles County energy production and consumption for the near and medium term and possibly even the long-term. This may result in increased production of oil, at least in the short term, and increased pressure to develop renewable sources and use renewable sources of energy. However, recent federal overhauls of existing regulations aimed at renewable energy sources and reducing greenhouse gas emissions under the second Trump administration strain these sustainability goals. As discussed later in this section, for now, the extent and duration of such changes are not reasonably foreseeable and therefore cannot be addressed in this environmental document.

4.6.1 EXISTING ENVIRONMENTAL SETTING

This section provides an overview of the various types of energy resources and a discussion of the existing supply and demand at the state, regional, and local levels.

Petroleum

California is one of the top producers of petroleum in the nation, with drilling operations primarily concentrated in Kern and Los Angeles Counties. A network of crude oil pipelines connects production areas to oil refineries in the Los Angeles area, the San Francisco Bay Area, and the Central Valley. California oil refineries also process large volumes of Alaskan and foreign crude oil received in ports in Los Angeles, Long Beach, and the San Francisco Bay Area. Crude oil production in California and Alaska is in decline, and California refineries have become increasingly dependent on foreign imports.

Led by Brazil, Iraq, and Guyana, foreign suppliers now produce over sixty percent of crude oil refined in California.[1,2] As discussed above, due to California's dependency on foreign suppliers for crude oil, which can and has been impacted by conflicts overseas, the state is vulnerable to the volatility of the market for crude oil, creating uncertainty in the current and future reliability of these sources.

According to the United States Energy Information Administration (EIA), California's transportation sector accounted for approximately three percent of the United States' total energy demand (94,533.9 trillion British thermal units [Btu]) amounting to approximately 3,111 trillion Btu in 2024.[3,4] Most gasoline and diesel fuel sold in California for motor vehicles is refined in California to meet state-specific formulations required by the California Air Resources Board (CARB). While the Southwest Valley CPAs contains no active oil fields, there are three idle oil and gas wells as well as three plugged/abandoned oil wells within its boundaries.[5] **Figure 4.6-1, Oil Wells within the Southwest Valley CPAs,** shows the location of oil fields and active wells within the Southwest Valley CPAs.

Southwest Valley Community Plan Areas Petroleum Consumption

Petroleum consumption was estimated by calculating the direct consumption through daily vehicle miles travelled (light duty vehicles only) as a result of trips that are associated with uses in the Southwest Valley CPAs (see **Methodology** in **Section 4.6.4**). Daily vehicle miles traveled (VMT) within the Southwest Valley CPAs under existing conditions are discussed in detail in **Section 4.15, Transportation and Traffic,** and were estimated at approximately 15.6 million, as shown in **Table 4.6-1, Daily and Annual VMT in the Southwest Valley CPAs**.

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1 California Energy Commission (CEC), Foreign Sources of Crude Oil Imports to California, 2025, available at: https://www.energy.ca.gov/data-reports/energy-almanac/californias-petroleum-market/foreign-sources-crude-oil-imports, accessed July 2, 2026.

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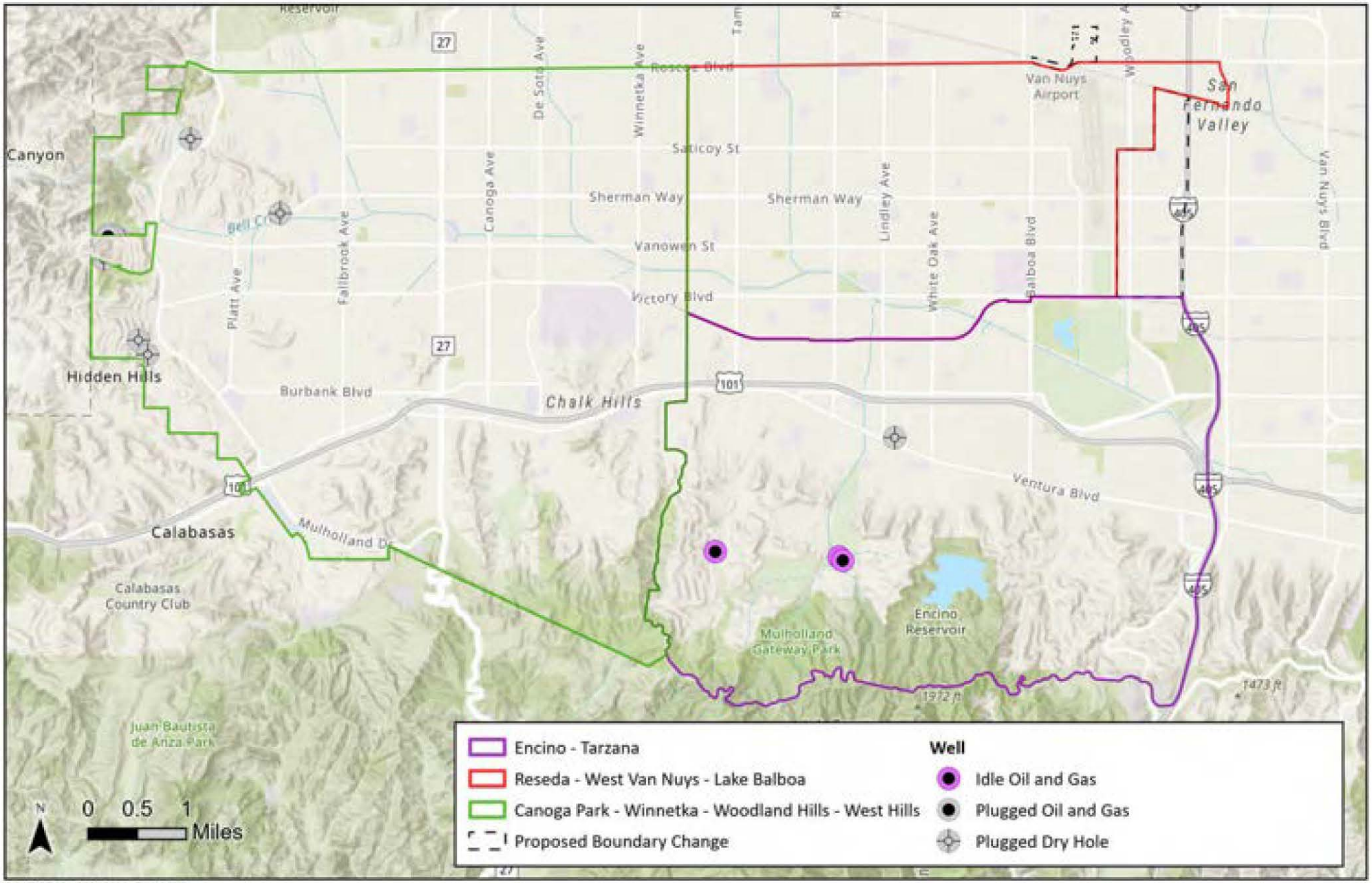
3 United States Energy Information Administration, U.S. States, Table C4: Total end-use sector energy consumption estimates, 2024. Available online at: https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_sum/html/sum_use_tc.html&sid=US, accessed July 20, 2026.

4 United States Energy Information Administration, U.S. States, Table C8: Transportation sector energy consumption estimates, 2024. Available online at: https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_sum/html/sum_btu_tra.html&sid=US, accessed July 20, 2026.

5 County of Los Angeles Department of Regional Planning, Los Angeles Oil and Gas Wells Web Map. Available online at: https://www.arcgis.com/apps/mapviewer/index.html?webmap=c947a68fa3eb46f4b01110fce1f7305f, accessed July 2, 2026.



SOURCE: CalGEM 2025; Esri, 2025

FIGURE **4.6-1**

IMPACT SCIENCES

Oil and Gas Wells within the Southwest Valley CPAs

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Based on this daily VMT, approximately 80,149 Metric Million Btu (MMBtu) are consumed per day under existing conditions by the transportation sector as a result of trips associated with uses in the Southwest Valley CPAs, as shown below in **Table 4.6-2, Existing Transportation Sector Energy Use in the Southwest Valley CPAs.**

Table 4.6-1
Daily and Annual VMT in the Southwest Valley CPAs

	Daily VMT	Annual VMT
Southwest Valley CPAs Total	15,601,300	5,694,474,500

CPAs = Community Plan Areas; VMT = Vehicle Miles Traveled

*Source: Fehr & Peers, 2026. See **Section 4.15, Transportation and Traffic.***

Table 4.6-2
Existing Transportation Sector Energy Use in the Southwest Valley CPAs

	Existing Daily Energy Use (MMBtu)[1]	Existing Annual Energy Use (MMBtu)[2]	Existing Daily per Capita Energy Use (MMBtu)[3]	Existing Daily Per Service Population Energy Use (MMBtu)[3]	Existing Annual Per Capita Energy Use (MMBtu)	Existing Annual Per Service Population Energy Use (MMBtu)
Southwest Valley CPAs Total	80,149	29,254,385	0.20	0.14	74.13	50.41

Notes:
Btu = 1 British Thermal Unit, MMBtu = 1 Metric Million British Thermal Units; VMT = Vehicle Miles Traveled.
[1] Existing Daily Energy Use determined by dividing the daily VMT value (see Table 4.6-1, above) by 23.4, the average miles traveled per gallon of fuel consumed for all light duty vehicles (this value is provided by the United States Energy Information Administration 2024 Highway Statistics Series – source below) to get the daily gallons of fuel consumed. This value is then multiplied by 120,214 to convert the gallons to British thermal units (one gallon is equivalent to 120,214 Btu) for daily fuel used. This value is then divided by 1,000,000 to get the Metric Million Btu (MMBtu) value.
[2] Existing Annual Energy use is the Existing Daily Energy Use multiplied by 365 (days in a year).
[3] Existing per capita population used to calculate per capita use: 394,629 people; Existing service population: 560,288 (394,629 residents and 185,659 employees). Daily and Annual Energy Use per capita values are determined by dividing the per capita and per service population values by the Existing Daily Energy Use value and the Existing Annual Energy use value.
*See **Appendix 4.6, Energy.***
Totals may not add up due to rounding.
Sources:
*Fehr & Peers, 2026. See **Section 4.15, Transportation and Traffic.***
Federal Highway Administration, Highway Statistics Series - 2024. Available online at: https://www.fhwa.dot.gov/policyinformation/statistics/2024/vm1.cfm, accessed July 17, 2026.
United States Energy Information Administration, Units and Calculators Explained. Available online at: https://www.eia.gov/energyexplained/units-and-calculators/, accessed July 17, 2026.

Electricity

The California Energy Commission (CEC) maintains a statewide database of annual electricity generation and consumption. In 2024, California produced approximately 78 percent of the electricity it used. The remainder was imported from outside the state. In 2024, total electrical generation was 278,338 gigawatt-hours (GWh) with approximately 216,181 GWh produced in-state with the remaining 62,157 GWh being imported from out-of-state sources.[6] Renewable sources accounted for approximately 60 percent of 2024 in-state generation.[7] Statewide electricity consumption in 2024 (the most recent year with available data) was estimated by the CEC to be 282,783 GWh, with Los Angeles County responsible for consuming approximately 64,896 GWh (23 percent).[8]

In fiscal year 2024-2025, Los Angeles Department of Water and Power (LADWP) supplied more than 20,749 GWh, or 20,749,000 MWh, of electricity a year to over 1.6 million residential and business customers within the City of Los Angeles as well as 6,000 customers in Owens Valley;[9] as such, the electricity supplied by the LADWP accounts for approximately 7.5 percent of Statewide electricity consumption. The Citywide existing (2024) population of 3,860,268 divided into the total electricity supplied to the City by the LADWP (20,749,000 MWh) results in a Citywide electricity consumption value of 5.38 MWh per capita; the Citywide total per service population of 5,696,940 (the existing population of 3,860,268 plus the existing Citywide employment value of 1,836,672 jobs) divided into the total electricity supplied to the City by the LADWP results in a Citywide electricity consumption of 3.64 MWh per service population.[10]

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6 California Energy Commission, "2024 Total System Electric Generation," available online at: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2024-total-system-electric-generation, accessed July 9, 2026.

7 Ibid.

8 California Energy Commission, "California Electricity Consumption," available online at: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0, accessed June 11, 2026.

9 Los Angeles Department of Water and Power, *LADWP Briefing Book 2024-2025*, 2026, available online at: https://www.ladwp.com/sites/default/files/2025-10/2024_25_BB_FullBook_Rev10_Digital.pdf, accessed June 10, 2026.

10 See **Section 4.13, Population and Housing**, for population and employment values.

LADWP has a capacity of over 8,081 Megawatts (MW) with a record peak instantaneous demand of 6,502 MW in 2017.[11] LADWP's Power Infrastructure includes 23 Generation Plants (5 thermal, 14 small hydroelectric plants, 1 large hydroelectric pumped storage plant, 1 wind plant, and 2 solar photovoltaic plants), 7,380 miles of overhead distribution lines, 3,883 miles of underground distribution cables and 178 distribution stations.[12] By the end of 2022, Los Angeles's power portfolio was 52 percent carbon-free and greenhouse gas (GHG) emissions levels were estimated to be 7 million metric tons (MMT) – approximately 60 percent below the 1990 emissions baseline of 17.9 MMT.[13]

Table 4.6-3, LADWP Power Resources shows the source of LADWP's power resources in 2024. Approximately 40 percent of power generation is from renewable sources, including wind, geothermal, solar, eligible hydroelectric, and biomass and biowaste sources.

Table 4.6-3
LADWP Power Resources

Energy Source	Percent Contributed to LADWP Power
Renewable Energy	39.5
Wind	13.3
Geothermal	9.5
Solar	14.0
Eligible Hydroelectric	2.4
Biomass and Biowaste	0.1
Natural Gas	32.4
Nuclear	13.9
Large Hydroelectric	3.9
Coal	10.3

Source: City of Los Angeles Department of Water and Power, Briefing Book 2024-2025, 2025, available at: https://www.ladwp.com/sites/default/files/2025-10/2024_25_BB_FullBook_Rev10_Digital.pdf, accessed July 9, 2026.

Electricity from natural gas-fueled power sources represents approximately 32 percent of LADWP's power supply. The natural gas fired stations, owned by the LADWP and located throughout the Los Angeles Basin, supply the LADWP with natural gas-fueled electricity.

11 Los Angeles Department of Water and Power, *LADWP Briefing Book 2024-2025*, 2026, available online at: https://www.ladwp.com/sites/default/files/2025-10/2024_25_BB_FullBook_Rev10_Digital.pdf, accessed June 10, 2026.

12 Ibid.

13 Ibid.

Electricity from coal-fired power sources represented approximately ten percent of LADWP's power supply in 2024. The Intermountain Power Project (IPP), located in Utah, supplied the LADWP coal-generated electricity and was the last remaining coal power plant in Los Angeles's energy portfolio;[14] presently, Los Angeles no longer utilizes coal-fueled energy from IPP and has switched to newly constructed units that can run on a fuel blend of natural gas and up to 30% green hydrogen. In the future, it will be able to run on 100% green hydrogen.[15]

Electricity from nuclear-fueled power sources represents approximately 14 percent of LADWP's power supply. The Palo Verde Nuclear Generation Station, located in Arizona, supplies the LADWP with nuclear-generated electricity. Electricity from large hydroelectric represents approximately 4 percent of the LADWP's power supply. The Castaic Pumped Storage Power Plant and the Hoover Power Plant supply LADWP with hydroelectric-generated electricity, and are located in Castaic, California and Arizona, respectively.[16]

Southwest Valley Community Plan Areas Electricity Consumption

Table 4.6-4, Existing Annual Electricity Demand in the Southwest Valley CPAs, shows the estimated electricity usage of existing uses within the Southwest Valley CPAs using California Emissions Estimator Model (CalEEMod) emission factors. The default electricity and natural gas consumption are provided to the user based on 2019 consumption estimates from the CEC's (2020, 2021) 2018–2030 Uncalibrated Commercial Sector Forecast (Commercial Forecast) and the 2019 Residential Appliance Saturation Survey (RASS).[17] Prepared in 2019, the Commercial Forecast is generated by a computer model developed by the CEC to forecast electricity and natural gas consumption for commercial building types in California. The data that informs the model includes previous commercial end use surveys, floor space and vacancy estimates (based on econometric and demographic data), adopted building and appliances standards, weather data (cooling and heating degree days), and electricity and natural gas rates.

The Commercial Forecast provides energy consumption estimates for 10 commercial end uses: space heating, cooling, ventilation, water heating, cooking, refrigeration, miscellaneous, office equipment, indoor lighting, and outdoor lighting. In 2019, the CEC administered the statewide RASS, yielding energy consumption estimates for 27 electric and 10 natural gas residential end uses:

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14 Ibid.

15 Los Angeles Department of Water and Power, Intermountain Power Project. Available online at: https://www.ladwp.com/strategic-initiatives/clean-energy-future/intermountain-power-project, accessed July 9, 2026.

16 Ibid.

17 CalEEMod, *Appendix D: Technical Source Documentation for Emissions Calculations*, page D-12, April 2022. Available online at: https://caleemod.com/documents/user-guide/05_Appendix%20D.pdf, accessed July 22, 2026.

- Electricity: conventional heat, heat pump, auxiliary heat, central air conditioning, room air conditioning, evaporative cooler, water heat, solar water heat, range/oven, microwave, dish washer, spa heat, clothes washer, dryer, outdoor lighting, TV, home office, personal computer, pool pump, well pump, furnace fan, attic ceiling fan, miscellaneous, refrigerator, freezer, and total.
- Natural gas: primary heat, auxiliary heat, conventional gas water heat, solar water heat with gas backup, range/oven, dryer, pool heat, spa heat, miscellaneous, and total.

The CEC's Commercial Forecast and RASS also disaggregate energy consumption end use categories by those that are subject to Title 24 standards and those that are not. As such, the CalEEMod electrical emissions factors are based on survey data incorporated into the model. The surveyed data includes components that are regulated by Title 24 as well as components that are not regulated by Title 24.[18] The following end uses are subject to Title 24:

- Electricity: space heating, cooling, ventilation, water heating, outdoor lighting, and the majority of indoor lighting.
- Natural gas: space heating and water heating.

The following end uses are not subject to Title 24:

- Electricity: all other end uses, including cooking appliances, clothes washers, electric dryers, refrigeration, office electronics, electric pool/spa heating, well pumping, fans, miscellaneous plug-in uses, and the remainder of indoor lighting.
- Natural gas: all other end uses, including range/oven, dryer, pool/spa heating, and other miscellaneous uses.

The Southwest Valley CPAs are estimated to have an annual electrical demand of approximately 3,648,331.27 MWh per year.[19] With a population of approximately 394,629, this equates to approximately 9.25 MWh per capita per year of existing electricity consumption, a 3.87 MWh difference between the Citywide per capita value of 5.38 MWh. Further, with an existing service population of 580,288 (394,629 residents and 185,659 employees), this equates to an electricity consumption of approximately 6.29 MWh per service population per year under existing conditions, a difference of 2.65 MWh between the Citywide per service population value of 3.64 MWh.

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18 Ibid.

19 1 kilowatt/day = 0.365 Megawatts/year. 1 Megawatt = 1,000 kilowatt

Table 4.6-4
Existing Annual Electricity Demand in the Southwest Valley CPAs

Land Use	T24E (MWh)[1]	NT24E (MWh)[1]	Total Annual Electricity Use (MWh)
Single Family	175,570.04	476,940.92	652,510.96
Multi-Family	86,576.39	181,556.21	268,132.60
Commercial	1,312,601.90	688,090.49	2,000,692.39
Industrial	342,661.44	123,955.60	466,617.00
Public Facilities	191,209.50	69,168.82	260,378.32
		Total Annual Electricity Use	3,648,331.27
		Proportion of Statewide Consumption	1.31%
		Per Capita Electricity Consumption (MWh/capita)	9.25
		Per Service Population Electricity Consumption (MWh/SP)	6.29

Note: The per capita consumption for electricity is determined by dividing the annual electricity use by the existing CPAs population, as detailed in ***Section 4.13, Population and Housing.*** *The per service population consumption for electricity is determined by dividing electricity consumption from CalEEMod by the existing CPA population and employment, as detailed in Section 4.17, Utilities and Service Systems.*

Existing per capita population used to calculate per capita use: 394,629 people.

Existing service population: 580,288 (394,629 residents and 185,659 employees)

Statewide Electricity Consumption in 2024: 278,338 GWh (278,338,000 MWh)

[1] The CalEEMod's default electricity and natural gas consumption factors are provided to the user based on 2019 consumption estimates from the CEC's Commercial Forecast and the RASS. The RASS and Commercial Forecast datasets were used to derive the energy intensities of different end use categories for different land use subtypes in different electricity demand forecast zones (EDFZ). Los Angeles is located in EDFZ 8. It is important to note that although the RASS was completed in 2019, that does not mean the energy intensity estimates derived from the dataset are representative of buildings constructed in compliance with the energy efficiency requirements of the 2019 Energy Code. For example, of the 40,000 residences surveyed in the RASS, the average residence was constructed in 1974, the oldest residences were constructed in 1935, and the newest residences were constructed in 2015. Therefore, the default energy consumption estimates provided in CalEEMod based on the RASS are very conservative, overestimating expected energy use compared to what would be expected for new buildings subject to the latest Energy Code with more stringent energy efficiency measures. While CalEEMod allows users to choose whether to use forecasted emission factors for future years, these 2019 values were deliberately chosen to provide a conservative estimate of energy use.

Sources: CalEEMod, Impact Sciences, 2026, see ***Appendix 4.6, Energy.*** *CEC, Electricity Consumption by County,* available online at: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0.
MWh = megawatt-hours; T24E = title 24 electricity; NT24E = non-title 24 electricity

Natural Gas

In 2024, the State consumed a total of 11,104,000,000 therms, or 1,110,400,000 Metric Million Btu (MMBtu) of natural gas.[20] California Gas Company (SoCalGas), a unit of Sempra Energy, serves approximately 21.1 million customers through 5.9 million meters of gas lines within a 24,000-square-mile service area that includes over 500 communities in Central and Southern California.[21]

[20] 1 therm = 0.1 MMBtu

[21] Southern California Gas Company (SoCalGas), "About SoCalGas," available online at: https://www.socalgas.com/about-us/company-profile, accessed July 20, 2026.

In 2024, a total of approximately 4,959,000,000 therms, or 495,900,000 MMBtu, of natural gas were consumed by SoCal Gas' customers. Of this total, residential, industrial, commercial and miscellaneous (mining, transportation, communications & utilities, and agriculture and water pumping) customers consumed 2,150 million, 1,604 million, 901 million, and 304 million therms of natural gas, respectively.[22,23]

Underground storage of natural gas plays a vital role in balancing energy supply and demand throughout Southern California. SoCalGas owns and operates four underground natural gas storage facilities located at Aliso Canyon, Honor Rancho, La Goleta, and Playa del Rey. According to the 2025 California Gas Report, these facilities have a combined inventory capacity of approximately 120 billion cubic feet (Bcf) and provide substantial withdrawal capability of up to 1,900 million cubic feet per day (MMcf/d) during the summer and 2,400 MMcf/d during the winter, helping maintain system reliability during periods of peak demand. The continued operation of these storage facilities supports the reliability of the regional natural gas system by providing operational flexibility, supply balancing, and emergency response capability.[24]

Southwestern United States Gas Supplies

Traditional southwestern U.S. sources of natural gas will continue to supply most of Southern California's natural gas demand. This gas is primarily delivered via the El Paso Natural Gas pipeline with some volumes also on Transwestern pipeline. The San Juan Basin's gas supplies peaked in 1999 and have been declining at an annual rate of roughly 2 percent. The Permian Basin has experienced a major increase in gas production as a byproduct of the tremendous amount of oil development in the area. According to the U.S. Energy Information Administration, the Permian region's marketed natural gas production grew from 17.2 billion cubic feet per day (Bcf/d) in 2021 to 27.6 Bcf/d in 2025, a 60 percent increase.[25]

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22 California Energy Commission, "Gas Consumption by Entity," available online at: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1, accessed June 11, 2026.

23 One therm is equal to 96.7 cubic feet of natural gas.

24 California Gas and Electric Utilities, *2025 California Gas Report*, 2025. Available online at: https://www.socalgas.com/sites/default/files/2025-07/2025-CA-Gas-Report-FINAL.pdf, accessed July 9, 2026.

25 United States Energy Information Administration, Permian natural gas production increased faster than crude oil, June 18, 2026. Available online at: https://www.eia.gov/todayinenergy/detail.php?id=67785, accessed July 10, 2026.

Rocky Mountain Gas Supplies

Rocky Mountain supply supplements traditional southwestern U.S. gas sources for southern California. This gas is delivered to southern California primarily on the Kern River Gas Transmission Company's pipeline, although there is also access to Rockies' gas through pipelines interconnected to the San Juan Basin. Many pipelines that supply other markets connect to the Rocky Mountain region, which allows Rockies' gas to be redirected from lower to higher value markets as conditions change.

Southwest Valley Community Plan Areas Natural Gas Consumption

Table 4.6-5, Existing Natural Gas Demand in the Southwest Valley CPAs, shows the estimated natural gas usage of existing land uses within the CPAs using CalEEMod default rates. The CalEEMod natural gas emissions factors account for Title 24 building energy uses and non-Title 24 uses, as outlined in the discussion above regarding the CEC's Commercial Forecast and RASS and the uses that are subject and not subject to Title 24.[26] The Southwest Valley CPAs consume approximately 6,370,547.14 MMBtu of natural gas per year. The Southwest Valley CPAs accounted for approximately 0.57 percent of the State's natural gas consumption in 2024. With an existing population of 394,629, this equates to a natural gas consumption of approximately 16.14 MMBtu per capita. Further, with an existing service population of 580,288 (394,629 residents and 185,659 employees), this equates to a natural gas consumption of approximately 10.98 MMBtu per service population.

26 California Emissions Estimator Model, *User Guide for CalEEMod Version 2022.1.* Available online at: https://caleemod.com/user-guide, accessed July 10, 2026.

Table 4.6-5
Existing Annual Natural Gas Demand in the Southwest Valley CPAs

Land Use	Size	Unit	Title 24 NG (MMBtu)	Non-Title 24 NG (MMBtu)	Total Annual Natural Gas Use (MMBtu)
Single Family	82,597	DU	3,100,325.03	422,347.70	3,522,672.73
Multi-Family	67,580	DU	760,053.83	172,888.71	932,942.54
Commercial	199,746,060	SF	227,253.34	748,180.91	975,434.25
Industrial	29,751,514	SF	472,491.61	130,518.55	603,010.16
Public Facilities	16,601,666	SF	263,656.42	72,831.04	336,487.46
				Total Natural Gas Use (MMBtu)	6,370,547.14
				Proportion of Statewide Consumption	0.57%
				Per Capita Natural Gas Consumption (MMBtu/service population)	16.14
				Per Service Population Natural Gas Consumption (MMBtu/service population)	10.98

Source: Impact Sciences, 2026, see ***Appendix 4.6, Energy.***
Note: The per capita consumption for natural gas is determined by dividing natural gas consumption data from CalEEMod by the existing CPA population, as detailed in Section 4.13, Population, Housing and Employment. The per service population consumption for natural gas is determined by dividing natural gas consumption from CalEEMod by the existing CPA population and employment, as detailed in Section 4.17, Utilities and Service Systems.
Existing per capita population used to calculate per capita use: 394,629 people
Existing service population: 580,288 (394,629 residents and 185,659 employees)
Statewide Natural Gas Consumption: 1,110,400,000 MMBtu
Source: CEC, Gas Consumption by Entity, available online at: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1
CPAs = Community Plan Areas; MMBtu = Metric Million British Thermal Units; SP = service population; T24NG = title 24 natural gas uses; NT24NG = non-title 24 natural gas uses

Alternative Fuels

A variety of alternative fuels, such as hydrogen, biodiesel, and electricity (for electric vehicles) are used to reduce petroleum-based fuel demand. Conventional gasoline and diesel may be replaced, depending on the capability of the vehicle with transportation fuels, including the following:

Hydrogen

Hydrogen is being explored for use in combustion engines and fuel cell electric vehicles. The interest in hydrogen as an alternative transportation fuel stems from its clean-burning qualities, its potential for domestic production, and the fuel cell vehicle's potential for high efficiency (two to three times more efficient than gasoline vehicles). As of 2026, 60 hydrogen refueling stations (including non-retail stations) in the United States, with 50 of these stations being located in California, with only 1 station being located within the Southwest Valley CPAs.[27]

Biodiesel

Biodiesel is a renewable alternative fuel that can be manufactured from vegetable oils, animal fats, or recycled restaurant greases. Biodiesel is biodegradable and cleaner-burning than petroleum-based diesel fuel. Biodiesel can generally run in any diesel engine without alterations but fueling stations have been slow to make it available. There are currently 453 public biodiesel refueling stations in California, three of which are located in the Southwest Valley CPAs.[28]

Electric Vehicles

Electricity can be used to power both electric and plug-in hybrid electric vehicles directly from the power grid. Electricity used to power vehicles is generally provided by the electricity grid and stored in the vehicle's batteries. Fuel cells are being explored as a way to use electricity generated onboard the vehicle to power electric motors. There are at least 50 public electrical charging stations in the Southwest Valley CPAs.[29]

The use of these alternative fuels is encouraged through various state-wide regulations and plans (e.g., Low Carbon Fuel Standard and SB 32). However, the recent U.S. EPA rescission of the 2009 Greenhouse Gas Endangerment Finding (discussed in **Sections 4.3, Air Quality,** and **4.7, Greenhouse Gas Emissions)**, jeopardizes the greenhouse gas reduction goals established by Executive Order S-01-07 (the Low Carbon Fuel Standard) and SB 32, since the rescission of this finding means that the EPA lacks the authority under Section 202(a) of the Clean Air Act to prescribe standards for greenhouse gas emissions. As a result of this rescission, the EPA also finalized the repeal of all subsequent greenhouse gas emission standards from its regulations for light-, medium-, and heavy-duty on-highway vehicles and engines. This in turn impacts the State's ability to regulate greenhouse gas emissions.

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27 U.S. Department of Energy, "Alternative Fueling Station Locator," available online at: https://afdc.energy.gov/stations/#/find/nearest, accessed July 9, 2026.

28 Ibid.

29 Ibid.

4.6.2 REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Energy at the federal, state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

Federal

Energy Policy Conservation Act (EPCA) and CAFE Standards. The EPCA of 1975 established nation-wide fuel economy standards in order to conserve oil. Pursuant to this Act, the National Highway Traffic Safety Administration (NHTSA), part of the U.S. Department of Transportation (USDOT), is responsible for revising existing fuel economy standards and establishing new vehicle fuel economy standards. Recently, the Trump administration in its second term has made the argument that the EPCA blocks California's waivers that have been granted by the U.S. EPA for its clean air and climate programs. However, CARB has challenged the rescission of these waivers, stating that the NHTSA does not have the authority to unilaterally void California's authority under the Clean Air Act (CAA).[30]

The Corporate Average Fuel Economy (CAFE) program was established to determine vehicle manufacturing compliance with the government's fuel economy standards. Compliance with CAFE standards is determined based on each manufacturer's average fuel economy for the proportion of their vehicles produced for sale in the United States.

First established by the U.S. Congress in 1975, the Corporate Average Fuel Economy (CAFE) standards reduce energy consumption by increasing the fuel economy of cars and light trucks. The National Highway Traffic Safety Administration (NHTSA) and U.S. Environmental Protection Agency (U.S. EPA) jointly administer the CAFE standards. The U.S. Congress has specified that CAFE standards must be set at the "maximum feasible level" with consideration given for: (1) technological feasibility; (2) economic practicality; (3) effect of other standards on fuel economy; and (4) need for the nation to conserve energy.[31] When these standards are raised, automakers respond by creating a more fuel efficient fleet. The NHTSA sets standards to increase CAFE levels rapidly over the next several years, which will improve the nation's energy security and save consumers' money at the gas pump, while also reducing greenhouse gas (GHG) emissions.

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30 California Air Resources Board, California & the Waiver: The facts. Available online at: https://ww2.arb.ca.gov/sites/default/files/2019-09/California-Waiver-Background-Legal-091719A.pdf, accessed July 22, 2026.

31 Federal Register, 49 U.S.C. 32902, Average Fuel Economy Standards.

In 2012, the NHTSA established final passenger car and light truck CAFE standards for model years 2017 through 2021, which the agency projects will require in model year 2021, on average, a combined fleet-wide fuel economy of 40.3 to 41.0 miles per gallons (mpg). In March 2020, the U.S. Department of Transportation (USDOT) and the U.S. EPA issued the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which amends existing CAFÉ standards and tailpipe carbon dioxide emissions standards for passenger cars and light trucks and establishes new standards covering model years 2021 through 2026.[32] In December 2025, in accordance with President Trump's "Unleashing American Energy" Executive Order and Secretary Duff's "Fixing the CAFE Program" Memorandum, the NHTSA has proposed the SAFE Vehicle Rule III for Model Years 2022 to 2031 Passenger Cars and Light Trucks, resetting the maximum fuel economy in accordance with the Energy Policy and Conservation Act of 1975 and the Energy Independence and Security Act of 2007. This proposed SAFE rule would eliminate the inter-manufacturer credit trading system and amend the light-duty vehicle fleet classification system to allocate vehicles into passenger and non-passenger automobile fleets based on their attributes and capabilities, beginning in 2028 model years. The NHTSA projects that the amended standard would correspond to the industry fleetwide average for all light-duty vehicles of roughly 34.5 mpg for 2031 model years.[33]

Fuel efficiency standards for medium- and heavy-duty trucks have been jointly developed by U.S. EPA and NHTSA. The 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.[34] U.S. EPA and NHTSA have 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.[35]

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32 Federal Register, Vol. 85, No. 84, Thursday, April 30, 2020, Rules and Regulations: United States Environmental Protection Agency 40 CFR Parts 86 and 600 and United States Department of Transportation, National Highway Traffic Safety Administration, 49 CFR Parts 523, 531, 533, 536, and 537, The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks, Final Rule, Effective June 29, 2020.

33 National Highway Traffic Safety Administration, Proposed CAFE Standards for Mys 2022-2031 Passenger Cars and Light Trucks. Available online at: https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy#75896, accessed July 10, 2026.

34 United States Environmental Protection Agency, Office of Transportation and Air Quality, "Regulatory Announcement: EPA and NHTSA Adopt First-Ever Program to Reduce Greenhouse Gas Emissions and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles," APE-420-F-11-031, August 2011.

35 Federal Register, Vol. 81, No. 206, Tuesday, October 25, 2016, Rules and Regulations, United States Environmental Protection Agency, 40 CFR Parts 9, 22, 85, 86, 600, 1033, 1036, 1037, 1039, 1042, 1043, 1065, 1066, and 1068, and Department of Transportation, National Highway Traffic Safety Administration, 49 CFR Parts 523, 534, 535, and 538, Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles—Phase 2, Effective December 27, *2016.*

In accordance with President Trump's "Unleashing American Energy" Executive Order, the NHTSA has been directed to review and reconsider final rules issued in 2022 and 2024 that set standards for passenger cars and light trucks for model years 2022-2031 and heavy duty pickups and vans for model years 2030 and beyond.[36]

Public Utility Regulatory Policies Act of 1978 (PURPA), Public Law 95-617. PURPA sought to promote conservation of electric energy. Additionally, PURPA created a new class of nonutility generators (small power producers) from which, along with qualified co-generators, utilities are required to buy power.

PURPA was in part intended to augment electric utility generation with more efficiently produced electricity and to provide equitable rates to electric consumers. Utility companies are required to buy all electricity from qualifying facilities (Qfs) at avoided cost (i.e., the incremental savings associated with not having to produce additional units of electricity). PURPA expanded participation of nonutility generators in the electricity market and demonstrated that electricity from nonutility generators could successfully be integrated with a utility's own supply. In addition, PURPA requires utilities to buy whatever power is produced by Qfs (usually cogeneration or renewable energy). The Fuel Use Act (FUA) of 1978 (repealed in 1987) also helped Qfs become established. Under FUA, utilities were not allowed to use natural gas to fuel new generating technologies, but Qfs, by definition not utilities, were able to take advantage of abundant natural gas and abundant new technologies (such as combined-cycle). The technologies lowered the financial threshold for entrance into the electricity generation business as well as shortened the lead time for constructing new plants.

Energy Policy Act of 2005. On August 8, 2005, President George W. Bush signed the National Energy Policy Act of 2005 into law. This comprehensive energy legislation contains several electricity-related provisions that aim to:

- Help ensure that consumers receive electricity over a dependable, modern infrastructure;
- Remove outdated obstacles to investment in electricity transmission lines;
- Make electric reliability standards mandatory instead of optional; and
- Give Federal officials the authority to site new power lines in DOE-designated national corridors in certain limited circumstances

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36 National Highway Traffic Safety Administration, January 30, 2026. Available online at: https://www.nhtsa.gov/sites/nhtsa.gov/files/2026-01/letter-next-steps-resetting-HDPUV-standards-jan-2026.pdf, accessed July 10, 2026.

Clean Air Act (CAA). CAA Section 211(o), as amended by the Energy Policy Act of 2005, requires the Administrator of the U.S. EPA to annually determine a renewable fuel standard (RFS) which is applicable to refineries, importers, and certain blenders of gasoline, and to publish the standard in the Federal Register by November 30 each year. On the basis of this standard, each obligated party determines the volume of renewable fuel that it must ensure is consumed as motor vehicle fuel. This standard is calculated as a percentage, by dividing the amount of renewable fuel that the Act requires to be blended into gasoline for a given year by the amount of gasoline expected to be used during that year, including certain adjustments specified by the CAA.

As discussed earlier, the U.S. EPA rescinded the 2009 Greenhouse Gas Endangerment Finding. As a result, the EPA lacks the authority under Section 202(a) of the Clean Air Act to prescribe standards for greenhouse gas emissions. As a result of this rescission, the EPA also finalized the repeal of all subsequent greenhouse gas emission standards from its regulations for light-, medium-, and heavy-duty on-highway vehicles and engines.

Under CAA Section 209(b), California can apply to the U.S. EPA for a waiver from the federal preemption, and EPA is to grant this waiver absent certain disqualifying conditions. As of 2025, California has used this authority to receive more than 100 federal preemption waivers for new and amended state-level vehicle emissions standards; however, debate over the impacts of these waivers on matters such as consumer markets, industry economics, public health and welfare, and the environment would begin to emerge. As a result, the EPA granted preemption waivers or authorizations for California's Advanced Clean Cars II regulation, Heavy-Duty Low NOX (nitrogen oxide) Omnibus regulation, Small Off-Road Engine (SORE) amendments, and In-Use Off Road Diesel-Fueled Fleets amendments. In April 2025, Congress adopted the Congressional Review Act (CRA) resolutions disapproving the EPA's decisions to grant waivers for the following: Advanced Clean Cars II, Heavy-Duty Omnibus Low NOX, and Advanced Clean Trucks. As of April 2025, three bills have been introduced in the 119th Congress seeking to modify or revoke California's federal preemption waiver authority under CAA Section 209(b):

- H.R. 346 and S. 996: Preserving Choice in Vehicle Purchases Act. H.R. 346 would amend Section 209(b) of the CAA to prohibit EPA from issuing waivers to states that directly or indirectly limit the sale or use of new motor vehicles with internal combustion engines. In addition, the bill would require EPA to revoke waivers granted between January 2022 and the date of the enactment of the bill. The House version was introduced on January 13, 2025, and the Senate version on March 12, 2025. These bills have not moved beyond its referral to the Committee on Energy and Commerce and the Senate Committee on Environment and Public Works, respectively.

- H.R. 2218: Stop California from Advancing Regulatory Burden Act of 2025 (Stop CARB Act of 2025). H.R. 2218 would amend Section 209(b) of the CAA by repealing the waiver authority allowing California to adopt or attempt to enforce emission control standards on new motor vehicles. In addition, the bill would prohibit state-level emissions standards for nonroad engines and vehicles. The bill would nullify existing waivers and deny any pending applications. It was introduced on March 18, 2025. This bill has not moved beyond its referral to the House Committee on Energy and Commerce.

Energy Independence and Security Act of 2007. The Energy Independence and Security Act (EISA) (Public Law 110-140) was signed into law by President George W. Bush on December 19, 2007. The Act's goal is to achieve energy security in the United States by increasing renewable fuel production, improving energy efficiency and performance, protecting consumers, improving vehicle fuel economy, and promoting research on greenhouse gas (GHG) capture and storage. Under the EISA, the updated RFS program (RFS2) was expanded in several key ways:

1. EISA expanded the RFS program to include diesel, in addition to gasoline.

2. EISA increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022.

3. EISA established new categories of renewable fuel and set separate volume requirements for each one.

4. EISA required the U.S. Environmental Protection Agency (EPA) to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

RFS2 lays the foundation for achieving significant reductions of GHG emissions from the use of renewable fuels, for reducing imported petroleum, and encouraging the development and expansion of our nation's renewable fuels sector. The EISA also includes a variety of new standards for lighting and for residential and commercial appliance equipment. The equipment includes residential refrigerators, freezers, refrigerator-freezers, metal halide lamps, and commercial walk-in coolers and freezers.

Clean Cities and Communities Program. The U.S. Department of Energy's (DOE) Clean Cities and Communities 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 local AFV refueling infrastructure. The mission of the Clean Cities and Communities 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 and Communities 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.

Executive Order 13783. On March 28, 2017, President Donald Trump signed Executive Order 13783, "Promoting Energy Independence and Economic Growth," which called for:

- Review of the Clean Power Plan
- Review of the 2016 Oil and Gas New Source Performance Standards for New, Reconstructed, and Modified Sources
- Review of the Standards of Performance for GHG Emissions from New, Modified, and Reconstructed Stationary Sources: Electric Generating Units
- Withdrawal of Proposed Rules: Federal Plan Requirements for GHG Emissions From Electric Utility Generating Units Constructed on or Before January 8, 2014; Model Trading Rules; Amendments to Framework Regulations; and Clean Energy Incentive Program Design Details

Affordable Clean Energy Rule. The U.S. EPA issued the Affordable Clean Energy (ACE) rule on June 19, 2019, in order to replace the Clean Power Plan. The ACE rule establishes emissions guidelines for states to use when developing plans to limit carbon dioxide at coal-fired power plants. Specifically, the ACE rule aims at improving the heat rate as the best system of emissions reductions for carbon dioxide at coal-fired power plants, and these improvements can be made at individual facilities. States will have three years to submit plans. The EPA estimates that the ACE rules will result in a reduction of CO2 emissions from the electricity sector by as much as 35% below 2005 levels by 2030.[37] On January 19, 2021, the D.C. Circuit vacated the Affordable Clean Energy rule and remanded it to the U.S. EPA for further proceedings consistent with its opinion. Because the ACE Rule's July 8, 2022, deadline passed while the rule was vacated by the D.C. Circuit, and because states had no reason to continue to work on their plans during the period when the ACE Rule was vacated, it was necessary for the deadline for state plan submittal to be extended until April 15, 2024. By extending the deadline, this action made clear the U.S. EPA did not expect states to take immediate action to develop and submit plans under Clean Air Act section 111(d) with respect to greenhouse gas emissions from power plants at this time. In April 2024, the EPA finalized new greenhouse gas standards for fossil fuel-fired power plants, replacing the prior ACE framework with updated carbon pollution standards for certain existing coal-fired and new natural gas-fired power plants.

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37 U.S. Environmental Protection Agency, Affordable Clean Energy Rule. Available online at: https://www.epa.gov/stationary-sources-air-pollution/affordable-clean-energy-rule, accessed April 28, 2026.

In 2025, the EPA proposed repealing these greenhouse gas emissions standards, and federal regulation of greenhouse gas emissions from power plants continues to evolve through ongoing rulemaking and litigation.[38]

Executive Order 14154. On January 20, 2025, President Trump in his second term signed Executive order 14154, "Unleashing American Energy," which seeks to "restore" domestic energy production by leveraging the nation's natural resources, such as oil, natural gas, and coal, in an effort to combat the "burdensome and ideologically motivated regulations in recent years" that have impeded the development of these resources. It also emphasizes economic growth, job creation, and national security by providing reliable and affordable energy supplies across all states and territories.[39]

State

California Energy Commission. The California Energy Commission (CEC) is the state's primary energy policy and planning agency. Created by the Legislature in 1974 and located in Sacramento, six basic responsibilities guide the Energy Commission as it sets state energy policy:

- Forecasting future energy needs;
- Promoting energy efficiency and conservation by setting the state's appliance and building efficiency standards;
- Supporting public interest energy research that advances energy science and technology through research, development, and demonstration programs;
- Developing renewable energy resources and alternative renewable energy technologies for buildings, industry, and transportation;
- Licensing thermal power plants 50 megawatts or larger; and
- Planning for and directing state response to energy emergencies.

Warren-Alquist Act. The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the California Energy Commission (CEC). The Act established a state policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission (CPUC) regulates privately-owned utilities in the energy, rail, telecommunications, and water fields.

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38 U.S. Environmental Protection Agency. Greenhouse Gas Standards and Guidelines for Fossil Fuel-Fired Power Plants. Available online at: https://www.epa.gov/stationary-sources-air-pollution/greenhouse-gas-standards-and-guidelines-fossil-fuel-fired-power , accessed April 30, 2026.

39 The White House, Unleashing American Energy: Executive Order 14154, January 20, 2025. Available online at: https://www.whitehouse.gov/presidential-actions/2025/01/unleashing-american-energy/, accessed July 17, 2026.

Both CEC and CPUC have jurisdiction over Investor Owned Utilities (IOUs) in California, while the CEC is the primary energy policy and planning agency and CPUC is the primary regulatory agency.

Assembly Bill 2076: Reducing Dependence on Petroleum. AB 2076 (Chapter 936, Statutes of 2000) requires the CEC and the Air Resources Board (ARB) to develop and submit to the Legislature a strategy to reduce petroleum dependence in California. The statute requires the strategy to include goals for reducing the rate of growth in the demand for petroleum fuels. In addition, the strategy is required to include recommendations to increase transportation energy efficiency as well as the use of nonpetroleum fuels and advanced transportation technologies, including alternative fuel vehicles, hybrid vehicles, and high-fuel efficiency vehicles.

The strategy, Reducing California's Petroleum Dependence, was adopted by the CEC and ARB in 2003. The strategy recommends that California reduce on-road gasoline and diesel fuel demand to 15 percent below 2003 demand levels by 2020 and maintain that level for the foreseeable future; the Governor and Legislature work to establish national fuel economy standards that double the fuel efficiency of new cars, light trucks, and SUVs; and increase the use of nonpetroleum fuels to 20 percent of on-road fuel consumption by 2020 and 30 percent by 2030.

Integrated Energy Policy Report (IEPR). Senate Bill (SB) 1389 (Chapter 568, Statutes of 2002 requires the Energy Commission to prepare a biennial integrated energy report. The report contains an integrated assessment of major energy trends and issues facing California's electricity, natural gas, and transportation fuel sectors. The CEC uses these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state's economy, and protect public health and safety.

CEC adopts an IEPR every two years and an update to the previous IEPR every year between. The 2025 IEPR provides a summary of priority energy issues currently facing the state and outlines strategies and recommendations to further the State's goal of ensuring reliable, affordable, and environmentally responsible energy sources. The 2025 IEPR discusses the California Energy Demand Forecast, accelerating interconnection and energization, California's progress toward the load-shift goal, and advancing clean and renewable hydrogen for electricity and transportation. It also includes appendices on Clean Transportation Program benefits, firm zero-carbon resources, and fossil gas price forecasts.[40]

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40 California Energy Commission, *2025 Integrated Energy Policy Report*, June 26, 2026. Available online at: https://www.energy.ca.gov/publications/2026/2025-integrated-energy-policy-report, accessed July 9, 2026.

Renewable Portfolio Standards (SB 1078, SB 107, SB X 1-2, SB 100, SB 350). Established in 2002 under Senate Bill (SB) 1078, and accelerated in 2006 under SB 107, in 2011 under SB X 1-2, in 2015 under SB 350, and most recently in September 2018 under SB 100, California's Renewable Portfolio Standards (RPS) requires retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 44 percent by 2024, 52 percent by 2027, 60 percent by 2030, and 100 percent by 2045. The 33 percent standard is consistent with the RPS goal established in the 2022 CARB Scoping Plan (discussed further in **Section 4.8, Greenhouse Gases**). Initially, the RPS provisions applied to investor-owned utilities, community choice aggregators, and electric service providers. SB X 1-2 (2011) added, for the first time, publicly owned utilities to the entities subject to RPS.

Assembly Bill 32 (California Global Warming Solutions Act of 2006) and Senate Bill 32. Assembly Bill (AB) 32 (Health and Safety Code Sections 38500–38599), also known as the California Global Warming Solutions Act of 2006, commits the state to achieving year 1990 greenhouse gas (GHG) levels by 2020. To achieve these goals, AB 32 tasked the CPUC and CEC with providing information, analysis, and recommendations to CARB regarding ways to reduce GHG emissions in the electricity and natural gas utility sectors.

SB 32, signed September 8, 2016, updates AB 32 (the Global Warming Solutions Act) to include an emissions reductions goal for the year 2030. Specifically, SB 32 requires CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. The new plan, outlined in SB 32, involves increasing renewable energy use, imposing tighter limits on the carbon content of gasoline and diesel fuel, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries.

Assembly Bill 1493: Reduction of Greenhouse Gas Emissions. AB 1493 (Chapter 200, Statutes of 2002), known as the Pavley bill, amended Health and Safety Code sections 42823 and 43018.5 requiring CARB to develop and adopt regulations that achieve maximum feasible and cost-effective reduction of greenhouse gas (GHG) emissions from passenger vehicles, light-duty trucks, and other vehicles used for noncommercial personal transportation in California. Implementation of new regulations prescribed by AB 1493 required that the State of California apply for a waiver under the federal Clean Air Act. Although the U.S. EPA initially denied the waiver in 2008, the U.S. EPA approved a waiver in June 2009, and in September 2009, CARB approved amendments to its initially adopted regulations to apply the Pavley standards that reduce GHG emissions to new passenger vehicles in model years 2009 through 2016. According to CARB, implementation of the Pavley regulations is expected to reduce fuel consumption while also reducing GHG emissions.[41]

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41 California Air Resources Board, *California's Greenhouse Gas Vehicle Emission Standards Under Assembly Bill 1493 of 2002 (Pavley)*, available at: https://ww2.arb.ca.gov/californias-greenhouse-gas-vehicle-emission-standards-under-assembly-bill-1493-2002-pavley, accessed July 17, 2026.

In January 2013, the U.S. EPA granted the CARB request for a waiver of CAA preemption to enforce its Advanced Clean Car (ACC) regulations. The ACC combines the control of smog and soot causing pollutants and GHG emissions into a single coordinated package of requirements for passenger cars, light-duty trucks and medium-duty passenger vehicles (and limited requirements related to heavy-duty vehicles). The ACC program includes revisions to California's Low Emission Vehicle (LEV) program as well as its Zero Emission Vehicle (ZEV) program. In this waiver being granted, the U.S. EPA has determined that CARB's amendments to the ZEV program as they affect 2017 and prior model years (MYs) are within the scope of previous waivers of preemption granted to California for its ZEV regulations.[42] However, the U.S. EPA withdrew the CAA preemption waiver that was granted in 2013.[43]

Energy Action Plan. The first Energy Action Plan (EAP) emerged in 2003 from a crisis atmosphere in California's energy markets. The state's three major energy policy agencies (CPUC, CEC, and the Consumer Power and Conservation Financing Authority [established under deregulation and now defunct]) came together to develop one high-level, coherent approach to meeting California's electricity and natural gas needs. It was the first time that energy policy agencies formally collaborated to define a common vision and set of strategies to address California's future energy needs and emphasize the importance of the impacts of energy policy on the California environment. In the October 2005 *Energy Action Plan II*, CEC and CPUC updated their energy policy vision by adding some important dimensions to the policy areas included in the original EAP, such as the emerging importance of climate change, transportation-related energy issues and research and development activities. In February 2008, CEC adopted an update to the EAP II that supplements the earlier EAPs and examines the State's ongoing actions in the context of global climate change.

Assembly Bill 1007: State Alternative Fuel Plans. AB 1007 (Chapter 371, Statutes of 2005) required CEC to prepare a State plan to increase the use of alternative fuels in California. CEC prepared the State Alternative Fuels Plan (SAF Plan) in partnership with the CARB and in consultation with other State, federal, and local agencies. The SAF Plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production.

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42 Federal Register, *California State Motor Vehicle Pollution Control Standards; Notice of Decision Granting a Waiver of Clean Air Act Preemption for California's Advanced Clean Car Program and a Within the Scope Confirmation for California's Zero Emission Vehicle Amendments for 2017 and Earlier Model Years*, January 9, 2013. Available online at: https://www.federalregister.gov/documents/2013/01/09/2013-00181/california-state-motor-vehicle-pollution-control-standards-notice-of-decision-granting-a-waiver-of, accessed July 23, 2026.

43 U.S. EPA, Final Rule: One National Program on Federal Preemption of State Fuel Economy Standards. Available online at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-one-national-program-federal-preemption-state#rule-summary, accessed July 23, 2026.

The SAF Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

Bio-energy Action Plan – Executive Order S-06-06. Executive Order S-06-06 establishes targets for the use and production of bio-fuels and bio-power and directs state agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The executive order establishes the following targets to increase the production and use of bio-energy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20 percent of its bio-fuels within California by 2010, 40 percent by 2020, and 75 percent by 2050. The executive order also calls for the state to meet a target for the use of biomass electricity.

California Energy Code (California Code of Regulations Title 24, Part 6). The California Code of Regulations (CCR), Title 24, Part 6, is California's Energy Efficiency Standards for Residential and Non-residential Buildings. The standards include provisions applicable to all buildings, residential and non-residential, which describe requirements for documentation and certificates that the building meets the standards. These provisions include mandatory requirements for efficiency and design of the following types of systems, equipment, and appliances:

- Air conditioning systems
- Heat pumps
- Water chillers
- Gas- and oil-fired boilers
- Cooling equipment
- Water heaters and equipment
- Pool and spa heaters and equipment
- Gas-fired equipment including furnaces and stoves/ovens
- Windows and exterior doors
- Joints and other building structure openings (envelope)
- Insulation and cool roofs
- Lighting control devices

Title 24 was established in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and nonresidential buildings.

The standards are updated over an approximately three-year cycle to allow consideration and possible incorporation of new efficient technologies and methods. In 2025, CEC updated Title 24 standards with more stringent requirements effective January 1, 2026. All new buildings or substantial remodels for which an application for a building permit is submitted on or after January 1, 2026, must follow the 2025 standards.

The standards include additional mandatory requirements for space conditioning (cooling and heating), water heating, and indoor and outdoor lighting systems and equipment in non-residential, high-rise residential, and hotel or motel buildings.

Energy efficient buildings require less electricity; therefore, increasing energy efficiency reduces fossil fuel consumption and decreased GHG emissions. Building efficiency standards are enforced through the local plan check and building permit process. Local agencies are required to adopt the latest Title 24 standards when they update their local building codes. They may also adopt and enforce additional energy standards for new buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in Title 24.

California Green Building Standards Code (Title 24, Part 11). The most recent update for the California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is the 2025 CALGreen Code, which went into effect on January 1, 2026.[44] The purpose of the CALGreen Code is to encourage sustainable construction practices in planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The 2025 CALGreen Code includes mandatory measures for residential and non-residential development related to site development; water use; weather resistance and moisture management; construction waste reduction, disposal, and recycling; building maintenance and operation; pollutant control; indoor air quality; environmental comfort; outdoor air quality, and electric vehicle charging.[45]

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44 California Building Standards Commission, *2025 California Green Building Standards Code*, California Code of Regulations, Title 24, Part 11.

45 California Building Standards Commission, *Guide to the 2025 California Green Building Standards Code Nonresidential*, January 2026. Available online at: https://codes.iccsafe.org/content/CAGCGBSCNR2025/guide-to-the-2025-california-green-building-standards-code-calgreen-nonresidential, accessed July 9, 2026.

Western Electricity Coordinating Council and the North American Electric Reliability Council. The Western Electricity Coordinating Council (WECC) is a voluntary consortium of electrical power providers that is responsible for coordinating and promoting electricity reliability from the Canadian provinces of Alberta and British Columbia in the north of its jurisdiction to the northern Mexican State of Baja California in the south of its jurisdiction, and the 14 western states between.[46] The Los Angeles Department of Water and Power (LADWP) is a member of the WECC. The WECC has implemented Standard BAL-STD-002-0 to require reliable operation of the power system while ensuring adequate generating capacity at all times. As a means of ensuring power system reliability, the LADWP maintains an extra reserve margin of power generation resources in the event of a power system disturbance. In order to determine how much extra generation reserves are needed, the LADWP adheres to the WECC Reliability Standard. WECC Standard BAL-STD-002-0 requires its providers to:

- Supply requirements for load variations
- Replace generating capacity and energy lost due to forced outages of generation or transmission equipment.
- Meet on-demand obligations.
- Replace energy lost due to curtailment of interruptible imports.

Executive Order S-1-07 (California Low Carbon Fuel Standard). The Low Carbon Fuel Standard (LCFS), established in 2009 through Executive Order S-1-07 and administered by CARB, requires producers to reduce the carbon intensity (CI) of transportation fuel used in California by at least 10% by 2020 from a 2010 baseline. In 2011, the Board approved amendments to the regulation to clarify, streamline, and enhance certain provisions of the regulation. In 2015, the Board re-adopted the LCFS to address procedural issues, which began implementation on January 1, 2016. In 2018, the Board approved amendments to the regulation, which included strengthening and smoothing the CI benchmarks through 2030 in-line with California's 2030 GHG target enacted through SB32. In 2024, the Board approved amendments to the regulation, including strengthening the CI benchmarks through 2045 in-line with the 2022 Scoping Plan Update, and added sustainability guardrails for crop-based fuels and updates to the infrastructure crediting programs. The most recent rulemaking, which became effective on July 1, 2025, increased the 2030 decarbonized target to 30 percent and extended the CI benchmarks through 2045 with a target that year of 90 percent.

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46 Western Electricity Coordinating Council (WECC), "About WECC," 2015, available at: https://www.wecc.org/about/about-wecc, accessed July 9, 2026.

Additionally, the rulemaking included updates to the ZEV Infrastructure programs to include medium- and heavy-duty ZEVs, revisions to verification and holdback spending requirements, and introduced sustainability guardrails for crop-based fuels.[47]

Sustainable Communities Strategy (SB 375). The Sustainable Communities and Climate Protection Act of 2008, or SB 375, coordinates land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction mandates established in AB 32. SB 375 specifically requires each Metropolitan Planning Organization (MPO) to prepare a "sustainable communities strategy" (SCS) as part of its Regional Transportation Plan (RTP), which is required by the state and federal government, that will achieve GHG emission reduction targets set by CARB for the years 2020 and 2035 by reducing vehicle miles travelled (VMT) from light duty vehicles through the development of more compact, complete, and efficient communities. The SCS also contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emission reduction targets.[48] The City of Los Angeles and, thus, the Southwest Valley Community Plans are located within the MPO area of the Southern California Association of Governments (SCAG). SCAG's compliance with SB 375, through preparation of a Regional Transportation Plan/Sustainable Communities Strategy, is described below under the regional regulatory setting.

Assembly Bill 758. AB 758 requires the CEC to develop a comprehensive program to achieve greater energy efficiency in the state's existing buildings. As part of the requirements of AB 758, the AB 758 Existing Buildings Energy Efficiency Action Plan was released March 2015 and provides a 10-year roadmap to accelerate growth of energy efficiency markets, more effective targeting and delivery of building upgrade services, improve quality of occupant and investor decisions, and vastly improve performance of California's buildings in service of those who own and occupy them.[49] The AB 758 Existing Buildings Energy Efficiency Action Plan provides a comprehensive framework centered on five goals, each with an objective and a series of strategies to achieve it. The CEC published the Existing Buildings Energy Efficiency Action Plan in 2015 to fulfill the requirements of Assembly Bill 758. The action plan was updated in 2016 and 2019. For 2021, the action plan was incorporated into the Integrated Energy Policy Report as a separate volume. The 2025 California Building Energy Action Plan (2025 Energy Action Plan) updates statewide strategies for existing building decarbonization. The 2025 Energy Action Plan is discussed in greater detail, below.

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47 CARB, Overview of the Low Carbon Fuel Standard, November 2025. Available online at: https://ww2.arb.ca.gov/sites/default/files/2025-11/LCFS%20Basics_post11-20-25_final.pdf, accessed July 23, 2026.

48 California, State Bill 375, *The Sustainable Communities and Climate Protection Act of 2008*, 2008.

49 California Energy Commission, Existing Buildings Energy Efficiency Action Plan, March 2015. Available online at: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/97-investplan2015-ws-AGECZgBeWT0GNQA4.pdf, accessed July 23, 2026.

California Building Energy Action Plan. In a letter to CARB in 2022, Governor Gavin Newsom recognized that "[b]uildings are a large source of carbon pollution, and decarbonization of California's buildings must be accelerated to achieve our climate targets". The letter established "a goal of 3 million climate-ready and climate-friendly homes by 2030 and 7 million homes by 2035, which shall be supplemented through the deployment of 6 million heat pumps statewide by 2030." The 2025 California Building Energy Action Plan (2025 Energy Action Plan) is intended to provide an updated road map to achieve the state's building decarbonization goals equitably and, in doing so, improve the health and well-being of all Californians. The 2025 Energy Action Plan is intended to provide a comprehensive clean energy strategy for California's buildings by responding to the following statutory reporting requirements related to buildings:[50]

- Assembly Bill 758 (Skinner, Chapter 470, Statutes of 2009) requires the CEC to develop and periodically update a comprehensive program to achieve energy savings in existing buildings.

- Senate Bill 350 (De León, Chapter 547, Statutes of 2015) requires the CEC to periodically update targets to achieve a statewide, cumulative doubling of energy efficiency savings by 2030 and adds a low-income focus to the CEC's reporting requirements.

- Assembly Bill 3232 (Friedman, Chapter 323, Statutes of 2018) directed the CEC to analyze pathways for California's buildings to achieve a 40 percent reduction in GHG emissions from the state's building stock compared to 1990 levels. The CEC develops and updates strategies that align with these emission reduction goals and to satisfy the statewide reduction goals most recently updated in Senate Bill 32 (Pavley, Chapter 249, Statutes of 2016).

- Senate Bill 306 (Caballero, Chapter 387, Statutes of 2023) requires the CEC to report on progress in decarbonizing households through the Equitable Building Decarbonization Direct Install Program.

California Environmental Quality Act. In accordance with the California Environmental Quality Act (CEQA) Appendix F, Energy Conservation, of the *State CEQA Guidelines*, and the applicable provisions of Appendix G, in order to assure that energy implications are considered in project 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. Appendix F of the *State CEQA Guidelines* provides a list of energy-related topics that should be analyzed in the EIR. In addition, while not described or required as significance thresholds for determining the significance of impacts related to energy, Appendix F provides several topics that the lead agency may consider in the discussion of energy use in an EIR, where topics are applicable or relevant to the project.

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50 California Energy Commission, *California Building Energy Action Plan*, December 2025. Available online at: https://www.energy.ca.gov/sites/default/files/2025-12/CEC-400-2025-001-CMD.pdf, accessed July 23, 2026.

Refer also to **Section 4.17, Utilities and Service Systems,** for a discussion of the potential impacts of the project's capacity demand on electric power, natural gas, and telecommunication services facilities.

Regional

SCAG Regional Transportation Plan/Sustainable Communities Strategy. SB 375, signed in August 2008, enhances the State's ability to reach AB 32 goals by directing CARB to develop regional GHG emission reduction targets to be achieved from vehicles for 2020 and 2035. In addition, SB 375 directs each of the State's 18 major metropolitan planning organizations (MPO), including the Southern California Association of Governments (SCAG), to prepare a "sustainable communities strategy" (SCS) that contains a growth strategy to meet these emission targets for inclusion in the Regional Transportation Plan (RTP). On April 4, 2024, SCAG adopted the 2024-2050 RTP/SCS, also known as Connect SoCal 2024. The Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region's shared goals of health, prosperity, accessibility, and connectedness through 2050, with a particular focus on system management, revitalization, and reuse, such as infill development and repurposing underutilized properties. The vision for the region incorporates a range of best practices for increasing transportation choices, reducing dependence on personal automobiles, further improving air quality, and encouraging growth in walkable, mixed-use communities with ready access to transit infrastructure and employment. More and varied housing types and employment opportunities would be located in and near job centers, transit stations, and walkable neighborhoods where goods and services are easily accessible via shorter trips. The Connect SoCal 2024 is expected to reduce per capita transportation emissions by 19 percent by 2035, which is consistent with SB 375 compliance with respect to meeting the State's GHG emission reduction goals.[51]

SCAQMD Air Quality Management Plan. As discussed in **Section 4.3, Air Quality**, under state law, the SCAQMD is required to prepare a plan for air quality improvement for pollutants for which the District is in non-compliance. The SCAQMD updates the plan every three to four years. Each iteration of the SCAQMD's Air Quality Management Plan (AQMP) is an update of the previous plan and has a 20-year horizon. On December 2, 2022, the SCAQMD Governing Board approved the 2022 AQMP that lays a path for improving air quality and meeting federal air pollution standards by 2037.

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51 SCAG, *Final Connect SoCal 2024, Chapter 3: The Plan*, p. 97, accessed July 10, 2026.

The AQMP aims to, among other goals, reduce almost 70 percent of smog forming emissions by 2037 beyond existing regulations, require zero-emission technologies across all sectors, and lay out specific actions needed from the federal government to reduce emissions from ships, trains, aircraft, and other sources primarily under federal regulatory authority. The 2022 AQMP also focuses on communities disproportionately impacted by air pollution with a dedicated chapter on environmental justice.[52]

The future air quality levels forecast in the 2022 AQMP are based on the most recent assumptions provided by both CARB and SCAG for motor vehicle emissions and demographic updates and includes updated transportation conformity budgets.[53] For example, future growth projections were based on demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by SCAG for their 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).[54] Although a more recent RTP/SCS has been adopted by the SCAG (Connect SoCal 2024), the 2020-2045 RTP/SCS was utilized in the formation of the AQMP. The 2022 AQMP also assumes that development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations, which are designed to address air quality impacts and pollution control measures. The 2022 AQMP acknowledges that the most significant air quality challenge in the Basin is to reduce NOX emissions sufficiently to meet the upcoming ozone standard deadlines. The 2022 AQMP incorporates SCAG's 2020 RTP/SCS emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. The 2022 AQMP includes integrated strategies and measures to meet the NAAQS.

Local

City of Los Angeles Air Quality Element and Conservation Element. The Air Quality Element of the City's *General Plan* includes a goal (Goal 5) that aims to increase energy efficiency through land use and transportation planning; the use of renewable resources and less-polluting fuels; and the implementation of conservation measures including passive methods such as site orientation and tree planting.[55]

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52 South Coast Air Quality Management District, *South Coast AQMD Finalizes Most Ambitious Strategy to Cut Pollution*, 2022. Available online at: http://www.aqmd.gov/docs/default-source/news-archive/2022/aqmp-adopted-dec2-2022.pdf, accessed July 10, 2026.

53 *Ibid.*

54 *Ibid.* The RTP/SCS is available online at: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176 .

55 City of Los Angeles, *Air Quality Element*, 2003, available at: https://planning.lacity.org/odocument/0ff9a9b0-0adf-49b4-8e07-0c16feea70bc/Air_Quality_Element.pdf, accessed July 10, 2026.

Additionally, Section 19: Resource Management (Fossil Fuels) of the Conservation Element of the *General Plan* includes Policy 1, which aims to continue to encourage energy conservation and petroleum product reuse.[56]

City of Los Angeles Safety Element. The updated Safety Element, adopted by the City Council on November 24, 2021, includes an objective and policies to address climate change. The City's Safety Element underwent a targeted amendment in 2025 to integrate the City's latest Local Hazard Mitigation Plan. Relevant goals, policies, and objectives from the City's Safety Element are outlined below, in **Table 4.6-6**.

Table 4.6-6
Safety Element Goals, Policies, and Objectives

Objective 1.2	Confront the global climate emergency by setting measurable targets for carbon reduction that are consistent with the best available methods and data, center equity and environmental justice, secure fossil free jobs, and foster broader environmental sustainability and resiliency.
Policy 1.2.1	**Environmental Justice.** In keeping with the Plan for a Healthy LA, build a fair, just and prosperous city where everyone experiences the benefits of a sustainable future by correcting the long-running disproportionate impact of environmental burdens faced by low-income families and communities of color.
Policy 1.2.2	**Renewable Energy.** Aggressively pursue renewable energy sources, transitioning away from fossil-based sources of energy and toward 100 percent renewable energy sources.
Policy 1.2.4	**Clean and Healthy Buildings.** Design, build and rebuild buildings using passive energy principles, advanced efficiency measures, and on-site renewable energy.
Policy 1.2.5	**Housing and Development.** In keeping with the Housing Element, create housing opportunities that enhance affordability, equity, livability, sustainability, and resilience.
Policy 1.2.6	**Mobility.** In keeping with the Mobility Plan, build a comprehensive and integrated transportation network that changes how Angelenos get around and reduces car dependency.
Policy 1.2.7	**Zero Emissions Vehicles.** In keeping with the Mobility Plan, work toward zero emissions transportation and goods movement and increase zero emissions infrastructure including charging.

Source: City of Los Angeles, Safety Element, 2025.

City of Los Angeles Green Building Code. Effective August 20, 2014, the following types of projects are subject to the Los Angeles Green Building Code:

- All new buildings (residential and non-residential)
- All building additions (residential and non-residential)
- Alterations with a building permit valuation over $200,000 (residential and non-residential)

56 City of Los Angeles, *Conservation Element*, 2001, available at: https://planning.lacity.org/odocument/28af7e21-ffdd-4f26-84e6-dfa967b2a1ee/Conservation_Element.pdf, accessed July 10, 2026.

The Los Angeles Green Building Code is based on the 2022 CALGreen Standards. The program addresses five key areas: (1) Site: location, site planning, landscaping, storm water management, construction and demolition recycling; (2) Water Efficiency: efficient fixtures, wastewater reuse, and efficient irrigation; (3) Energy & Atmosphere: energy efficiency, and clean/renewable energy; (4) Materials & Resources: materials reuse, efficient building systems, and use of recycled and rapidly renewable materials; and (5) Indoor Environmental Quality: improved indoor air quality, increased natural lighting, and improved thermal comfort/control. While the 2025 CALGreen Standards are in effect, the City of Los Angeles has not yet adopted them.

On January 23, 2023, the Los Angeles City Council approved Ordinance No. 187,719, which amended Chapter IX of the Los Angeles Municipal Code, referred to as the Los Angeles Green Building Code, to alter certain provisions of Article 9 to reflect local administrative changes and incorporate by reference portions of the 2022 CALGreen Code. Specific mandatory requirements and elective measures are provided for residential (Article 9, Division 4) and non-residential development (Article 9, Division 5).[57] The Los Angeles Green Building Code includes some requirements that are more stringent than state requirements such as increased requirements for electric vehicle charging spaces and water efficiency. With minimal exceptions, the Los Angeles Green Building Code requires all newly constructed residential and non-residential buildings must be designed to be all-electric.

Los Angeles 2023 Final Power Integrated Resource Plan. On February 23, 2024, LADWP adopted the 2023 Power Integrated Resource Plan (IRP), which outlines LADWP's minimum investments needed to achieve the clean energy goals set by California Senate Bill 100 and Senate Bill 1020.[58]

The 2023 IRP summarizes the steps necessary to create a roadmap for meeting future energy needs, regulatory mandates, and clean energy goals while maintaining reliable and affordable power for LADWP's customers. This roadmap is informed by computer modeling results of power system operations; this modeling consists of a two-step process: capacity expansion modeling and production costs modeling. The IRP uses the official 2021 Load Forecast of customer demand for electricity over the next 20 years.

Green LA: An Action Plan to Lead the Nation in Fighting Global Warming. The City of Los Angeles adopted its climate action plan, *Green LA: An Action Plan to Lead the Nation in Fighting Global Warming* (Green LA), in May 2007.

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57 City of Los Angeles, *Article 9 – Green Building Code*. Available online at: https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-214608, accessed July 9, 2026

58 Los Angeles Department of Water and Power, *Final 2023 LADWP Integrated Resource Plan*, February 23, 2024. Available online at: https://efiling.energy.ca.gov/GetDocument.aspx?tn=250892, accessed July 9, 2026.

Green LA set the goal of reducing the City's GHG emissions to 35 percent below 1990 levels by 2030. The action plan outlines several actions in the fields of energy, water, waste, and transportation. These actions include improved transportation centered around mobility for people rather than cars, increasing recycling to 70 percent diversion, meeting all additional water use through reclaimed water, and increasing renewable energy to 35 percent by 2020. In 2016, LADWP achieved the target set by California Senate Bill 32 to reduce greenhouse gas (GHG) emissions to 40 percent below the 1990 baseline level by 2030. LADWP met and exceeded this target 14 years ahead of the deadline. By the end of 2022, L.A.'s power portfolio was 52 percent carbon-free and our GHG emissions level was estimated to be 7 million metric tons (MMT)—approximately 60 percent below the City's 1990 emissions baseline of 17.9 MMT.[59] In 2023, 39.5 percent of the Los Angeles' power generation was supplied by renewable energy.[60]

The action plan also outlines goals to help residents become "energy misers" by distributing compact fluorescent lamps (CFLs) and increasing rebates for energy efficient appliances and retrofits.

Los Angeles Green New Deal (Sustainable City pLAn). In April 2015, the City released its first Sustainable City Plan (Sustainable City pLAn), which established a set of goals related to fourteen sectors to help transform Los Angeles by 2035. The Sustainable City pLAn is defined as a roadmap for Los Angeles that is environmentally healthy, economically prosperous, and equitable in opportunity for all. Specifically, the Sustainable City pLAn provides a vision for the City's future; pathway to short-term results that lay foundation for long-term outcomes; framework to build out policies; platform for collaboration; set of tools to manage the City; dashboard of sustainability metrics to transparently measure progress; and a pathway for engaging residents.

The Green New Deal (Sustainable City pLAn 2019) further accelerates the following goals: a 95 percent solid waste diversion rate by 2035 and a 100 percent diversion rate by 2050; a reduction of municipal solid waste generation per capita by at least 15 percent, including phasing out of single-use plastics, by 2028; the elimination of organic waste going to landfill by 2028; and increased proportion of waste products and recyclables productively reused and/or repurposed within Los Angeles County to at least 25 percent by 2025 and 50 percent by 2035.

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59 Los Angeles Department of Water and Power, *LADWP Briefing Book 2024-2025*, 2026, available online at: https://www.ladwp.com/sites/default/files/2025-10/2024_25_BB_FullBook_Rev10_Digital.pdf, accessed July 23, 2026.

60 Ibid.

Existing Buildings Energy & Water Efficiency Program Ordinance. The City has an Existing Buildings Energy & Water Efficiency (EBEWE) Program Ordinance established through the addition of Division 97 of the LAMC that requires owners of buildings over certain sizes to disclose their buildings' energy and water consumption.

City of Los Angeles Solid Waste Programs and Ordinances. The recycling of solid waste materials also contributes to reduced energy consumption. Specifically, when products are manufactured using recycled materials, the amount of energy that would have otherwise been consumed to extract and process virgin source materials is reduced. For example, in 2015, 3.61 million tons of aluminum were produced by recycling in the United States, saving enough energy to provide electricity to 7.5 million homes.[61] In 1989, California enacted AB 939, the California Integrated Waste Management Act which establishes a hierarchy for waste management practices such as source reduction, recycling, and environmentally safe land disposal.[62]

The City implements various programs and ordinances related to solid waste. These include: (1) the City of Los Angeles Solid Waste Management Policy Plan, adopted in 1993, which is a long-range policy plan that proposes an approach for the City to achieve a goal of 90-percent diversion by 2025; (2) the RENEW LA Plan, which is a Resource Management Blueprint with the aim to achieve a zero waste goal through reducing, reusing, recycling, or converting the resources now going to disposal so as to achieve an overall diversion level of 90 percent or more by 2025;[63] (3) the Waste Hauler Permit Program (Ordinance No. 181,519), which requires all private waste haulers collecting solid waste, including construction and demolition waste, to obtain AB 939 Compliance Permits and to transport construction and demolition waste to City certified construction and demolition processing facilities;[64] and (4) the Exclusive Franchise System Ordinance (Ordinance No. 182,986), which, among other requirements, sets maximum annual disposal levels and specific diversion requirements for franchised waste haulers in the City to promote solid waste diversion from landfills in an effort to meet the City's zero waste goals.

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61 American Geosciences Institute, "How Does Recycling Save Energy?" Available online at: https://www.americangeosciences.org/critical-issues/faq/how-does-recycling-save-energy#:~:text=Extracting%20and%20processing%20raw%20resources,turn%20them%20into%20usable%20materials, accessed July 9, 2026.

62 CalRecycle, "History of California Solid Waste Law, 1985-1989," available online: https://calrecycle.ca.gov/Laws/Legislation/CalHist/, accessed July 9, 2026.

63 Presently, the City has achieved a landfill diversion rate of 76.4 percent.

64 The California Integrated Waste Management Act of 1989 (AB 939), as amended, was enacted to reduce, recycle, and reuse solid waste generation in the state. AB 939 requires city and county jurisdictions to divert 50 percent of the total waste stream from landfill disposal.

These solid waste reduction programs and ordinances not only help to reduce the number of trips to haul solid waste, therefore reducing the amount of petroleum-based fuel, but also help to reduce the energy used to process solid waste.

Senate Bill 1389. SB 1389 (Public Resources Code Sections 25300-25323) requires the development of an integrated plan for electricity, natural gas, and transportation fuels. Under the bill, the CEC must adopt and transmit to the Governor and Legislature an Integrated Energy Policy Report every two years. The most recently completed report, the 2022 Power Strategic Long-Term Resource Plan, now a component of the Los Angeles Department of Water and Power's LA100 Plan,[65] addresses a variety of issues including greenhouse gas emissions reductions, ensuring grid reliability, increasing renewable resources, once-through-cooling, and the *California Energy Demand Forecast*.

City of Los Angeles Los Angeles 100% Renewable Energy Study (LA100). The Los Angeles 100% Renewable Energy Study (LA100), published in March 2021, explores possible pathways on how the City could achieve a 100 percent clean energy future by 2045. The study outlines goals, future scenarios, and implementation pathways but does not present recommendations. All LA100 scenarios include significant deployment of renewable and zero-carbon energy by 2035, accounting for 8 percent–100 percent of energy. The study describes how in the future Los Angeles would rely on technologies like wind, solar, and batteries to meet most of the City's everyday needs, and only on combustion turbines—supplied with renewable fuels— for limited periods. The study explores some of the following topics: electricity demand projection, options for local solar and storage, renewable energy investments and operations, as well as the impacts and costs for 100 percent renewable energy pathways. Results show that a 100 percent renewable electricity supply is achievable by 2045 or sooner.[66]

In addition to the executive summary, the report makes high-level findings and has 12 chapters, including specific topics such as electricity demand projections, customer-adopted rooftop solar and storage, renewable energy investments and operations, air quality and public health, environmental justice, and economic impacts and jobs.

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65 LADWP, 2022 Power Strategic Long-Term Resource Plan, December 2022. Available online at: https://www.ladwp.com/sites/default/files/2023-08/2022%20LADWP%20Power%20Strategic%20Long-Term%20Resource%20Plan_0.pdf, accessed July 23, 2026.

66 National Laboratory of the Rockies, *LA100: The Los Angeles 100% Renewable Energy Study and Equity Strategies*, 2021. Available online at: https://maps.nlr.gov/la100/la100-study/report, accessed July 9, 2026.

Mayor Bass' Climate Action Plan for Los Angeles. On April 16, 2026, Los Angeles Mayor Karen Bass released her *Climate Action Plan for Los Angeles* (CAP).[67] The CAP outlines a path for the City to achieve carbon neutrality by 2045, double local solar production, and install 120,000 EV chargers. The CAP is centered around four overarching goals:

1. LA will be a clean, connected, and healthy city that improves the quality of life for all Angelenos.
2. LA will be home to climate-resilient neighborhoods where people and nature can thrive.
3. LA will be a thriving green economy with opportunity for all.
4. LA will be a global model of bold and equitable climate leadership.

The CAP includes 14 objectives that outline a strategic roadmap as well as over 50 targets and actions designed to deliver concrete, measurable climate outcomes.

4.6.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G and Appendix F of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to energy if they would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.6.4 METHODOLOGY

Total energy consumption was calculated for existing, future (2050) without the Proposed Plans, and future (2050) with Proposed Plans conditions. Future energy use without the Proposed Plans is provided for informational purposes only and has no bearing on the impact analysis conclusions. The determination of significance is based on comparison of future conditions with the Proposed Plans to existing conditions. This forecast is not exhaustive and does not include all sources of energy consumption in the region (i.e., trips from diesel trucks, heavy industrial processes, planes, etc.); for example, the transportation modeling for the Proposed Plans did not include trips from heavy-duty diesel trucks, as this is reflective of the transportation characteristics of the area. As such, this analysis focuses on light-duty vehicles. However, it provides a reasonable estimate of the future energy use based on the types of land uses expected with the Southwest Valley CPAs.

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67 City of Los Angeles, Mayor Bass' Climate Action Plan for Los Angeles, April 16, 2026. Available online at: https://plan.mayor.lacity.gov/sites/g/files/wph2541/files/2026-04/MayorBassClimateActionPlanforLosAngeles_2026_1.pdf, accessed July 9, 2026.

The impact analysis for energy compares available energy supplies from LADWP and SoCal Gas at the citywide level to the estimated demand for energy of the Proposed Plans. In developing the CalEEMod, CAPCOA developed energy demand factors for various land uses. The CalEEMod's default electricity and natural gas consumption factors are provided to the user based on 2019 consumption estimates from the CEC's 2018-2030 uncalibrated Commercial Sector Forecast (Commercial Forecast) and the Residential Appliance Saturation Survey (RASS). The RASS and Commercial Forecast datasets were used to derive the energy intensities of different end use categories for different land use subtypes in different electricity demand forecast zones (EDFZ). Los Angeles is located in EDFZ 8. It is important to note that although the RASS was completed in 2019, that does not mean the energy intensity estimates derived from the dataset are representative of buildings constructed in compliance with the energy efficiency requirements of the 2019 Energy Code. For example, of the 40,000 residences surveyed in the RASS, the average residence was constructed in 1974, the oldest residences were constructed in 1935, and the newest residences were constructed in 2015. Therefore, the default energy consumption estimates provided in CalEEMod based on the RASS are very conservative, overestimating expected energy use compared to what would be expected for new buildings subject to the latest Energy Code with more stringent energy efficiency measures. CalEEMod was used to estimate energy demand for existing conditions, which was compared to estimated buildable square footages under reasonably foreseeable development under the Proposed Plans (see **Section 4.17, Utilities and Service Systems**, for square footages). This increase in demand is compared to the existing available energy supplies from LADWP and SoCalGas to determine if these utilities would be able to accommodate the Proposed Plans' energy demands. This analysis does not rely upon, or use, population data but rather uses reasonably anticipated development (dwelling units and square footage of non-residential land uses) by 2050. These energy demands are assessed against the per capita (population) value as well as a per service population value (population plus employment), provided in **Section 4.13, Population and Housing**, and **Section 4.17, Utilities and Service Systems**, respectively.

Petroleum consumption was estimated by calculating the direct transportation fuels energy consumption of the Southwest Valley CPAs using daily VMT and average fleetwide fuel consumption factors. Daily VMT and associated fleet mix within the Southwest Valley CPAs were obtained from the transportation analysis contained in **Appendix 4.6, Energy**. Average fuel economy is forecast to continue to increase, with the most recent automotive data for 2024 at 23.4 miles per gallon for all light duty vehicles.[68] Therefore, applying the average fuel economy to future year (2050) VMT provides a conservative evaluation of energy consumption as the energy use of vehicles in 2050 is likely to be lower than current fuel use.

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68 Federal Highway Administration, *Highway Statistics 2024*, Table VM-1, 2025. Available online at: https://www.fhwa.dot.gov/policyinformation/statistics/2024/vm1.cfm, accessed July 9, 2026.

While there are per capita VMT and GHG targets, there are no state standards established requiring future decreases in per capita energy use. Despite recent federal changes, California has historically achieved ever increasing air quality standards through programs such as the Clean Truck Partnership.

Electricity consumption was estimated by calculating the electricity consumption by land use with electricity factors derived from the CalEEMod. Electricity factors for the existing and future conditions only account for 2019 energy standards, as discussed above. As a result, the analysis below provides a conservative estimate of the Southwest Valley CPA's future electricity consumption. While the City's overall electricity demand can be anticipated to increase as a result of Ordinance 187,719, mandating that all new buildings be all-electric, this increase in demand would happen over time and would be subject to Title 24, Part 6 of the California Administrative Code, the Energy Efficiency Standards for Residential and Nonresidential Buildings, as well as the City of Los Angeles' Green Building Code Energy Efficiency requirements.

4.6.5 IMPACTS

Threshold 4.6-1 **Would implementation of the Proposed Plans result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

This impact would be less than significant.

Long-term operation of development accommodated by the Southwest Valley CPAs would require permanent grid connections for electricity and natural gas service to power internal and exterior building lighting, and heating and cooling systems. In addition, the increase in vehicle trips associated with future development in the Southwest Valley CPAs would increase fuel consumption. Increases in motor vehicle trips are primarily a combined function of population and employment growth. Population growth and growth in VMT would occur in the region regardless of whether the Proposed Plans are implemented. As a result, energy consumption would increase beyond the existing conditions baseline under any scenario.

Table 4.6-7, Change in Direct Transportation Energy Use Under the Proposed Plans, shows daily VMT and estimated fuel consumption translated into energy use (MMBtu) in the Southwest Valley CPAs under Existing, Future (2050) with Proposed Plans, and Future (2050) without Proposed Plans (i.e., No Project) conditions. With respect to transportation energy use, as shown in **Table 4.6-7**, despite the increase in transportation energy consumption, per capita and per service population transportation energy consumption will decrease under the Proposed Plans.

Table 4.6-7
Change in Direct Transportation Energy Use under the Proposed Plans

Year	Daily VMT	Annual VMT	Daily Energy Use (MMBtu)	Annual Use (MMBtu)	Daily Per Capita Energy Use (MMBtu)	Daily Per Service Population Use (MMBtu)	Annual Per Capita Energy Use (MMBtu)	Annual Per Service Population Use (MMBtu)
Existing (Baseline)	15,601,300	5,694,474,500	80,149	29,254,385	0.20	0.14	74.13	50.41
Future (2050) with Proposed Plans	20,296,200	7,408,113,000	104,269	38,058,185	0.16	0.11	59.81	41.96
Future (2050) without Proposed Plans (No Project)	17,238,500	6,292,052,500	88,560	32,324,400	0.17	0.12	63.40	44.78
Change from Baseline to Future (2050) with Proposed Plans	**+4,694,900**	**+1,713,638,500**	**+24,120**	**+8,803,800**	**-0.04**	**-0.03**	**-14.32**	**-8.45**

Notes:

Transportation energy consumption was derived from the Southwest Valley CPAs VMT; average fuel economy from the Federal Highway Administration Highway Statistics Series, and energy unit data from the United States Energy Information Administration.

Source: Federal Highway Administration, Highway Statistics Series - 2024. Available online at: https://www.fhwa.dot.gov/policyinformation/statistics/2024/vm1.cfm, accessed July 17, 2026.

United States Energy Information Administration, Units and Calculators Explained. Available online at: https://www.eia.gov/energyexplained/units-and-calculators/, accessed July 17, 2026.

Existing per capita population used to calculate per capita use: 394,629 people

Existing service population: 580,288 (394,629 residents and 185,659 employees)

Future With Plans per capita population used to calculate per capita use: 636,288 people

Future With Plans service population: 907,112 (636,288 residents and 270,824 employees)

Future Without Plans per capita population used to calculate per capita use: 509,887 people

Future Without Plans service population: 721,824 (509,887 residents and 211,937 employees)

MMBtu = Metric Million British Thermal Units; VMT = Vehicle Miles Traveled

Table 4.6-8, Change in Electricity Consumption Under the Proposed Plans, shows estimated annual electricity consumption in the Southwest Valley CPAs under Existing, Future (2050) without Proposed Plans, and Future (2050) with Proposed Plans conditions. Future total annual electricity consumption under implementation of the Proposed Plans is expected to increase; however, per capita electricity consumption is anticipated to decrease from 9.25 to 6.93 MWh per capita and per service population electricity consumption is anticipated to decrease from 6.29 to 4.91 MWh per service population. Note that, as explained in the methodology section, future energy consumption estimates only account for compliance with 2019 energy efficiency standards (i.e., 2019 Title 24). As such, the analysis is conservative in nature, as electricity use will likely decrease further than what was modeled.

The Proposed Plans will accommodate the increase in housing, population, employment, and land uses throughout the Southwest Valley CPAs. Specifically, as compared to existing conditions, the Proposed Plans will increase the reasonably anticipated development for housing by 115,282 units, population by 241,659 residents, and employment by 85,165 jobs. While electricity use will increase under the Proposed Plans, this development under the Proposed Plans would be subject to Title 24, Part 6 of the California Administrative Code, the Energy Efficiency Standards for Residential and Nonresidential Buildings, which requires local jurisdictions to use energy efficient appliances, weatherization techniques, and efficient cooling and heating systems to reduce energy demand stemming from new development. In addition, future development would also be required to comply with the City of Los Angeles' Green Building Code Energy Efficiency requirements. Because the analysis contained herein does not account for future improvements in energy efficiency, development accommodated by the Proposed Plans would be expected to consume less energy than existing developments as building energy standards become more stringent. As a result, the electricity consumption identified in **Table 4.6-8, Change in Electricity Consumption Under the Proposed Plans**, provides a conservative estimate of the Proposed Plans' electricity consumption. However, compliance with the above energy efficiency standards and the City's Green Building Code requirements would ensure that electricity consumption would not be wasteful or inefficient.

Table 4.6-8
Change in Electricity Consumption under the Southwest Valley CPAs

Year	Annual Electricity Consumption (MWh)	Proportion of Statewide Consumption	Per Capita Electricity Consumption (MWh)	Per Service Population Consumption (MWh)
Existing (Baseline)	3,648,331	1.31%	9.25	6.29
Future (2050) with Proposed Plans	4,406,082	1.58%	6.93	4.86
Future (2050) No Project	3,646,575	1.31%	7.15	5.05
Change from Baseline to Future (2050) with Proposed Plans	**+757,751**	**+0.27%**	**-2.32**	**-1.43**

Note: Electricity consumption calculated based on CalEEMod energy factors. The per capita consumption for electricity consumption is determined by dividing electricity consumption data from CalEEMod by the existing Southwest Valley CPAs population, as detailed in Section 4.13, Population, Housing and Employment. Proportion of statewide consumption based on 2024 electrical consumption.
Total annual electricity consumption under the Future No Project and Future with Proposed Plans were calculated by land use categories and are available for review in ***Appendix 4.6, Energy.***
Existing per capita population used to calculate per capita use: 394,629 people
Existing service population: 580,288 (394,629 residents and 185,659 employees)
Future With Plans per capita population used to calculate per capita use: 636,288 people
Future With Plans service population: 907,112 (636,288 residents and 270,824 employees)
Future Without Plans per capita population used to calculate per capita use: 509,887 people
Future Without Plans service population: 721,824 (509,887 residents and 211,937 employees)
Source: CEC, Electricity Consumption by County, available online at: *https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0.*
CPAs = Community Plan Area; MWh = megawatt-hours; T24E = title 24 electricity; NT24E = non-title 24 electricity

Table 4.6-9, Change in Natural Gas Consumption Under the Southwest Valley CPAs, shows estimated annual natural gas consumption in the Southwest Valley CPAs under existing (2024), future (2050) No Project, and future (2050) with Proposed Plans conditions. Future total annual natural gas consumption under implementation of the Proposed Plans is expected to decrease; per capita natural gas consumption is anticipated to decrease from 16.14 to 13.67 MMBtu per capita, a decrease of 2.47 MMBtu per capita. Per service population natural gas consumption is anticipated to decrease from 10.98 to 9.59 MMBtu per service population, a decrease of 1.39 MMBtu/service population. Note that future natural gas consumption estimates, included in **Table 4.6-9**, only take into account compliance with 2019 energy efficiency standards (i.e., 2019 Title 24). Additionally, following the September 6, 2024 trial court ruling in Warren E&P. Inc. v. City of Los Angeles, the City is working to adopt an ordinance to reinstate a ban on drilling for oil and gas within the City. While this effort is ongoing, it can be anticipated that natural gas usage will decline over time with the ban on drilling within the City, once the ordinance is reinstated. As such, development accommodated by the Proposed Plans would be expected to consume less energy than existing developments as energy conservation standards become more stringent, so the estimates provided here are conservative.

Table 4.6-9
Change in Natural Gas Consumption under the Southwest Valley CPAs

Year	Annual Natural Gas Consumption (MMBtu)	Proportion of Statewide Consumption (percent)	Per Capita Natural Gas Consumption (MMBtu per capita)	Per Service Population Consumption (MMBtu per service population)
Existing	6,377,809.27	0.57%	16.14	10.98
Future (2050) with Proposed Plans	8,695,114.88	0.78%	13.67	9.59
Future (2050) No Project	7,721,810.58	0.70%	15.14	10.70
Change from Baseline to Future (2050) with Plans	**+2,317,305.61**	**+0.21%**	**-2.47**	**-1.39**

Note: Natural gas consumption based on CalEEMod energy factors. The per capita consumption for natural gas is determined by dividing Natural gas consumption data from CalEEMod by the existing Southwest Valley CPAs population, as detailed in Section 4.13, Population, Housing and Employment.
1 Total annual natural gas consumption and per capita annual natural gas consumption are expressed in million Btu.
Total annual Natural gas consumption under the Future No Project and Future With Proposed Plans were calculated by land use categories and are available for review in ***Appendix 4.6, Energy.***
Existing per capita population used to calculate per capita use: 394,629 people.
Existing service population: 580,288 (394,629 residents and 185,659 employees)
Future With Plans per capita population used to calculate per capita use: 636,288 people
Future With Plans service population: 907,112 (636,288 residents and 270,824 employees)
Future Without Plans per capita population used to calculate per capita use: 509,887 people
Future Without Plans service population: 721,824 (509,887 residents and 211,937 employees)
Sources: Impact Sciences, Inc., and CEC, Gas Consumption by Entity, available online at: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1
Btu = British thermal units; MMBtu = Metric Million British Thermal Units
Statewide Natural Gas Consumption: 11,104,000,000 therms, or 1,110,400,000 MMBtu (1 U.S. Therm = 0.1 MMBtu)

Construction and maintenance of reasonably anticipated development from the Proposed Plans would result in short-term consumption of energy from the use of construction equipment and processes. In addition, roadway and transit construction materials, such as asphalt, concrete, surface treatments, steel, rail ballast, as well as building materials, require energy to be produced, and would likely be used in projects that involve new construction or replacement of older materials, as well as construction of future infill and transit-oriented development (TOD) projects/developments envisioned by the Proposed Plans. Construction energy demand is not calculated because precise location, lot acreage, size of buildings, and construction durations for development under the Proposed Plans is currently unknown and estimates would be speculative., Nothing in the Proposed Plans would foreseeably increase construction energy demand. Furthermore, there is already construction happening within the Southwest Valley CPAs. Zoning changes and increased zoning allowances may lead to increased levels of construction; however, construction is cyclical and increases in construction depend more on the state of the economy than changes in zoning.

Moreover, CalGreen includes specific requirements related to recycling, construction materials and energy efficiency standards, which would apply to construction of roadway and transit improvement projects in addition to future infill and TOD envisioned by the Proposed Plans and would help to minimize waste and energy consumption. All construction and maintenance accommodated by the Proposed Plans would be required to comply with relevant provisions of CalGreen.

Consistency with Energy Conservation and Renewable Energy Policies. While the Proposed Plans would result in increases in the consumption of transportation energy, electricity and natural gas usage, the Proposed Plans would result in a decrease in transportation energy, electricity and natural gas consumption per service population in the Southwest Valley CPAs. Although implementation of the Proposed Plans would result in greater net energy consumption than baseline conditions, the Proposed Plans would not result in the inefficient, wasteful, or unnecessary consumption of energy if it is consistent with existing relevant energy conservation policies. The discussion below examines consistency with adopted plans and policies related to energy conservation.

The Proposed Plans are land use plans and do not include regulations related to fuel efficiency or alternative fuel vehicles. However, the Proposed Plans would increase access to transit and promote the use of active transportation modes by accommodating development and mix of land uses in close proximity to transit. Therefore, the Proposed Plans would not conflict, but would instead support the goals of regulations seeking to reduce energy consumption and GHG emissions. The 1975 Warren-Alquist Act established the California Energy Resource Conservation and Development Commission, now known as the California Energy Commission (CEC), and established a State policy to reduce wasteful, uneconomical and unnecessary uses of energy. Development under the Proposed Plans would be subject to California's Energy Efficiency Standards in the California Code of Regulations, Title 24, Part 6, which requires local jurisdictions to enforce energy efficient appliances, construction materials and building systems for new development. The analysis does not account for reductions in energy uses from newer buildings that will be constructed throughout the proposed timeline and will be required to adhere to stricter energy and building codes, including compliance with the City's requirements that do not allow for new natural gas hookups, as compared to baseline conditions. In addition, the City of Los Angeles' Green Building Code would require new development in the Southwest Valley CPAs to comply with its energy efficiency requirements. Therefore, the Proposed Plans would not result in wasteful, inefficient, or unnecessary use of energy and would not be inconsistent with applicable Warren-Alquist Act policies.

SB 1078, as accelerated by SB 350, established a renewable portfolio standard for electricity supply, and required that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide 33 percent of their supply from renewable sources by 2020, 44 percent by 2024, 52 percent by 2027, and 60 percent by 2030.[69] In addition, the 2025 Integrated Energy Policy Report (IEPR) includes a set of strategies to address California's future energy needs. Key topics covered in the report include: energy demand forecasts; the acceleration of interconnection and energization; California's progress toward the load-shift goal; and evaluating the role of clean and renewable hydrogen for electricity and transportation. The Proposed Plans would not conflict with these policies.

In addition, future development projects accommodated by the Proposed Plans are expected to promote energy efficiency as they support implementation of the SCAQMD 2022 Air Quality Management Plan transportation control measures, including transportation demand management, transportation system management, commuter and public transit; rail, bike and pedestrian programs, among others.

The Proposed Plans would be consistent with the Air Quality and Conservation Elements of the Los Angeles General Plan, which encourages the use of renewable energy, energy conservation, and energy efficiency techniques in all new building design, orientation, and construction and support of alternative transportation and fuels. As described above, the Proposed Plans include policies intended to improve the efficiency and effectiveness of the transportation system and enhancing opportunities for the use of transit and other alternative modes of transportation through the development of new pedestrian and bicycle facilities and promotion of mixed use and infill development. The following listed goals and policies from the Proposed Plans' are shared among all CPAs. Proposed Plan goals and policies unique to a particular Plan Area, are distinguished appropriately:

LU Goal 4 Neighborhoods provide residents and visitors with access to essential commercial and public amenities within a multi-modal accessible environment to reduce vehicle trips.

Policy LU 4.1 Promote the development of complete neighborhoods with diverse uses and resilient infrastructure, parks, streetscapes, transit, and community amenities.

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69 California Energy Commission, "Renewables Portfolio Standard – Verification and Compliance," available at: https://www.energy.ca.gov/programs-and-topics/programs/renewables-portfolio-standard/renewables-portfolio-standard, accessed July 20, 2026.

Policy LU 4.2 Support the establishment of small businesses that provide fresh groceries, basic household goods, prepared food, and opportunities for recreation or exercise within comfortable walking and rolling distance of existing residential neighborhoods.

Policy LU 4.5 Incentivize greater development scale and density around transit if a project provides high quality housing that is affordable to lower income households.

Policy LU 4.6 Locate higher residential densities around transit and commercial centers where residents can benefit from greater access to commercial uses, jobs, schools, and healthcare services.

Policy LU 4.7 Promote the development of new housing for seniors and persons with disabilities within short walking distance of public transportation, commercial uses, recreational amenities, and health care facilities.

LU Goal 6 An adequate level of commercial services and employment opportunities meet the needs of all residents.

Policy LU 6.3 Encourage neighborhood-oriented commercial services to be developed within walking distance of residential areas.

From the Reseda—West Van Nuys—Lake Balboa Community Plan:

Policy LU 6.8 Encourage mixed-use districts that combine a variety of uses to achieve a community where people can shop, live, and work near transit and at other key commercial corridors, such as the Reseda G Line Station area and Downtown Reseda neighborhood surrounding Reseda Boulevard and Sherman Way.

From the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan:

Policy LU 6.8 Encourage mixed-use districts that combine a variety of uses to achieve a community where people can shop, live, and work near transit and at other key commercial corridors, such as: Warner Center, around the Metro G line stations, and Ventura Boulevard.

From the Encino-Tarzana Community Plan:

Policy LU 6.8 Encourage mixed-use districts that combine a variety of uses to achieve a community where people can shop, live, and work near transit and at other key commercial corridors, such as Ventura Boulevard.

LU Goal 11 New development contributes to enhanced aesthetic quality and pedestrian orientation.

Policy LU 11.1 Encourage the design of commercial development, including infill development, redevelopment rehabilitation, and reuse efforts, to produce a high-quality built environment.

Policy LU 11.5 Encourage new developments to integrate pedestrian amenities, outdoor plazas and public areas, lighting, shade trees, outdoor dining and open spaces to create destinations for area residents to shop and gather.

LU Goal 17 A sustainable community that is resilient to the effects of climate change.

Policy LU 17.1 Promote public health and environmental sustainability outcomes consistent with the City's Plan for Healthy Los Angeles and the Sustainable City pLAn.

Policy LU 17.4 Promote new development that integrates sustainable design, green building practices and technologies, and other features to minimize health and environmental impacts and reduce the urban heat island effect, greenhouse gas emissions, and embodied carbon.

Policy LU 17.5 Implement strategies such as expanded shade cover and more efficient water use to lessen the urban heat island effect and increase reliance on renewable energy sources.

Policy LU 17.8 Support upgrading the existing housing stock to reduce energy cost burden and make homes healthier through energy efficiency retrofits and improvements, and upgrades to energy efficient appliances and heating equipment.

Policy LU 17.10 Situate new buildings to maximize natural light within the building, utilizing design features, such as skylights, operable clerestory windows, and integrated shading systems where possible.

Policy LU 17.11 Plan for sustainable land use patterns that leverage transit and open space resources and access to housing and jobs to improve the overall quality of the environment.

LU Goal 18 A built environment that prioritizes people over cars, reducing the negative health and environmental impacts of driving while increasing physical activity.

Policy LU 18.1 Expand opportunities for small, locally serving businesses to properly locate within neighborhoods in order to place the daily needs of residents within comfortable walking distance of their homes and schools.

Policy LU 18.3 Promote the siting and design of commercial development in a manner that encourages users to access and engage with each building as a pedestrian, while deprioritizing accommodations for single-occupancy vehicles.

And, the following future implementation program is included in the Proposed Plans for all three CPAs:

Metro's Reduced Fare Program: Support the funding of the Low-Income Fare is Easy (LIFE) Program and other reduced fare programs offered by Metro, which provides fare discounts that can be applied toward the purchase of weekly and monthly transit passes on Metro and any LIFE participating transit agencies. Eligible participants include low-income riders, students, seniors and persons with disabilities.

In summary, the Proposed Plans would not result in wasteful or inefficient energy consumption and are consistent with applicable policies regarding energy conservation and renewable energy. Therefore, the Proposed Plans would have a ***less than significant*** impact with respect to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Impact 4.6-2 **Would implementation of the Proposed Plans result in a conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

This impact would be less than significant.

As discussed under **Impact 4.6-1**, the Proposed Plans would not be inconsistent with adopted plans and policies related to decreasing reliance on fossil fuels and increasing reliance on renewable energy sources. SB 1078, as accelerated most recently by SB 100, established an RPS for electricity supply, and requires that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide 33 percent of their supply from renewable sources by 2020,[70] 60 percent by 2030, and 100 percent by 2045. To meet this state requirement, as well as the local desire to achieve 100 percent renewable energy, the LADWP's 2023 Power Integrated Resource Plan outlines strategies to align the LADWP with meeting these goals. Many of these strategies are aimed at reducing greenhouse gas emissions, but also result in improved energy efficiency and an increased integration of renewable energy sources, exploring the development of necessary energy storage projects that may be necessary to reduce strain on the feasibility of the LADWP to meet these RPS goals. The Proposed Plans would not conflict with these policies or objectives.

The Proposed Plans would also be consistent with the City of Los Angeles General Plan Air Quality and Conservation Elements, which encourages the use of renewable energy, energy conservation, and energy efficiency techniques in all new building design, orientation, and construction and support of alternative transportation and fuels. As described under **Impact 4.6-1**, the Proposed Plans include policies intended to improve the efficiency and effectiveness of the transportation system and provide options for alternative transportation.

In summary, the Proposed Plans would not result in an increased reliance on fossil fuels and a decreased reliance on renewable energy sources and is consistent with applicable policies regarding energy conservation and renewable energy. Therefore, the Proposed Plans' impact with respect to conflicting with a state or local plan for renewable energy or energy efficiency would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

70 In 2023, 39.5% of Los Angeles' power generation was supplied by renewable energy.

Significance After Mitigation

Less than significant.

4.6.6 CUMULATIVE IMPACTS

Energy Consumption

Locally, energy resources are provided by various oil companies, LAWDP, and SoCal Gas, but the issue of energy is global in nature and the state as well as regional and local governments have adopted policies aimed at energy conservation. However, these goals to promote energy conservation are subject to instability due to administrative opposing viewpoints on the promotion of clean energy and regulating the transportation sector, as well as global events such as war and conflicts overseas straining the availability of energy resources, such as oil, and in turn creating unpredictability in the energy market. The service areas for energy providers are varied, with LADWP primarily serving the City, SoCal Gas serving a 24,000 square mile region covering much of central and southern California, and oil companies serving customers all over the world. No single geography can address the full extent of issues related to energy resources, so the cumulative analysis contained herein considers energy demand in the City of Los Angeles and the southern California region served by SoCal Gas in the context of statewide energy demand and state mandates related to energy conservation.

As discussed above, cumulative development in Los Angeles and throughout southern California would continue to increase energy use to meet the City's and region's growing population; however, implementation of future community plans and land use plans of other jurisdictions, as well as other regulations designed to reduce energy consumption, GHG emissions and criteria pollutant emissions, would generally improve the efficiency of energy use in the City, while adherence to existing state regulations such as CalGreen and the Low Carbon Fuel Standard would ensure the incorporation of energy efficient measures in the design and operation of future developments throughout the region. Thus, cumulative impacts related to energy use arising from cumulative development in Los Angeles and throughout the region would be less than significant.

The Proposed Plans would be consistent with the City of Los Angeles General Plan Air Quality and Conservation Elements, which encourages the use of renewable energy, energy conservation, and energy efficiency techniques in all new building design, orientation, and construction and support of alternative transportation and fuels and it would not contribute to a cumulative impact related to the wasteful, unnecessary, or inefficient use of energy. Furthermore, development emphasis on compact land use and growth patterns that facilitate transit and non-motorized transportation are anticipated to result in less energy consumption. SCAG's 2024 Connect SoCal RTP/SCS was developed to provide a blueprint to

integrate land use and transportation strategies to help achieve a coordinated and balanced regional transportation system as well as reduce energy use and associated GHG emissions within the region. The Proposed Plans would accommodate concentrated, mixed-use development adjacent to transit corridors in order to conserve resources, protect existing residential neighborhoods, and reduce energy use through the increase in active transportation and use of transit. Another goal of the RTP/SCS is to actively encourage and create incentives for energy efficiency, where possible. When new development occurs, new buildings would be constructed as CalGreen compliant buildings, which are more energy efficient than any existing buildings that might be replaced. While implementation of the Proposed Plans would result in increased demand for energy and natural gas, the impact on the City's and region's energy resources would be less than significant. The Proposed Plans would support energy efficient practices and would not result in wasteful or inefficient use of energy and would ***not be cumulatively considerable***.

Renewable Energy / Energy Efficiency Plan Consistency

As discussed above, cumulative planning as well as development in the City of Los Angeles and throughout southern California would continue to increase energy use to meet the City's and region's growing population; however, implementation of the Proposed Plans, as well as other future land use plans in the City, is expected to generally improve the efficiency of energy use in the City, while adherence to existing state regulations, such as the California's Energy Efficiency Standards, CalGreen, and the Low Carbon Fuel Standard, would ensure the incorporation of energy efficient measures in the design and operation of future developments throughout the region. The Proposed Plans would also be consistent with the SCAQMD 2022 Air Quality Management Plan and the City of Los Angeles General Plan Air Quality and Conservation Elements. These plans promote and encourage energy efficiency, thus, impacts related to consistency with renewable energy or energy efficiency plans would be less than significant and would not be cumulatively considerable.

Based on the above, the incremental effect of the Proposed Plans on energy resources would not be cumulative considerable and cumulative impacts would be ***less than significant***.

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4.7 GEOLOGY AND SOILS

INTRODUCTION

This section analyzes the potential environmental effects on geology and soils within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area, the Encino-Tarzana Community Plan Area, and the Reseda-West Van Nuys-Lake Balboa Community Plan Area collectively identified as the Southwest Valley Community Plans Areas (CPAs), from implementation of the Proposed Plans. Topics addressed include suitability of soil for development, seismicity, faults, ground shaking, liquefaction, and landslides. This section was prepared using documents and maps published by the California Department of Conservation (DOC), California Geological Survey (CGS), City of Los Angeles, and other applicable sources.

4.7.1 EXISTING ENVIRONMENTAL SETTING

Regional Setting

The CPAs are located within the southwestern portion of the San Fernando Valley (Valley), which is an elongated valley, roughly 22 miles long in an east-west direction and generally approximately nine miles wide in a north-south direction, although stretching to 12 miles wide at its widest point.

The Valley is bounded on the east and northeast by the San Rafael Hills, Verdugo Mountains, and San Gabriel Mountains; on the north by the San Gabriel Mountains and the eroded south limb of the Little Tujunga Syncline which separates it from the Sylmar Basin; on the northwest and west by the Santa Susana Mountains and Simi Hills; and on the south by the Santa Monica Mountains. The average elevations of the mountains surrounding this portion of the San Fernando Valley range from 1,700 feet (ft) above mean sea level (MSL) for the Santa Monica Mountains, 1,800 ft above MSL for the Simi Hills, to 2,000 ft above MSL for the Santa Susana Mountains. The highest point in the area is San Fernando Peak in the Santa Susana Mountains, having an elevation of 3,741 ft MSL. These mountains are part of the Transverse Ranges, which are a series of steep ranges and valleys aligned obliquely to other Californian mountain ranges. A bend in the San Andreas fault created the Transverse Ranges and subsequently intense north-south compression has led to this region being one of Earth's most rapidly rising tectonic zones.

The dominant geologic structure features within the CPAs are northwest trending fault zones that either die out to the northwest or terminate at east-trending faults that form the southern margin of the Transverse Ranges. All southern California is seismically active, being situated at the convergence of the North American and Pacific tectonic plates. Earthquakes along the San Andreas fault relieve convergent plate stress in the form of right lateral strike slip offsets. The Transverse Ranges work as a block causing the San

Andreas fault to bend or kink, producing compressional stresses that are manifest as reverse, thrust, and right lateral faults.

Holocene to Pleistocene alluvial and older elevated alluvial soils comprise the majority of geologic material exposed at the surface of the Valley and within the CPAs. Quaternary-age Saugus formation exposures are present northeast of the proposed project. The Tertiary Lindero Canyon and Monterey formations and the Cretaceous Chatsworth formation are exposed within the north and northwest portions of the CPAs. Prior to construction of flood control dams and channels, the floor of the San Fernando Valley was composed of a series of coalescing alluvial fans with season streams shifting position throughout the Valley. Alluvial sediments grade from coarse-grained sands and gravels at the eastern end of the Valley, predominately carried into the Valley from the crystalline complexes of the San Gabriel Mountains, to finer grained sediments at the western end of the Valley, carried from the Tertiary and pre-Tertiary sedimentary formations surrounding this portion of the Valley. Generally, the finer grained sediments of the Southwest Valley contain shallow and perched groundwater, as well as coarse-grained stream channel deposits. Lateral discontinuity of lithologies typifies the Valley's alluvium. Development throughout the CPAs has disturbed the majority of near-surface alluvial materials. The underlying alluvial sediments of the southwestern San Fernando Valley are Paleogene to Miocene sedimentary strata and Miocene Topanga and Modelo formations. These rocks extend and are exposed within the Santa Monica Mountains. Cretaceous-age rocks exposed within the Simi Hills are 2 kilometers (km) higher than similar strata under the southwestern San Fernando Valley, being separated by the Chatsworth Reservoir fault. The depth of alluvium within the project area may vary from 100 to 700 ft below the ground surface (bgs). Soils within the CPAs are generally comprised of loose to dense silty sands and stiff to hard silts with some clays and gravels underlain by very dense sands and gravels and very hard silts.

Local Setting

The CPAs are located within a highly urbanized setting, which both contain and are surrounded by developed areas in neighboring Community Plan Areas and townships. Land uses include residential, commercial, industrial, public facilities, and open space. The Southwest Valley CPAs are relatively flat land, surrounded by hillsides, ridgelines, and open canyons. Specifically, the Reseda-West Van Nuys-Lake Balboa CPA is entirely valley floor.[1] The Encino-Tarzana CPA, directly south of the Reseda-West Van Nuys-Lake Balboa CPA, is about one-third valley floor with the remainder within the Santa Monica Mountains, including foothills. West of these two CPAs is the Canoga Park- Winnetka-Woodland Hills-West Hills CPA. This CPA is bound to the south by the Santa Monica Mountains and foothills and to the west by the Simi

1 Kim Scott, Sherri Gust, and Kelly Vreeland, Cogstone. *Paleontological Resources of the Southwest Valley Community Plans Update Project, City of Los Angeles, California*. December 2022.

Hills; these comprise about two thirds of the CPA, with the remainder being valley floor. Certain hillsides and mountains in the CPAs, such as parcels within Bell Canyon in the western portion of the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, and parcels within the Santa Monica Mountains along the southern border of the Canoga Park-Winnetka-Woodland Hills-West Hills and Encino-Tarzana CPAs, are designated as "Hillside" by the City of Los Angeles Zoning Ordinance.[2] The existing Hillside areas, as well as the Proposed Project's proposed Hillside expansion areas described in **Section 3.8 of the Project Description** are shown in **Figure 4.7-1** below.

The CPAs are located in the Southwest Valley subregion.[3] This subregion is immediately west of the Southeast Valley subregion and is likewise partly in the San Fernando Valley and partly in the Santa Monica Mountains. Underlying all of the Reseda-West Van Nuys-Lake Balboa CPA are younger surficial alluvial deposits which extend into the Valley from the Santa Monica Mountains. These alluvial deposits consist generally of gravel, sand, and silt-clay. These deposits are also present in the northern portion of the Encino-Tarzana CPA, from the mountains' edge to the Plan Area's northern boundary. Geologic formations within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA are about 50-60 percent of these younger surficial deposits, and 40-50 percent bedrock units south to Mulholland Drive at the crest of the Santa Monica Mountains. In the Encino-Tarzana CPA these are about 30 percent and 70 percent respectively. The Simi Hills form the western boundary of the San Fernando Valley and the Canoga Park-Winnetka-Woodland Hills-West Hills CPA.[4]

Thirteen bedrock units are mapped in the Canoga Park-Winnetka-Woodland Hills-West Hills and Encino-Tarzana CPAs; from oldest to youngest they are Mesozoic granitic and metamorphic rocks, Cretaceous sandy conglomerates-sandstone-claystone, and Tertiary sedimentary rocks (several members within the Santa Susana, Topanga, Lindero Canyon units, Unnamed Shale and Sandstone, and Monterey Formations), interspersed with minor amounts of surficial deposits (alluvium in canyons). The bedrock is extensively folded and tilted yielding a relatively complex geologic structure with bedding attitudes (strikes and dips) oriented in various directions, particularly in the Simi Hills. In the Santa Monica Mountains, the predominant dip direction for bedding planes in the Monterey and Unnamed Shale Formations is north with the topographic slope. The granitic and metamorphic (Santa Monica Slate) rocks are in the area south of (up slope from) Encino Reservoir.

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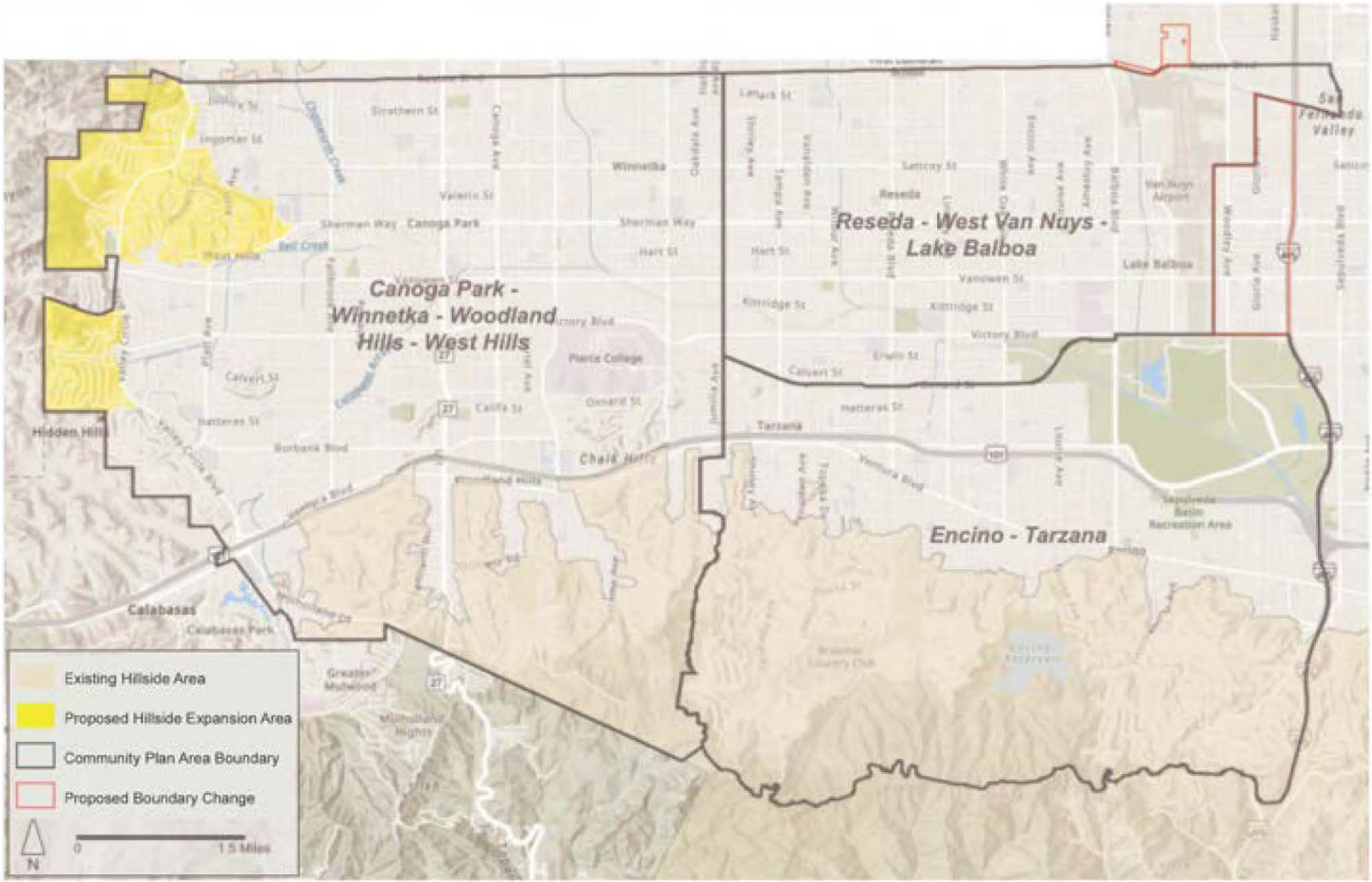
2 City of Los Angeles, GeoHub, Hillside Ordinance, available online at: https://geohub.lacity.org/datasets/hillside-ordinance/explore?location=33.806003%2C-118.219955%2C10.93, accessed November 20, 2024.

3 City of Los Angeles, General Plan Framework Element FEIR, Section 2.17, Geologic/Seismic Conditions, available at: https://planning.lacity.org/odocument/a20d591e-d01b-4b09-a7fb-61f9657f1042/GPF_FEIR_DEIR2.17_p1-35.pdf, accessed November 20, 2024.

4 City of Los Angeles, General Plan Framework Element FEIR, Section 2.17, Geologic/Seismic Conditions, available at: https://planning.lacity.org/odocument/a20d591e-d01b-4b09-a7fb-61f9657f1042/GPF_FEIR_DEIR2.17_p1-35.pdf, accessed November 20, 2024.



SOURCE: City of Los Angeles, 2026

FIGURE **4.7-1**

IMPACT SCIENCES

Existing Hillside Areas and Proposed Hillside Expansion Areas in the Southwest Valley CPAs

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Faulting and Seismicity

A fault is a fracture or line of weakness in the earth's crust, along which rocks on one side of the fault are offset relative to the same rocks on the other side of the fault. Based on criteria established by the California Geologic Survey, faults may be categorized as active, potentially active, or inactive. Active faults are those that show evidence of surface displacement within the last 11,000 years (Holocene age). Potentially active faults are those that show evidence of surface displacement within the last 1.6 million years (Quaternary age). Faults showing no evidence of surface displacement within the last 1.6 million years may be considered inactive in most cases.

Many active earthquake fault zones are mapped in the Los Angeles area. A number of earthquake faults are visible and aboveground, such as the San Andreas Fault. However, earthquakes along unmapped faults, such as the blind thrust fault associated with the 1994 Northridge earthquake, are increasingly becoming the focus of study and concern. These faults may dominate the geology of the San Fernando Valley Basin in a way not previously known. **Table 4.7-1, Major Named Faults in Southern California,** provides a summary of the major active faults in the Los Angeles region, and **Figure 4.7-2 Faults Located Near or Within the Southwest Valley CPAs,** identifies the faults in the Southern California region and within the proposed Southwest Valley CPAs regional vicinity.

As shown in **Figure 4.7-2**, known fault zones that are located within the proposed Southwest Valley CPAs include the Chatsworth fault zone, and some smaller faults which are located within the hillsides of the Encino-Tarzana CPA. The Chatsworth fault zone runs through the northwestern corner of the Canoga Park-Winnetka-Woodland Hills-West Hills CPA and consists of Pre-Quaternary and Quaternary faults. It is classified as inactive, since the most recent activity evidence of surface displacement is within the last 700,000 years (Late Quaternary period).[5] Faults located within the Encino-Tarzana CPA are also classified as inactive as they are categorized as Pre-Quaternary; faults that show no evidence of movement or displacement during the Quaternary Period, which began approximately 2.6 million years ago. The Northridge Hills Fault, another inactive fault (classified Late Quaternary period), is located to the north-northeast outside the boundaries of the Canoga Park-Winnetka-Woodland Hills-West Hills and Reseda-West Van Nuys-Lake Balboa CPAs.

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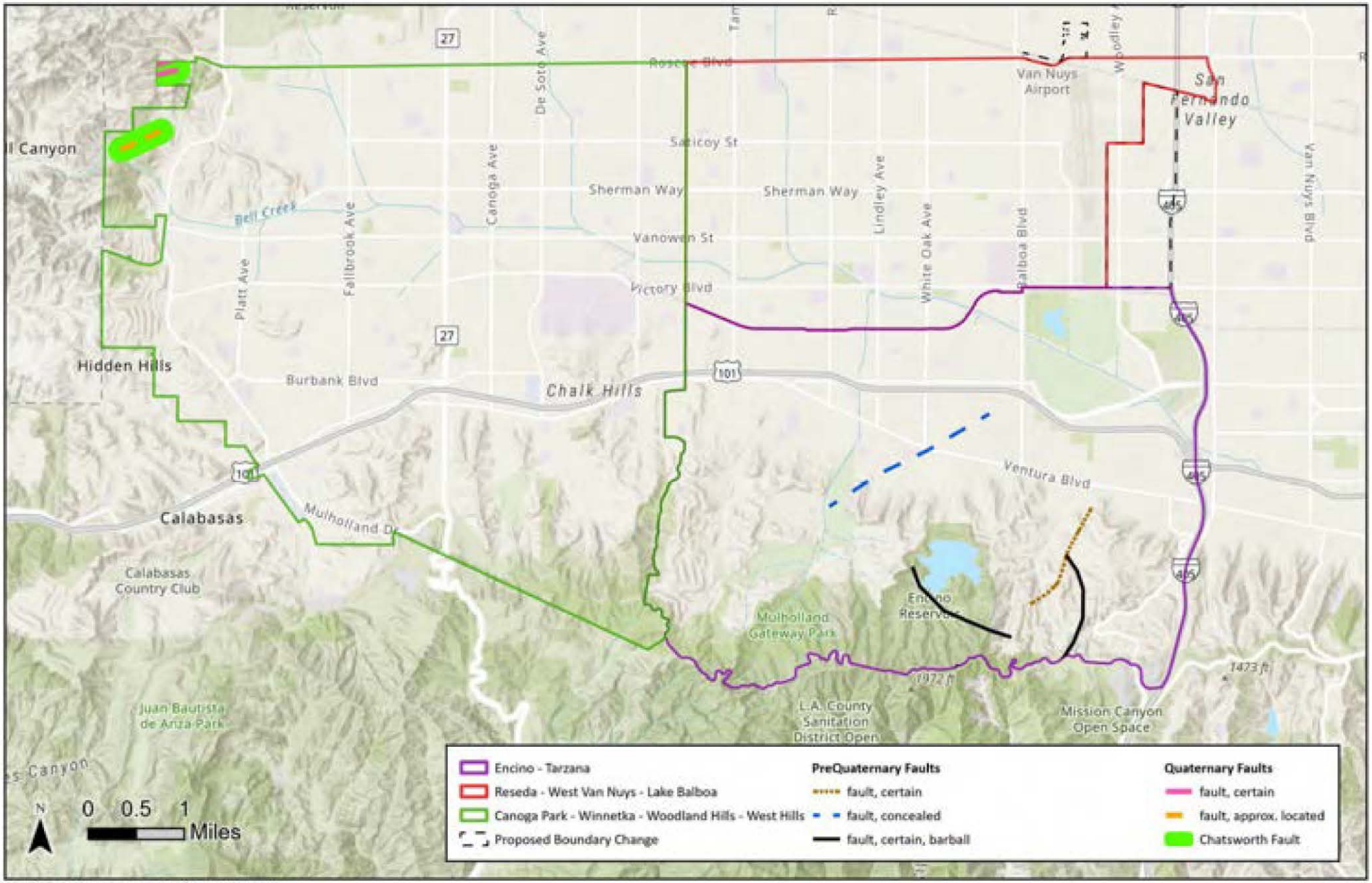
5 California Department of Conservation, "Fault Activity Map of California" available at: https://maps.conservation.ca.gov/cgs/fam/, accessed November 20, 2024.



SOURCE: California Department of Conservation, 2025

FIGURE **4.7-2**

IMPACT SCIENCES

Faults Located Near or Within the Southwest Valley CPAs

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Fault zones that have shown the most recent activity of surface displacement (within the last 200 years) include the San Fernando Fault Zone, which is located approximately 7.3 miles northeast of the Southwest Valley CPAs.[6] This fault zone is also identified as an Alquist Priolo Earthquake Fault Zone.[7]

Recent Seismic Activity

Seismic events present the most widespread threat of devastation to life and property in the Southern California region. With an earthquake, there is no containment of potential damage. Since 1800, there have been approximately 60 damaging seismic events, or earthquakes, in the Los Angeles region. Since 1933, there have been four moderate-size earthquakes, which have caused numerous deaths and substantial property damage in the metropolitan Los Angeles area. These four events, identified by their location, are as follows: Long Beach (March 11, 1933; magnitude 6.3), San Fernando (February 9, 1971; magnitude 6.4), Whittier Narrows (October 1, 1987; magnitude 5.9), and Northridge (January 17, 1994; magnitude 6.7). The Northridge earthquake, the most recent of these seismic episodes, occurred January 17, 1994, with a magnitude of 6.7 which produced strong ground motions over an extensive area. The earthquake occurred on a previously unrecognized blind thrust fault, and no surface rupture that can be unequivocally associated with the main shock has been identified. Analysis by the United States Geologic Survey (USGS) and the California Institute of Technology (Caltech) indicates that the earthquake rupture initiated about 11 miles below the San Fernando Valley.[8]

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6 California Department of Conservation, "Fault Activity Map of California" available at: https://maps.conservation.ca.gov/cgs/fam/, accessed November 20, 2024.

7 California Department of Conservation, "Earthquake Zones of Required Investigation," available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed November 20, 2024.

8 U.S. Geological Survey, "Earthquake Hazards Program," available online at: https://earthquake.usgs.gov/earthquakes/eventpage/ci3144585/executive, accessed July 11, 2025.

Table 4.7-1
Major Named Faults in Southern California

Fault	Maximum Magnitude	Slip Rate (mm/yr)	Type of Fault	Most Recent Seismic Event
Cabrillo	6.0 - 6.8	Uncertain	Right normal	Holocene
Cucamonga	6.0 - 7.0	5.0 - 14.0	Thrust	Holocene
Elsinore (Glen Ivy Segment)	6.5 - 7.5	4.0	Right lateral strike-slip	1910
Hollywood	5.8 - 6.5	0.33 - 0.75	Left reverse	Holocene
Los Alamitos Thrust	Uncertain	Uncertain	Thrust	Uncertain
Malibu Coast	Uncertain	0.3	Reverse	Holocene
Northridge Thrust (Pico Thrust)	6.5 - 7.5	3.5 - 6.0	Thrust	1994
Northridge Hills Fault	Uncertain	Uncertain	Reverse	Late Quaternary
Chatsworth Fault	6.0-6.8	Uncertain	Reverse	Late Quaternary
Newport-Inglewood – Rose Canyon	6.0 - 7.4	0.8 – 2.1	Right lateral	Holocene
Oak Ridge	6.5 - 7.5	3.5 - 6.0	Thrust	Holocene
Palos Verdes	6.0 - 7.0	0.1 - 3.0	Right reverse	Holocene
Raymond	6.0 - 7.0	0.10 - 0.22	Left lateral	Holocene
San Andreas (Southern Segment)	6.8 - 8.0	20.0 - 35.0	Right lateral strike-slip	1857
San Cayetano	6.5 - 7.3	1.3 - 9.0	Thrust	Uncertain
San Fernando	6.0 - 6.8	5.0	Thrust	1971
San Gabriel	Uncertain	1.0 - 5.0	Right-lateral strike-slip	Late Quaternary
San Jacinto (San Bernardino Segment)	6.5 - 7.5	7.0 - 17.0	Right lateral strike-slip	1968
Santa Monica	6.0 - 7.0	0.27 - 0.39	Left reverse	Late Quaternary
Sierra Madre	6.0 - 7.0	0.36 - 4.0	Reverse	Holocene
Simi (also known as Santa Rosa)	Uncertain	Uncertain	Reverse	Holocene
Verdugo	6.0 - 6.8	0.5	Reverse	Holocene
Whittier	6.0 - 7.2	2.5 - 3.0	Right lateral strike-slip	1987

Source: Southern California Earthquake Data Center, https://scedc.caltech.edu/earthquake/faults.html, accessed July 11, 2025 .

Seismic and Soil Hazards

As the entire Southern California area is considered a seismically active region, the Southwest Valley CPAs may be exposed to strong ground shaking during a seismic event. General issues of concern relating to earthquakes include fault rupture, strong ground shaking, liquefaction, and landslides. These issues are discussed in detail below.

Soil hazards include erosion, shrink/swell potential (expansive soils), liquefaction, landslides, and subsidence, as described below. Most of the City is urbanized and most of the land surface is covered with structures and pavement, which limits the extent of exposed surface soils to parks and open spaces. As shown in **Figure 4.7-3, Soil Types within the Southwest Valley CPAs**, a variety of soil types underlie the majority of urban land in the Southwest Valley CPAs.[9] These soil types in the Southwest Valley CPAs consist of, but are not limited to, the Yolo soil series (Yolo Loam, Yolo Clay Loam, Yolo Sandy Loam, Yolo Fine Sandy Loam, Yolo Gravely Sandy Loam), Diablo Loam, Ramona Loam, Altamont Clay Loam, Santa Monica Mountains, and Upper Los Angeles River.

The Yolo series soil types are on nearly level to moderately sloping alluvial fans and flood plains. The soils formed in alluvium derived from sedimentary, metamorphic, and volcanic rocks. They are at elevations of near sea level to 2,400 feet in a dry subhumid, mesothermal climate having a mean annual rainfall of 12 to 40 inches with hot dry summers and cool moist winters. They typically have slopes that range from 0 to 20 percent.[10] The Diablo soil series are typically located on nearly level to moderately sloping alluvial fans and flood plains. The soils formed in alluvium derived from sedimentary, metamorphic, and volcanic rocks. They typically have slopes that range from 5 to 50 percent.[11] Altamont Loam soil series is located on uplands, hills, and mountains. Some Altamont soils are on slides on mountain slopes. They typically have slopes that range from 0 to 75 percent.[12]

Surface Rupture. Surface ruptures represent the breakage of ground along the surface trace of a fault, which is caused by the intersection of the fault surface area ruptured in an earthquake with the Earth's surface. Fault displacement occurs when material on one side of a fault moves relative to the material on the other side of the fault. This can have particularly adverse consequences when buildings are located within the rupture zone. It is not feasible from a structural or economic perspective to design and build structures that can accommodate rapid displacement involved with surface rupture. Amounts of surface displacement can range from a few inches to tens of feet during a rupture event.

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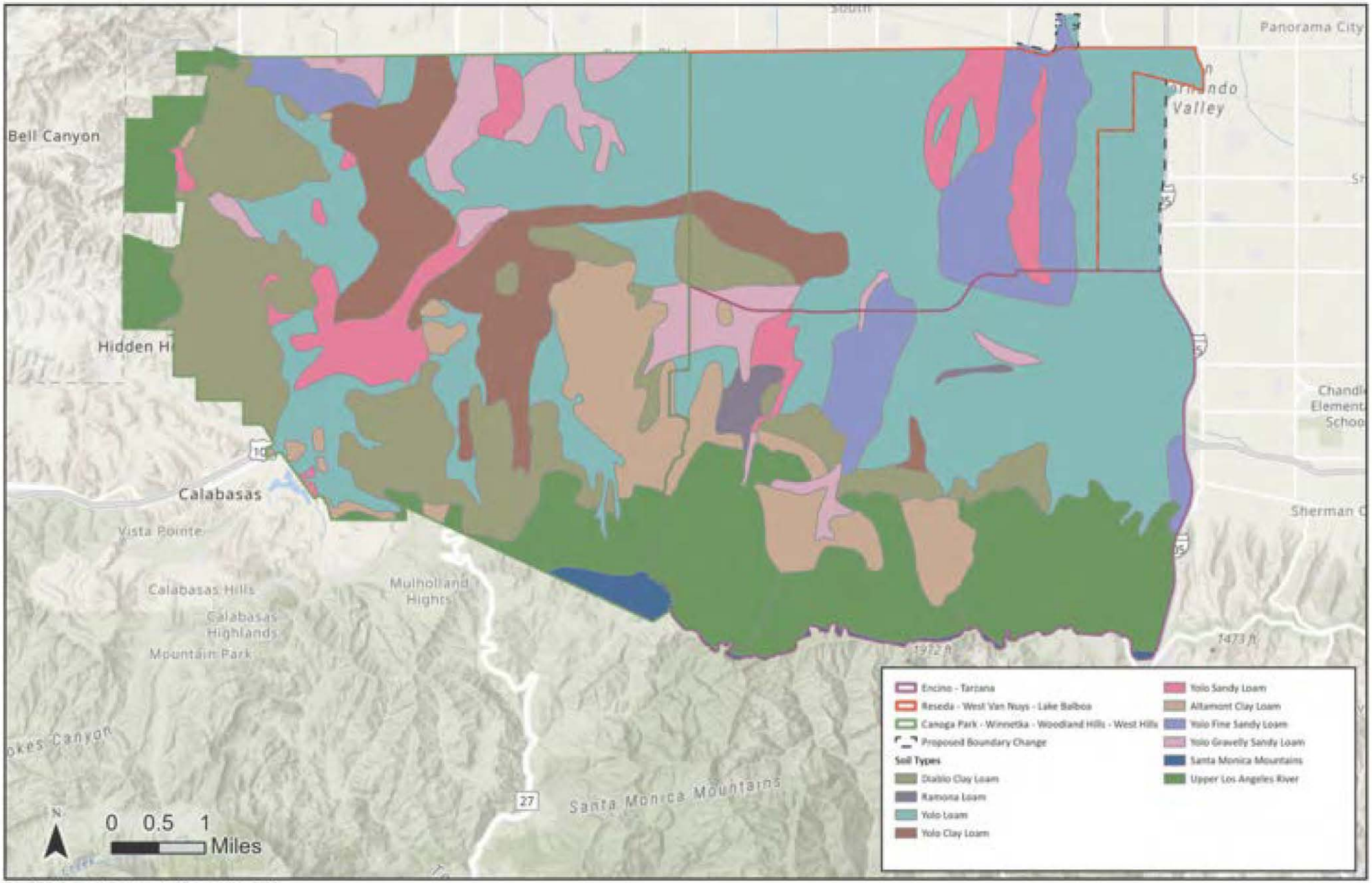
9 City of Los Angeles, *General Plan Framework Element FEIR*, Section 2.17, Geologic/Seismic Conditions, available at: https://planning.lacity.org/odocument/a20d591e-d01b-4b09-a7fb-61f9657f1042/GPF_FEIR_DEIR2.17_p1-35.pdf, accessed November 20, 2024.

10 United States Department of Agriculture. Yolo Series. Available online at: https://soilseries.sc.egov.usda.gov/osd_docs/y/yolo.html, accessed September 26, 2025.

11 United States Department of Agriculture. Diablo Series. Available online at: https://soilseries.sc.egov.usda.gov/OSD_Docs/D/Diablo.html, accessed September 26, 2025.

12 United States Department of Agriculture. Altamont Series. Available online at: https://soilseries.sc.egov.usda.gov/osd_docs/a/altamont.html#:~:text=Texture%20is%20clay%20loam%2C%20silty,calcareous%20in%20the%20lower%20portion., accessed September 26, 2025.



SOURCE: California Department of Conservation, 2025

FIGURE **4.7-3**

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Soil Types within the Southwest Valley CPAs

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The Alquist-Priolo Earthquake Fault Zoning Act regulates development near active faults to mitigate the hazard of surface fault rupture. Essentially, this Act prohibits the location of most structures for human occupancy across the trace of active faults and establishes Earthquake Fault Zones and requires geologic/seismic studies of all proposed developments within a delineated zone. The Earthquake Fault Zones are delineated and defined by the State Geologist and identify areas where potential surface rupture along a fault could occur. There are no faults within the Southwest CPAs that are identified as an Alquist-Priolo fault.[13]

Seismic Ground Shaking. The principal seismic hazard occurring as a result of an earthquake produced by local faults is strong ground shaking. Seismic ground shaking is the direct result of movement along a fault. The intensity of ground shaking depends on several factors, including the magnitude of the earthquake, distance from the earthquake epicenter, and the underlying soil conditions. In general, the larger the magnitude of an earthquake and the closer a site to the epicenter of the event, the greater the effects will be. However, soil conditions can also amplify the earthquake shock waves. Generally, the shock waves remain unchanged in bedrock, but are amplified to a degree in thick alluvium, and are greatly amplified in thin alluvium. Modern, well-constructed buildings are designed to resist ground shaking through the use of shear walls and reinforcements. However, buildings in this seismically active region remain susceptible to ground shaking and earthquakes.

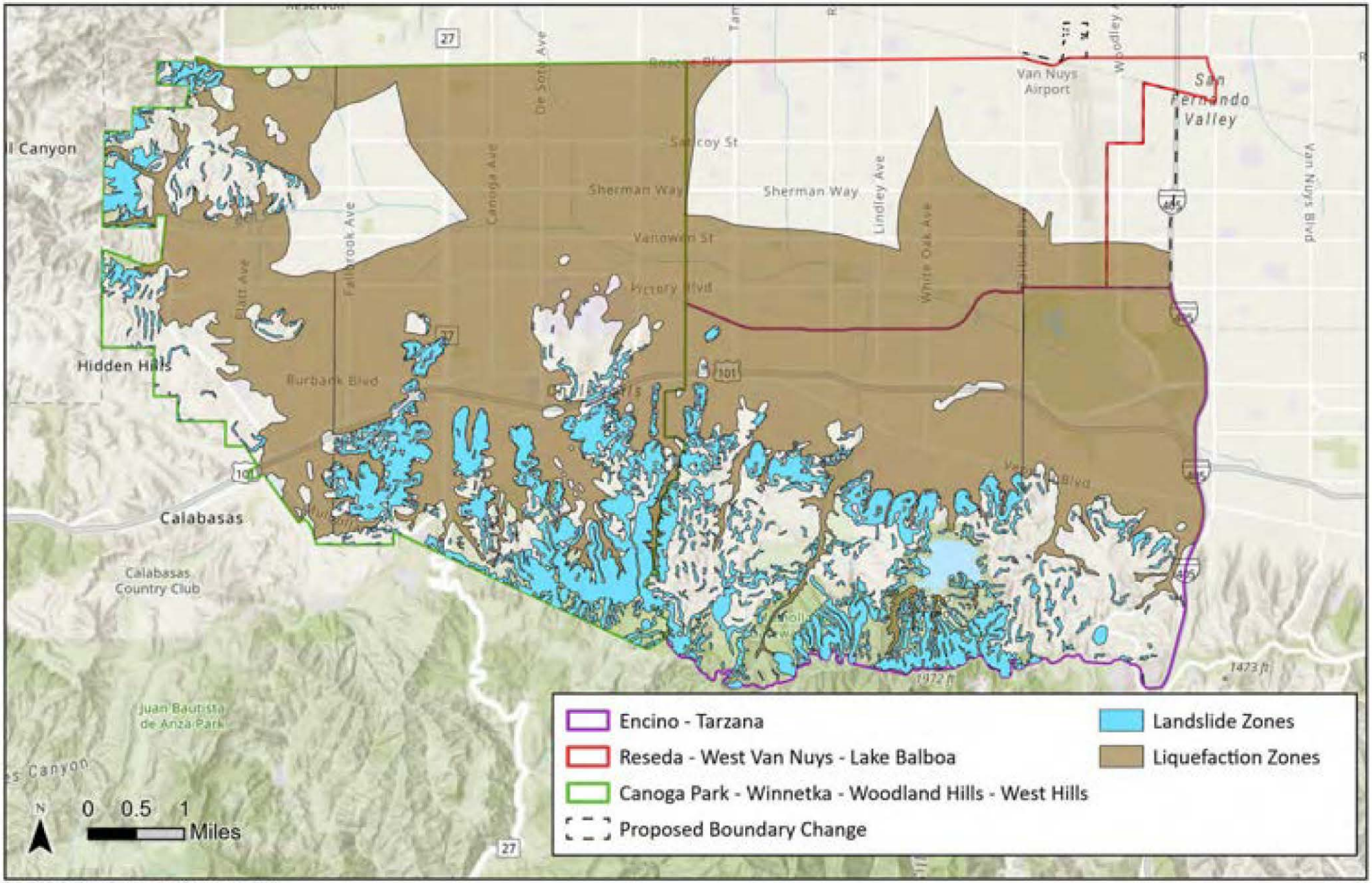
Seismically Induced Settlement. The existing deposits which underlay the Southwest Valley CPAs would be subject to differential settlement due to the intense shaking associated with seismic events. This type of hazard results primarily in damage to property when an area settles to different degrees over a relatively short distance. The actual potential for settlement is difficult to predict as the conditions under which this hazard can occur are site specific.

13 California Department of Conservation, "Earthquake Zones of Required Investigation, "available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed November 20, 2024.

Liquefaction. Liquefaction involves the sudden loss of strength in saturated, cohesionless soils that are subjected to ground vibration and result in temporary transformation of the soil into a fluid mass. If the liquefying layer is near the surface, the effects are much like that of quicksand for any structures located on top of it. If the layer is deeper in the subsurface, it may provide a sliding surface for the material above it. The effects of liquefaction include the loss of the soil's ability to support footings and foundations, which may cause buildings and foundations to buckle. These failures have been observed in the 1971 San Fernando and the 1994 Northridge earthquakes. Liquefaction-related phenomena include subsidence and lateral spreading. Subsidence is the gradual settling or sudden sinking of land due to movement or removal of underlying earth materials. Lateral spreading can occur on relatively shallow slopes. Liquefaction of shallow layers causes a loss of shear strength, allowing the surface to move laterally across gentle slopes. Areas with lateral spreading potential would most likely be adjacent to drainages where slopes are steepest, and water may be more likely to accumulate.

There are several areas within the Southwest Valley CPAs that are susceptible to liquefaction, each with a moderate to high susceptibility level for liquefaction hazards.[14] These areas depicted in **Figure 4.7-4, Seismic and Soil Hazards within the Southwest Valley CPAs**. As shown in **Figure 4.7-4**, there are liquefaction zones located across many areas, notably in areas that are highly urbanized. In addition, some areas in Bell Canyon and the Santa Monica Mountains are located within liquefaction zones, including areas that are already developed with residential neighborhoods. Methods exist for safely designing and constructing facilities in liquefaction-prone areas; however, they are costly. While avoidance is a better option, liquefaction areas lie within already developed regions. Therefore, early planning and recognition of risks will allow for more thoughtful locating of critical facilities that must remain functional following a local earthquake.

14 City of Los Angeles, General Plan Framework Element FEIR, Section 2.17, Geologic/Seismic Conditions, available at: https://planning.lacity.org/odocument/a20d591e-d01b-4b09-a7fb-61f9657f1042/GPF_FEIR_DEIR2.17_p1-35.pdf, accessed November 20, 2024.



SOURCE: California Department of Conservation, 2025

FIGURE 4.7-4

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Seismic and Soil Hazards within the Southwest Valley CPAs

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Landslides. A landslide is a mass down-slope movement of earth materials under the influence of gravity, and includes a variety of forms including: rockfalls, debris slides, mudflows, block slides, soil slides, slumps, and creeps. These mass movements can be triggered or accelerated by earthquake-induced ground motion, increased water content, excessive surface loading, or alteration of existing slopes by human activity or nature, e.g., gravity. Earthquake-induced landslides, usually associated with steep canyons and hillsides, can originate on, or move down, slopes as gentle as one degree in areas underlain by saturated, sandy materials. As shown in **Figure 4.7-4**, there are landslide zones within the western and southern perimeters of the Canoga Park-Winnetka-Woodland Hills-West Hills CPA and the southern perimeter of the Encino-Tarzana CPA. These landslide zones are generally located within the open spaces of Bell Canyon and the Santa Monica Mountains. Similar to liquefaction hazards, methods exist for safely designing and constructing facilities in areas susceptible to landslides; however, they are costly and add to the overall cost of land development, making building in liquefaction zones less desirable. As with liquefaction hazards, landslide areas lie within already developed regions, making early planning critical.

Unstable Soils. Areas within the Southwest Valley CPAs could be subject to low-level differential settlement due to the intense shaking associated with seismic events. This type of hazard results primarily in damage to property when an area settles to differing degrees over a relatively short distance. The actual potential for settlement is difficult to predict, as the conditions under which this hazard can occur are site specific, largely dependent on soil type and moisture content.

Expansive Soils. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated changes in the moisture content. The ability of clayey soil to change volume can result in uplift or cracking to foundation elements or other rigid structures such as slabs-on-grade, rigid pavements, sidewalks, or other slabs or hardscape founded on these soils.

Soil Erosion. The factors contributing to soil erosion potentially include: the climate, physical characteristics of soils, topography, land use, and the amount of soil disturbance. In general, the loss of ground cover caused by construction activities is a primary factor contributing to an increase in soil erosion potential. Erosion potential is also directly related to the steepness of the terrain. As the bulk of the Southwest Valley CPAs are located within highly urbanized areas covered by impermeable surfaces, and the terrain is relatively flat, potential for erosion is relatively low. Properties located within the hillsides of Bell Canyon and the Santa Monica Mountains may be susceptible to soil erosion. However, actual potential for erosion is difficult to predict, as the conditions under which this hazard can occur are site specific.

Lateral Spreading. Lateral spreading involves the lateral displacement of surficial blocks of sediment (e.g., alluvium, and terrace sands) as a result of liquefaction in a subsurface layer. The initial gradient of a particular site that fails in lateral spreading can be small since the soil mass usually moves on a liquefied layer of loose, saturated granular material.

Ground Lurching. Certain soils have been observed to move in a wave-like manner in response to intense seismic ground shaking, forming ridges or cracks on the ground surface. Areas underlain by thick accumulations of colluvium and alluvium appear to be more susceptible to ground lurching than bedrock. Under strong seismic ground motion conditions, lurching can be expected within loose, cohesionless soils, or in clay-rich soils with a high moisture content. Generally, only lightly loaded structures, such as pavement, fences, pipelines, and walkways, are damaged by ground lurching; more heavily loaded structures appear to resist such deformation.

Paleontological Resources

Paleontological resources, or fossils, are the remains, imprints, or traces of once-living organisms preserved in rocks and sediments. These include mineralized, partially mineralized, or un-mineralized bones and teeth, soft tissues, shells, wood, leaf impressions, footprints, burrows, and microscopic remains. The fossil record is the only evidence that life on earth has existed for more than 3.6 billion years. Fossils are considered nonrenewable resources because the organisms they represent no longer exist. Thus, once destroyed, a fossil can never be replaced.

The Society for Vertebrate Paleontology (SVP) broadly defines significant paleontological resources as follows:

> *"Fossils and fossiliferous deposits consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taphonomic, taxonomic, phylogenetic, paleoecologic, stratigraphic, and/or biochronologic information. Paleontological resources are considered to be older than recorded human history and/or older than middle Holocene (i.e., older than about 5,000 radiocarbon years)."*

Significant paleontological resources are determined to be fossils or assemblages of fossils that are unique, unusual, rare, uncommon, diagnostically important, or are common but have the potential to provide valuable scientific information for evaluating evolutionary patterns and processes, or which could improve our understanding of paleochronology, paleoecology, paleophylogeography or depositional histories. New or unique specimens can provide new insights into evolutionary history; however, additional specimens of even well represented lineages can be equally important for studying evolutionary patterns and processes, evolutionary rates, and paleophylogeography. Even unidentifiable material can provide useful data for dating geologic units if radiocarbon dating is possible. As such, even common fossils (especially vertebrates) may be scientifically important, and therefore considered highly significant.

The SVP describes sedimentary rock units as having high, low, undetermined, or no potential for containing significant nonrenewable paleontological resources. These criteria are based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present. Significant paleontological resources are fossils or assemblages of fossils, which are unique, unusual, rare, uncommon, diagnostically or stratigraphically important, and those which add to an existing body of knowledge in specific areas, stratigraphically, taxonomically, or regionally. While these standards were specifically written to protect vertebrate paleontological resources, all fields of paleontology have adopted these guidelines. Paleontological sensitivity was evaluated according to the following SVP categories:

High Potential Sensitivity

Rock units from which significant vertebrate or significant invertebrate fossils or significant suites of plant fossils have been recovered are considered to have a high potential for containing significant non-renewable fossiliferous resources. These units include but are not limited to, sedimentary formations and some volcanic formations which contain significant nonrenewable paleontological resources anywhere within their geographical extent, and sedimentary rock units temporally or lithologically suitable for the preservation of fossils. Sensitivity comprises both (a) the potential for yielding abundant or significant vertebrate fossils or for yielding a few significant fossils, large or small, vertebrate, invertebrate, or botanical and (b) the importance of recovered evidence for new and significant taxonomic, phylogenetic, ecologic, or stratigraphic data. Areas which contain potentially datable organic remains older than the Holocene, including deposits associated with nests or middens, and areas that may contain new vertebrate deposits, traces, or trackways are also classified as significant.

Low Potential Sensitivity

Sedimentary rock units that are potentially fossiliferous but have not yielded fossils in the past or contain common and/or widespread invertebrate fossils of well documented and understood taphonomic, phylogenetic species, and habitat ecology are considered to have a low potential for containing significant non-renewable fossiliferous resources. Reports in the paleontological literature or field surveys by a qualified vertebrate paleontologist may allow determination that some areas or units have low potentials for yielding significant fossils prior to the start of construction. Generally, these units will be poorly represented by specimens in institutional collections and will not require protection or salvage operations. However, as excavation for construction gets underway, significant and unanticipated paleontological resources could be encountered and require a change of classification from Low to High Potential and, thus, require monitoring and mitigation if the resources are found to be significant.

Undetermined Potential Sensitivity

Specific areas underlain by sedimentary rock units for which little information is available are considered to have undetermined fossiliferous potentials. Field surveys by a qualified vertebrate paleontologist to specifically determine the potentials of the rock units are required before programs of impact mitigation for such areas may be developed.

No Potential

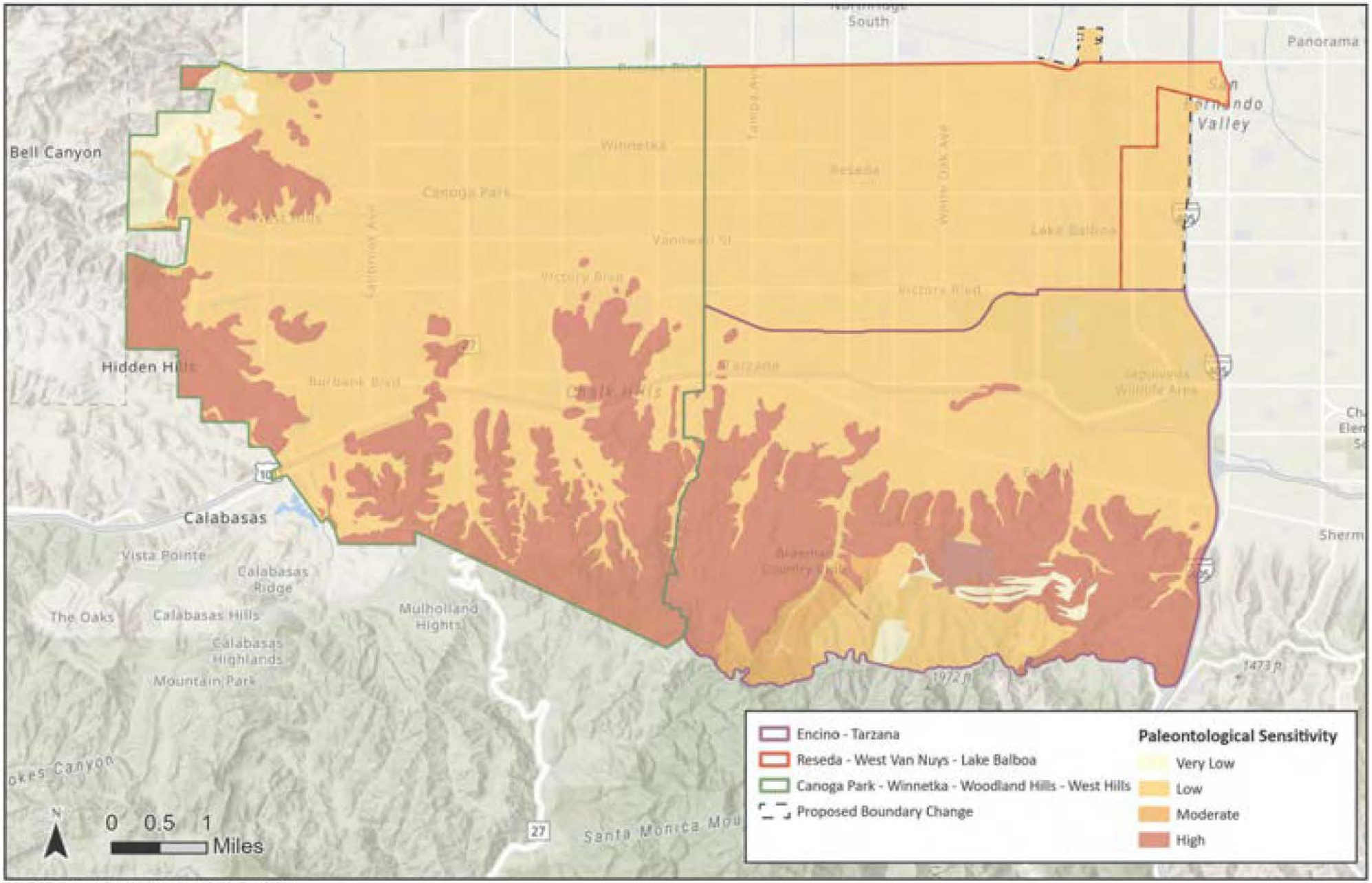
Rock units of metamorphic or plutonic igneous origin are commonly classified as having no potential for containing significant paleontological resources.

Regional Setting

Three major groups of rocks are represented within the San Fernando Valley Basin: older igneous and metamorphic bedrock (100 to 75 million years old), older sedimentary rocks (about 65 to 15 million years old), and younger sedimentary rocks (15 to 1 million years old). The sedimentary rock layers contain shale, siltstone, sandstone, and conglomerates, as well as some interbedded volcanic rocks. Over 22 million years ago, the San Fernando Valley Basin was a deep marine basin formed by tectonic forces between the North American and Pacific plates. Since that time, more than five miles of marine and non-marine sedimentary rock, as well as intrusive and extrusive igneous rocks, have filled the basin. During the last two million years, defined by the Pleistocene and Holocene epochs, the San Fernando Valley Basin and surrounding mountain ranges have been uplifted to form the present-day landscape. Erosion of the surrounding mountains has resulted in deposition of unconsolidated sediments in low-lying areas by rivers, such as the Los Angeles River.

Local Setting

As shown in **Figure 4.7-5, Paleontological Sensitivity Map of the Southwest Valley CPAs**, sensitivity for paleontological resources is low to low-to-moderate in the urbanized areas of the Canoga Park-Winnetka-Woodland Hills-West Hills CPA. However, the level of paleontological sensitivity increases to moderate to high levels as development is closer to the open spaces and hillsides of the CPA. With the exception of the Sepulveda Basin, which is designated as low sensitivity for paleontological resources, open spaces—as well as developed areas in the Encino-Tarzana CPA—have moderate to high sensitivity for paleontological resources. In the Reseda-West Van Nuys-Lake Balboa CPA, the majority of the land has a low to low-to-moderate sensitivity for paleontological resources.



SOURCE: Bureau of Land Management, 2026; Esri, 2026

FIGURE 4.7-5

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Paleontological Sensitivity Map of the Southwest Valley CPAs

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4.7.2 REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Geology and Soils at the federal, state, and local levels that are applicable to the Proposed Plan Areas. As described below, these plans, guidelines, and laws include the following:

- Paleontological Resources Preservation Act
- Society for Vertebrate Paleontology Standard Guidelines
- National Pollutant Discharge Elimination System (NPDES)
- Earthquake Hazards Reduction Act
- California Penal Code Section 622.5
- California Public Resources Code (PRC), Section 5097.5
- California Building Code
- Alquist-Priolo Earthquake Fault Zoning Act
- Seismic Hazards Mapping Act
- California Division of Oil, Gas, and Geothermal Resources
- City of Los Angeles Conservation Element
- City of Los Angeles Safety Element
- Los Angeles Municipal Code

Federal

Paleontological Resources Preservation Act. The Paleontological Resources Preservation Act (PRPA) was signed into law in 2009. The PRPA directs the Department of Agriculture and the Department of the Interior to implement comprehensive paleontological resource management programs on federal lands. The PRPA protects scientifically significant fossils on federal lands and provides a permitting system where researchers can collect and study scientifically significant fossils which will remain in the public trust. The act also allows for the collection of common plant and invertebrate fossils for personal, non-commercial use on federal lands.[15] The PRPA requires the Secretaries of the Interior and Agriculture to manage and protect paleontological resources on federal land. The PRPA furthers the protection of fossils on federal lands by criminalizing the unauthorized removal of fossils.

Society for Vertebrate Paleontology Standard Guidelines. The Society for Vertebrate Paleontology (SVP) has established standard guidelines[16] that outline professional protocols and practices for conducting paleontological resource assessments and surveys, monitoring and mitigation, data and fossil recovery, sampling procedures, and specimen preparation, identification, analysis, and curation. The Paleontological

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15 U.S. Department of the Interior, National Park Service, *Paleontological Resources Preservation Act*.

16 Society of Vertebrate Paleontology, *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*, 2010, available online at: https://vertpaleo.org/wp-content/uploads/2021/01/SVP_Impact_Mitigation_Guidelines.pdf, accessed July 11, 2025.

Resources Preservation Act (PRPA) of 2009 calls for uniform policies and standards that apply to fossils on all federal public lands. All federal land management agencies are required to develop regulations that satisfy the stipulations of the PRPA. As defined by the SVP,[17] significant nonrenewable paleontological resources are:

Fossils and Fossiliferous Deposits. Fossils and fossiliferous deposits here are restricted to vertebrate fossils and their taphonomic and associated environmental indicators. This definition excludes invertebrate or paleobotanical fossils except when present within a given vertebrate assemblage. Certain invertebrate and plant fossils may be defined as significant by a project paleontologist, local paleontologist, specialists, or special interest groups, or by lead agencies or local governments.

As defined by the SVP,[18] significant fossiliferous deposits are:

> *A rock unit or formation which contains significant nonrenewable paleontologic resources, here defined as comprising one or more identifiable vertebrate fossils, large or small, and any associated invertebrate and plant fossils, traces, and other data that provide taphonomic, taxonomic, phylogenetic, ecologic, and stratigraphic information (ichnites and trace fossils generated by vertebrate animals, e.g., trackways, or nests and middens which provide datable material and climatic information). Paleontologic resources are considered to be older than recorded history and/or older than 5,000 years BP [before present].*

Based on the significance definitions of the SVP,[19] all identifiable vertebrate fossils are considered to have significant scientific value. This position is adhered to because vertebrate fossils are relatively uncommon, and only rarely will a fossil locality yield a statistically significant number of specimens of the same genus. Therefore, every vertebrate fossil found has the potential to provide significant new information on the taxon it represents, its paleoenvironment, and/or its distribution. Furthermore, all geologic units in which vertebrate fossils have previously been found are considered to have high sensitivity. Identifiable plant and invertebrate fossils are considered significant if found in association with vertebrate fossils or if defined as significant by project paleontologists, specialists, or local government agencies.

National Pollutant Discharge Elimination System. The National Pollutant Discharge Elimination System (NPDES) was created by the Clean Water Act in 1972. Construction activities that disturb one or more acres of land surface are subject to the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (NPDES General Construction Permit) (Order No. 20120006DWQ) adopted by the State Water Resources Control Board (SWRCB). Compliance with the

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17 Society of Vertebrate Paleontology, "Assessment and mitigation of adverse impacts to nonrenewable paleontologic resources: standard guidelines," *Society of Vertebrate Paleontology News Bulletin* 163:22-27, 1995.

18 *Ibid.*

19 *Ibid.*

permit requires each qualifying development project to file a Notice of Intent with the SWRCB. Permit conditions require development of a stormwater pollution prevention plan (SWPPP), which must describe the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of construction sediment and erosion control measures, maintenance responsibilities, and non-stormwater management controls. Inspection of construction sites before and after storms is also required to identify stormwater discharge from the construction activity and to identify and implement erosion controls, where necessary.

In the City of Los Angeles, SWPPP requirements are enforced through the City's Department of Building and Safety plan review and approval process. During the review process, development project plans are reviewed for compliance with the stormwater requirements. Plans and specifications are reviewed to ensure that the appropriate Best Management Practices (BMPs) are incorporated to address stormwater pollution prevention goals as they relate to erosion and sediment movement on the project site. Sediment and erosion control measures can include both stabilization and structural practices. Stabilization practices, which refer to methods of covering or maintaining existing soil cover, can include seeding, vegetation and tree preservation, and contouring of project design. Such measures prevent initial disturbance of soil that can enable subsequent potential erosion during construction activities. Structural practices involve the use of devices to divert, store, or limit runoff that can transport sediment offsite and can include use of silt fences, earth dikes, sedimentation basins, and sediment traps. These measures obstruct runoff flows to reduce erosion and other soil transport.

Earthquake Hazards Reduction Act. The Earthquake Hazards Reduction Act was enacted in 1977 to "reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards and reduction program." To accomplish this, the Earthquake Hazards Reduction Act established the National Earthquake Hazards Reduction Program (NEHRP). This program was substantially amended by the NEHRP Reauthorization Act of 2004 (Public Law 108-360).

NEHRP's mission includes improved understanding, characterization, and prediction of hazards and vulnerabilities; improvement of building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improvement of mitigation capacity; and accelerated application of research results. The NEHRP designates the Federal Emergency Management Agency (FEMA) as the lead agency of the program and assigns it several planning, coordinating, and reporting responsibilities. Programs under NEHRP help inform and guide local planning and building code requirements such as emergency evacuation responsibilities and seismic code standards such as those to which a proposed project would be required to adhere.

International Building Code. The International Building Code (IBC) is updated and published every three years by the International Code Council (ICC). The scope of this code covers major aspects of construction and design of structures and buildings. The IBC has replaced the Uniform Building Code (UBC) as the basis for the California Building Code (CBC) and contains provisions for structural engineering design. The most recent version of the IBC, the 2024 IBC, addresses the design and installation of structures and building systems through requirements that emphasize performance. The IBC includes codes governing structural as well as fire- and life-safety provisions covering seismic hazards, wind, accessibility, emergency egress, occupancy, and roofs.

State

Seismic Safety Act. The California Seismic Safety Commission was established by the Seismic Safety Act in 1975 with the intent of providing oversight, review, and recommendations to the Governor and State Legislature regarding seismic issues. The commission's name was changed to the Alfred E. Alquist Seismic Safety Commission in 2006. Since then, the Commission has adopted several documents based on recorded earthquakes, such as the 1994 Northridge earthquake, the 1933 Long Beach earthquake, the 1971 San Fernando earthquake, etc. Some of these documents are listed as follows:

- Research and Implementation Plan for Earthquake Risk Reduction in California 1995 to 2000, report dated December 1994;
- Seismic Safety in California's Schools, 2004, "Findings and Recommendations on Seismic Safety Policies and Requirements for Public, Private, and Charter Schools," report dated December 1994;
- Findings and Recommendations on Hospital Seismic Safety, report dated November 2001;
- Commercial Property Owner's Guide to Earthquakes Safety, report dated October 2006; and
- California Earthquake Loss Reduction Plan 2007–2011, report dated July 2007.

California Penal Code Section 623. California Penal Code Section 623 provides the following: "Except as otherwise provided in Section 599c, any person who, without the prior written permission of the owner of a cave, intentionally and knowingly does any of the following acts is guilty of a misdemeanor punishable by imprisonment in the county jail not exceeding one year, or by a fine not exceeding one thousand dollars ($1,000), or by both such fine and imprisonment: (1) breaks, breaks off, cracks, carves upon, paints, writes or otherwise marks upon or in any manner destroys, mutilates, injures, defaces, mars, or harms any natural material found in any cave. (2) disturbs or alters any archaeological evidence of prior occupation in any cave. (3) kills, harms, or removes any animal or plant life found in any cave. (4) burns any material which produces any smoke or gas which is harmful to any plant or animal found in any cave. (5) removes any material found in any cave. (6) breaks, forces, tampers with, removes or otherwise disturbs any lock, gate,

door, or any other structure or obstruction designed to prevent entrance to any cave, whether or not entrance is gained."

California Penal Code Section 622.5. California Penal Code Section 622.5 provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."

California PRC Section 5097.5. California PRC Section 5097.5 provides protection for paleontological resources on public lands, where Section 5097.5(a) states, in part, 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."

California Building Code. The California Building Code (CBC), which is codified in Title 24 of the California Code of Regulations (CCR), Part 2, was promulgated to safeguard the public health, safety, and general welfare by establishing minimum standards related to structural strength, means of egress facilities, 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 those standards 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 2025 edition of the CBC is based on the 2024 International Building Code (IBC) published by the International Code Council. The code is updated triennially, and the 2025 edition of the CBC was published by the California Building Standards Commission on July 1, 2025, and will become effective January 1, 2026. 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. The significant changes to Title 24 in the 2025 edition can be found at California Department of General Services website.[20]

Title 24, Part 2, Chapter 16 of the 2025 CBC governs Structural Design and establishes minimum load requirements for the safe design of buildings and other structures. It includes detailed provisions for earthquake loads, wind loads, soil conditions, and geologic site hazards, ensuring that structures can withstand expected environmental forces. The chapter requires site-specific geotechnical investigations in areas of high seismicity, addressing potential hazards like liquefaction, landslides, and surface fault rupture. These requirements are intended to protect life and property by incorporating seismic resilience directly into structural engineering and design practices.

Appendix J of the CBC applies to grading, excavation, and earthwork construction, and prohibits grading from occurring without first having obtained a permit from the local building official. A geotechnical investigation report must be prepared and include the following:

- The nature and distribution of existing soils,
- Conclusions and recommendations for grading procedures,
- Soil design criteria for any structure of embankments required to accomplish the proposed grading, and
- Where necessary, slope stability studies, and recommendations and conclusions regarding site geology.

Alquist-Priolo Earthquake Fault Zoning Act. The Alquist-Priolo Earthquake Fault Zoning Act (formerly the Alquist-Priolo Special Studies Zone Act) was signed into law December 22, 1972 (revised in 1994) and codified into State law in the California PRC as Division 2, Chapter 7.5 to address hazards from earthquake fault zones. The purpose of this law is to mitigate the hazard of surface fault rupture by regulating development near active faults. As required by the Act, the State has delineated Earthquake Fault Zones (formerly Special Studies Zones) along known active faults in California, which vary in width around the fault trace from about 200 to 500 feet on either side of the fault trace. Cities and counties affected by the zones must regulate certain development projects within the zones. The State Geologist is also required to issue appropriate maps to assist cities and counties in planning, zoning, and building regulation functions. Local agencies enforce the Alquist-Priolo Earthquake Fault Zoning Act during the development permit process, where applicable, and may be more restrictive than State law requires. According to the Alquist-Priolo Earthquake Fault Zoning Act, before a project that is within an Alquist-Priolo Earthquake Fault Zone

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20 California Department of General Services. *California Building Standards Code*. Available online at: https://www.dgs.ca.gov/bsc/codes, accessed July 28, 2025.

can be permitted, cities and counties shall require a geologic investigation, prepared by a licensed geologist, to demonstrate that buildings will not be constructed across active faults. 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 distance to be established by a California Certified Engineering Geologist. Although setback distances may vary, a minimum 50-foot setback is typically required.

Seismic Hazards Mapping Act. In order to address the effects of strong ground shaking, liquefaction, landslides, and other ground failures due to seismic events, the State of California passed the Seismic Hazards Mapping Act of 1990 (PRC Sections 2690-2699.6). Under the Seismic Hazards Mapping Act, the State Geologist is required to delineate "seismic hazard zones." Cities and counties must regulate certain development projects within these zones until the geologic and soil conditions of their project sites have been investigated and appropriate mitigation measures, if any, have been incorporated into development plans. The State Mining and Geology Board provides additional regulations and policies to assist municipalities in preparing the Safety Element of their General Plans and to encourage the adaptation of land use management policies and regulations to reduce and mitigate seismic hazards to protect public health and safety. Under PRC Section 2697, cities and counties must require, prior to the approval of a project located in a seismic hazard zone, submission of a geotechnical investigation report defining and delineating any seismic hazard.

California Geologic Energy Management Division (CalGEM). CalGEM regulates the production of oil and gas, as well as geothermal resources, within the State of California. CalGEM requirements in preparation of environmental documents under the California Environmental Quality Act (CEQA) are defined in CCR, Title14, Division 2, Chapter 2. CalGEM staff also assists operators in avoiding or reducing environmental impacts from the development of oil, gas, and geothermal resources in California, including subsidence. PRC Sections 3315, et seq. CalGEM regulations, which are defined in CCR, Title 14, Division 2, Chapter 4, include well design and construction standards, surface production equipment and pipeline requirements, and well abandonment procedures and guidelines to ensure effectiveness in preventing migration of oil and gas from a producing zone to shallower zones, including potable groundwater zones, as well as subsidence.

Local

City of Los Angeles Conservation Element. The City's General Plan Conservation Element recognizes paleontological resources in Section 3: "Archeological and Paleontological" (II-3), specifically the La Brea Tar Pits, and identifies protection of paleontological resources as an objective (II-5). The General Plan identifies site protection as important, stating, "Pursuant to CEQA, if a land development project is within a potentially significant paleontological area, the developer is required to contact a bona fide paleontologist

to arrange for assessment of the potential impact and mitigation of potential disruption of or damage to the site." Section 3 of the Conservation Element, adopted in September 2001, includes policies for the protection of paleontological resources. As stated therein, it is the City's policy that paleontological resources be protected for historical, cultural research, and/or educational purposes. Section 3 sets as an objective the identification and protection of significant "paleontological sites and/or resources known to exist or that are identified during land development, demolition, or property modification activities." Section 5 of the Conservation Element recognizes the City's responsibility for identifying and protecting its cultural and historical heritage. The Conservation Element establishes the policy to continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities, with the related objective to protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.[21]

City of Los Angeles Safety Element. The City's General Plan Safety Element, which was previously adopted in 1996, addresses public safety risks due to natural disasters, including seismic events and geologic conditions, and sets forth guidance for emergency response during such disasters. The City Council adopted subsequent updates to the Safety Element on November 24, 2021, and October 29, 2025. The Safety Element offers a high-level overview of how the City plans for disasters and references readers to other implementation documents, including the Local Hazard Mitigation Plan, where more detailed information is available, and also provides maps of designated areas within Los Angeles that are considered susceptible to earthquake-induced hazards, such as fault rupture and liquefaction. The 2025 General Plan Safety Element has three goals and are associated with various objectives, policies, and implementation programs.[22]

Goal 1: **Hazard Mitigations.** A city where potential injury, loss of life, property damage and disruption of the social and economic life of the City due to hazards is minimized.

Goal 2: **Emergency Response.** A city that responds with the maximum feasible speed and efficiency to disaster events so as to minimize injury, loss of life, property damage and disruption of the social and economic life of the City and its immediate environs.

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21 City of Los Angeles, *Los Angeles General Plan*, Conservation Element, pages II-6 to II-9.

22 City of Los Angeles, *Los Angeles General Plan*, Safety Element, available online at: https://planning.lacity.org/odocument/bf51ae04-1c7b-4931-9a29-d46209998b89/Safety_Element.pdf, accessed July 11, 2025.

Goal 3: **Disaster Recovery.** A city where private and public systems, services, activities, physical condition and environment are reestablished as quickly as feasible to a level equal to or better than that which existed prior to the disaster.

Los Angeles Municipal Code (LAMC). Municipal Code Chapter IX, Article 1, Building Code, (LABC), incorporates the CBC, to provide geotechnical hazard prevention regulations. In general, the LAMC includes requirements for construction and ground disturbance that could affect geologic risks, as well as standards for building foundations, earthquake/seismic structural designs, and development within landslide susceptible areas. Division 18 of Article 1, in adopting the CBC, provides guidance for development located on expansive soils; Division 70 provides general construction, grading and site excavation requirements and restricts issuance of grading permits for development in landslide areas; and Division 88 establishes standards for structural seismic resistance for existing buildings.[23] Division 70 further includes provisions for managing and reducing erosion during construction activities, especially as it relates to controlling stormwater pollution from sediments. Specifically, per the LAMC, project applicants are required to incorporate any best management practices necessary to control stormwater pollution in accordance with the Development Best Management Practices Handbook, Part A Construction Activities as adopted by the Board of Public Works.

The Los Angeles Department of Building and Safety (LADBS) has the authority to withhold building permit issuance if a project cannot mitigate potential hazards to the project or which are associated with the project. Throughout the permitting, design, and construction phases of a building project, LADBS engineers and inspectors confirm that the requirements of the LAMC pertaining specifically to geoseismic and soils conditions are being implemented by project architects, engineers, and contractors.

The function of the City's Building Code, which comprises Chapter IX of the LAMC, is to protect life safety and ensure compliance with the LAMC. Chapter IX addresses numerous topics, including earthwork and grading activities, import and export of soils, erosion and drainage control, and general construction requirements that address flood and mudflow protection, landslides, and unstable soils. Additionally, the LAMC includes specific requirements addressing seismic design, grading, foundation design, geologic investigations and reports, soil and rock testing, and groundwater.

Specifically, Chapter IX of LAMC Div. 18, Sec. 91.1803,[24] requires a Final Geotechnical investigation report with final design recommendations prepared by a California-registered geotechnical engineer and

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23 City of Los Angeles. *Municipal Code.* Available online at: https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-107363, accessed June 30, 2025.

24 California Building Code, 2025 Part 2, Volume 1, Chapter 18, Soils and Foundations, Section 1803, Geotechnical Investigations.

submitted to the LADBS for review prior to issuance of a grading permit. Final foundation design recommendations must be developed during final project design, and other deep foundation systems that may be suitable would be addressed in the Final Geotechnical investigation report. All earthwork (i.e., excavation, site preparation, any fill or backfill placement, etc.) must be conducted with engineering control under observation and testing by the Geotechnical Engineer and in accordance with LADBS requirements.

Additionally, Chapter IX of LAMC Div. 91.7016 regulates development in areas of Los Angeles identified as being subject to landslides or unstable soils. It prohibits grading or building in zones with evidence of active or historical landslides unless the landslide has been fully stabilized and certified safe by a licensed geologist or civil engineer. In areas with prehistoric or questionable landslide activity, development may be allowed if geological and soils reports confirm the site's stability and demonstrate a minimum factor of safety of 1.5 against slope failure. The Superintendent of Building has the authority to require further analysis, impose conditions, or deny permits if significant risks are deemed to remain. The purpose of these regulations are to ensure that hillside development is only allowed where long-term slope stability can be adequately ensured.

City of Los Angeles Municipal Code: Environmental Protection Measures (EPMs). Adopted in February 2025, the primary purpose of the City of Los Angeles's Chapter 1A Environmental Protection Measures (EPM) Handbook is to ensure that activities such as new construction, major remodels, site modifications, and demolitions comply with local, state, and federal environmental regulations, thereby protecting public health, safety, and natural resources. The EPMs encompass standards addressing air quality, biological and cultural resources, hazardous materials, and noise and vibration impacts. To enforce compliance, applicants are required to include relevant EPMs in project plans, submit signed statements of compliance, inform contractors of applicable measures, and maintain documentation on-site throughout construction.

City of Los Angeles Baseline Hillside Ordinance. Through LAMC Section 12.21.A.17, the Baseline Hillside Ordinance (BHO) establishes regulations for development in hillside areas to reduce risks associated with seismic activity, landslides, erosion, and unstable soils. The BHO limits the size, height, and grading of new residential construction in hillside zones to reduce slope destabilization and the risk of structural failure during earthquakes or heavy rainfall. Key protective measures include restrictions on cut and fill grading, maximum retaining wall height, required setbacks from slope edges, and limits on impervious surfaces to reduce runoff. The ordinance also requires compliance with the City's Hillside Area grading standards, which are aligned with CBC provisions for geologic and geotechnical safety, including requirements for soil and foundation investigations in areas with known landslide or fault hazards. Collectively, these measures help ensure that hillside development is structurally sound and less vulnerable to seismic and soil-related hazards. As of February 2025, these provisions and protective measures were incorporated into Article 4 (Development Standards) in Chapter 1A.

Hillside Construction Regulation (HCR). The HCR Supplemental Use District, effective March 2017 and updated in May 2018, March 2023, and July 2023, was established by Ordinance No. 184827 to provide additional protections that would address the cumulative construction-related impacts of multiple single-family houses in hillside areas. All single-family home development projects within the HCR District shall comply with LAMC Section 13.20. However, if a Haul Route approval by the Board of Building and Safety Commissioners is required for import and/or export of 1,000 cubic yards or more, then the conditions or "Hauling Truck Operations Standards" set by the Board of Building and Safety Commissioners during the Haul Route approval process shall prevail. In addition, the builder of any single-family home development exceeding 17,500 square feet in HCR Districts needs to file for a Site Plan Review discretionary approval.

4.7.3 THRESHOLDS OF SIGNIFICANCE

The California Supreme Court ruled in CBIA v. BAAQMD that CEQA does not require a lead agency to consider the impacts of the existing environment on the future users of the project unless the project will exacerbate the existing environmental condition. In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to geology and soils if they would:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving;
  - 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. Refer to Division of Mines and Geology Special Publication 42.
  - Strong seismic ground shaking.
  - Seismic-related ground failure, including liquefaction.
  - Landslides.
- Result in substantial soil erosion or the loss of topsoil.
- 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.
- 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.
- 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.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

4.7.4 METHODOLOGY

This analysis uses the thresholds outlined in Appendix G of the *State CEQA Guidelines* to determine significance.

Baseline information for the analysis was compiled from a review of published geologic maps and reports, as well as information compiled and evaluated by the City of Los Angeles in conjunction with its overall planning and hazard mitigation processes to identify geologic conditions and geologic hazards in the areas that could potentially be affected by the Proposed Plans. For geology and soils, the areas that could potentially be affected by the Proposed Plans are the Southwest Valley CPAs since potential impacts related to geology and soils are generally site-specific.

Independent of the CEQA process, a comprehensive regulatory framework has been implemented at both the State and City levels to mitigate potential hazards associated with geologic and soil conditions. The design-controllable aspects of building foundation support, protection from seismic ground motion, and soil instability are governed by existing regulations. Compliance with these regulations is required, not optional. Any proponent of a development project must demonstrate compliance by incorporating the regulations in the project's design before permits for project construction are issued. The analysis presented herein assumes compliance with all applicable laws, regulations, and standards as part of the initial CEQA baseline and future conditions.

The impact analysis for geology and soils addresses impacts within the Southwest Valley CPAs. The analysis is based on proposed land use designations under the Proposed Plans, the existing geologic conditions and hazards in the Southwest Valley CPAs, and the thresholds of significance for geology and soils.

The analysis of paleontological resources identifies the likelihood of encountering rock units with the potential to contain significant paleontological resources, which is considered high in young alluvial fan deposits exhibiting a composition conducive to the preservation of fossil resources. Paleontological resources in the Southwest Valley CPAs were evaluated qualitatively based on information about existing levels of sensitivity within the Southwest Valley CPAs provided in reports. General information about the soil conditions of the Southwest Valley CPAs was also reviewed. In the absence of an inventory of unique paleontological resources, the potential for such resources to be present and impacted is generally assessed.

4.7.5 IMPACTS

Threshold 4.7-1 **Would implementation of the Proposed Plans directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the 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?**

This impact would be less than significant.

The California Supreme Court ruled in *CBIA v. BAAQMD* that CEQA does not require a lead agency to consider the impacts of the existing environment on the future users of a project unless the project will exacerbate the existing environmental condition. As such, the potential for adverse effects on people or structures from fault rupture is not an impact under CEQA. Although the Proposed Plans would extend the Southwest CPA boundaries, these extensions would not be substantial, and the Proposed Plans would see development occur of a type that is consistent with the existing urban environment.

As stated above, there are no faults within the Southwest Valley CPAs that are identified as an Alquist-Priolo fault, and there are no active faults that are located within or that traverse the area. The closest active Alquist-Priolo Earthquake Fault Zone to the Southwest Valley CPAs is the San Fernando Fault Zone, located approximately 7.3 miles northeast. While no area within the State of California is considered to be low risk potential, considering the distance to the nearest known active faults, the potential for surface fault rupture due to a known active fault in the Southwest Valley CPAs is considered moderate. In addition, it is reasonable to anticipate an increase in development and density over the lifespan of the Proposed Plans. Given the number of active faults within the region, geologic hazards would continue to exist throughout the San Fernando Valley Basin. As such, development within the Southwest Valley CPAs would occur within a seismically active area and would be at risk to seismic hazards.

The Proposed Plans would allow the type of development similar in use with type of development that already exists in the CPAs. Further, the Proposed Plans would not involve mining or deep excavation into the Earth that could cause unstable seismic conditions resulting in an increased risk associated with strong seismic ground shaking. The underlying purpose of the Proposed Plans is to plan for and accommodate foreseeable growth in the City, specifically within the Southwest Valley CPAs and the proposed extended boundaries. Accordingly, implementation of the Proposed Plans could introduce development and re-development that would increase the number of people and structures exposed to strong seismic ground shaking by increasing development potential and density in some areas of the CPAs. However, the Proposed Plans would neither cause nor exacerbate existing geologic hazards within the area. The type of future development contemplated under the Proposed Plans would not exacerbate existing seismic

conditions in the CPAs. As a result, surface rupture would not be expected to occur either directly or indirectly through implementation of the Proposed Plans.

Furthermore, the 2025 CBC strictly regulates structures erected or modified within the State due to the pervasiveness of seismic activity, including in the San Fernando Valley Basin. Individual jurisdictions enforce these regulations and adopt their own compliant building codes, in this case the LABC. Any new development that would take place under the Proposed Plans would be required to comply with both CBC and LABC standards, in addition to other regulatory measures detailed above. In addition, development within the hillsides of the Southwest Valley CPAs would be required to comply with the development and design standards outlined in the City's Article 4 (Development Standards) of Chapter 1A in the Zoning Code to ensure safety from seismic hazards.

Because implementation of the Proposed Plans would not exacerbate existing geologic hazards such as seismic ground shaking, project implementation would not result in increased risk of fault rupture. In addition, there are no known Alquist-Priolo fault lines in the CPAs. Any new development or redevelopment in the CPAs would be subject to existing State and local regulations designed to mitigate such risks, potential impacts of the Proposed Plans with regard to fault rupture would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.7-2 **Would implementation of the Proposed Plans directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?**

This impact would be less than significant.

As discussed above under **Threshold 4.7-1**, the California Supreme Court ruled in *CBIA v. BAAQMD* that CEQA does not require a lead agency to consider the impacts of the existing environment on the future users of a project unless the project exacerbates existing conditions. In light of this, the potential for substantial adverse effects on people or structures from strong seismic ground shaking is not an impact under CEQA. The Proposed Plans would allow the type of development that is similar in use with

urbanized areas of the type that already exists in the Southwest Valley CPAs and would not involve mining or deep excavation into the Earth that could cause unstable seismic conditions resulting in an increased risk associated with strong seismic ground shaking. While the Proposed Plans could increase the number of structures exposed to strong seismic ground shaking by increasing development potential and density in some areas of the Southwest Valley CPAs, the Proposed Plans would neither cause nor exacerbate existing geologic hazards. This condition exists throughout the San Fernando Valley Basin as it is a seismically active area. Future development would not exacerbate existing seismic conditions in the Southwest Valley CPAs.

As stated above, the CBC strictly regulates structures erected or modified within the State. Any new development that would take place under the Proposed Plans would be required to comply with both CBC and LABC standards, in addition to other regulatory measures detailed above.

Because existing geologic hazards, such as seismic ground shaking, would not be exacerbated as a result of implementation of the Proposed Plans, in addition to the fact that any new development or redevelopment would be subject to existing State and local regulations designed to mitigate such hazards, impacts associated with strong seismic ground shaking would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.7-3 **Would implementation of the Proposed Plans directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction and/or landslides?**

This impact would be less than significant.

The California Supreme Court ruled in *CBIA v. BAAQMD* that the potential for adverse effects on people or structures from any seismic-related hazards is not an impact under CEQA unless the project exacerbates existing conditions.

As mentioned above, the type of development that would occur under the Proposed Plans is consistent with existing development found in the urban areas of the Southwest Valley CPAs. No activities such as mining or deep excavation would occur that would exacerbate the seismic risks already present in the Southwest Valley CPAs. The Proposed Plans would accommodate future population growth by allowing an increase in development potential and density in some areas, thereby potentially increasing the number of people and structures exposed to strong seismic ground shaking. However, the Proposed Plans would neither cause nor exacerbate existing geologic hazards. As such, future development under the Proposed Plans would neither cause nor exacerbate existing conditions with respect to seismic-related ground failure in the Southwest Valley CPAs.

As shown in **Figure 4.7-4, Seismic and Soil Hazards within the Southwest Valley CPAs**, the majority of the urbanized areas within the Southwest Valley CPAs are located within liquefaction hazard zones. The LABC ensures that any new or significantly renovated structure is built in such a way as to minimize the impact of seismic-related ground failure such as liquefaction or landslides. Currently, the majority of the dense, urbanized areas of the Southwest Valley CPAs are located in relatively flat areas that are not susceptible to landslides. However, the Proposed Plans would allow for an increase in development potential and density in highly developed corridors that are located in areas susceptible to liquefaction-related hazards (See **Figure 4.7-4**). Section 1613 of the CBC states that projects located in liquefaction zones shall incorporate seismic design features into both grading and construction plans. LABC requires all new construction to assess the potential for liquefaction at the building site and then provide design recommendations to mitigate the site's liquefaction potential. Any new development that would occur under the Proposed Plans would be subject to specific requirements set by the LADBS as well as the City Engineer, including integrating site-specific design features into both grading and construction plans to mitigate risks related to seismic and liquefaction potential.

In addition, there are several low-density residential neighborhoods within the proposed Southwest Valley CPAs that are situated on hillsides susceptible to earthquake-induced landsliding, particularly the residential neighborhoods within the hillsides of the Santa Monica Mountains and Bell Canyon. The City's current Open Space and Low or Very Low Residential land use designations of these areas would be retained under the Proposed Plans. Furthermore, structures within areas designated as Open Space (i.e., restrooms, storage) would be limited under the Proposed Plans. Therefore, development projects would be limited to single-unit residential for Low or Very Low Residential land use designated parcels and limited ancillary building construction in Open Space designated parcels .

The City requires preparation and approval of geotechnical investigation reports for any new development or redevelopment in areas that are considered to be susceptible to landslides. The LAMC Section 91.803 as well as PRC Section 2697 require the preparation of a site-specific geotechnical investigation report in order

to evaluate a wide range of geotechnical risk. These reports would also be required to assess the potential for liquefaction and landslide hazards. In addition to compliance with any recommendations made in the geotechnical investigation report, new development is also subject to the requirements of the LABC, as well as any other requirements that might be conditioned to the project by either LADBS or the City Engineer. Additionally, future development projects would adhere to the applicable design and grading standards outlined in the City's Article 4 (Development Standards) that minimize structural damage from potential seismic-induced landslide and liquefaction hazards.

Because implementation of the Proposed Plans would not exacerbate the likelihood of significant seismic-related impacts occurring in the Southwest Valley CPAs, and the fact that both the State and the City have existing building codes and regulations in place to avoid or mitigate any risks posed by unstable soils, including soils susceptible to landslides and liquefaction, impacts would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.7-4 Would implementation of the Proposed Plans result in substantial soil erosion or the loss of topsoil?

This impact would be less than significant.

Soil erosion and its subsequent loss are the result of the actions of water and wind. The likelihood of erosion is higher with an increase in slope, the narrowing of runoff channels, and the removal of groundcover such as vegetation. Human activities associated with development such as grading, particularly on slopes, increase the risk for erosion in affected areas. Erosion also increases the risks of dust storms which can degrade air quality.

Grading activities that would be associated with development under the Proposed Plans would typically occur less than five feet below the surface. Examples of these activities include the creation of building pads, foundations, and excavation for utility trenches. However, there is also the possibility that the construction of underground facilities such as subterranean parking and footings for taller buildings would involve deeper excavations.

The Proposed Plans aim to accommodate the CPAs' projected population growth by increasing the development potential in certain areas of the Southwest Valley CPAs, primarily along major corridors and around transit. As such, implementation of the Proposed Plans could involve an increased level of construction and development potential over the life of the Proposed Plans. This could lead to an increase in grading and other activities that could lead to an increased risk of erosion or the loss of topsoil. However, all construction activities in the Southwest Valley CPAs that would involve excavation and/or grading would be subject to the requirements of Chapter IX, Division 70 of the LAMC. This portion of the code addresses grading, excavation, soil export and import, and backfill, as well as conditions requiring site-specific geotechnical investigation reports. In addition, LAMC Section 91.7006.2 and PRC Section 2697 require the preparation of a site-specific geotechnical investigation report in order to evaluate soil risk. The City also has an existing Low Impact Development (LID) Ordinance (see **Section 4.10, Hydrology and Water Quality)** that is designed to ensure reductions in erosion and the loss of topsoil. In addition, grading activities occurring in the hillside areas of the Santa Monica Mountains and Bell Canyon would be required to comply with Article 4 (Development Standards) of Chapter 1A of the LAMC, which has regulations to limit grading to minimize the loss of topsoil.

Throughout California, the Regional Water Quality Control Board (RWQCB) has set erosion control standards due to the fact that one of the major effects of grading is sedimentation of receiving waters. These control standards are administered via the NPDES permit process for storm drainage discharge. One of the requirements of this permit is the implementation of nonpoint source control of stormwater runoff through the application of Best Management Practices (BMPs). A Storm Water Pollution Prevention Plan (SWPPP) is required by the RWQCB to describe the BMPs that would control both the quality and amount of stormwater runoff on a particular project site. Erosion and sedimentation issues are addressed more fully in **Section 4.10, Hydrology and Water Quality**. Any new development that would occur under the Proposed Plans would be required to comply with this process.

Impacts would be ***less than significant*** because any projects that would occur under the Proposed Plans would be required to comply with existing state and City permitting, regulatory, and grading processes as well as the application of BMPs.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.7-5 **Would implementation of the Proposed Plans 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, or collapse?**

This impact would be less than significant.

Lateral spreading is a phenomenon where large blocks of intact soil move downslope in a rapid fluid-like flow movement. This is usually associated with liquefaction events. The mass moves towards an unconfined area, such as downslope on slopes as small as one degree. Lateral spreading often occurs along riverbanks, where soft soils are often present, as well as in other areas prone to liquefaction. Several developed and non-developed areas within the proposed Southwest Valley CPAs overlie soils that are susceptible to lateral spreading (gravel, sand, and silt-clay). This includes the hillsides of Bell Canyon and the Santa Monica Mountains within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA and the Encino-Tarzana CPA. Further, there are neighborhoods within the Santa Monica Mountains and Bell Canyon areas in close proximity or adjacent to unchanneled streams with soils that may be susceptible to lateral spreading. Compliance with the recommendations of a site-specific geotechnical investigation report, as well as with the LABC, would serve to mitigate the potential for lateral spreading and other liquefaction-related hazards.

Subsidence, described above, is a relatively slow mass movement that results in the sinking of the Earth's surface due to the extraction of mineral resources such as oil, groundwater, or natural gas. Collapse is when the ground cover is abruptly depressed. The Southwest Valley CPAs are not located within any known subsidence areas according to the USGS.[25] No activities such as mining or deep excavation are proposed that would result in the sinking of the Earth's surface. Additionally, implementation of the Proposed Plans would not introduce any new subsurface oil extraction facilities, mining activities, or extraction of mineral resources. Therefore, the risk of subsidence and collapse from implementation of the Proposed Plans would not occur.

Any on-site grading and site preparation activities must comply with the LAMC, Chapter IX, Division 70, described above, which addresses grading and excavation. The requirements laid out therein are considered minimum standards for the design and construction of buildings, particularly for those located on soils that are unstable or that have the potential to be unstable. Additionally, the City requires that the recommendations contained within the site-specific geotechnical investigation report be implemented by

[25] United States Geological Survey. Areas of Land Subsidence in California. Available online at: https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html, accessed July 11, 2025.

the individual project applicant. The requirements of LAMC, Chapter IX, Division 70 as well as the recommendations of the site-specific geotechnical investigation report must be incorporated into any final project designs. In addition to these provisions, all grading activities require grading permits from the LADBS that include requirements designed to limit potential impacts related to unstable soils. Furthermore, the City's **Article 4 (Development Standards)**, in Chapter 1A of the Zoning Code, would require residential development projects within the Hillside Areas to meet grading and development standards that reduce potential geologic hazards related to soil instability. New Development Standard Districts will be applied that will regulate haul routes and grading limitations. Current regulations do not set operation standards for hauling trucks. The Proposed Plans propose to limit the number of hauling trucks allowed in total and per hour, apply new control measures for hauling truck travel routes, and carry existing grading regulations capping the maximum amount of grading for any lot to 1,000 cubic yards (c.y.) plus 10 percent of the area. These development standards will be extended to include agricultural zones in the hillside and the proposed expanded Hillside Areas as indicated in **Figure 4.7-1**.

Because of the existing regulatory requirements related to new development designed to limit unstable soils, and the fact that these requirements would apply to projects that could occur under the Proposed Plans, impacts related to on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.7-6 **Would implementation of the Proposed Plans 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?**

This impact would be less than significant.

Expansive soils typically consist of clay or clay-like soils that have a tendency to expand and contract in association with repeated changes in their moisture content. The result of this is sometimes observed in the cracking or uplift of structures, particularly slab-on-grade, sidewalks, driveways, and hardscape.

Several portions of the Southwest Valley CPAs where future development could occur under the Proposed Plans are underlain by expansive soils. Such expansive soils typically include clay and silt-clay. Their presence on the site of a project would be identified in the required geotechnical investigation report, described above. All grading and other earthwork projects require permits from the LADBS, whose standards ensure that impacts related to construction on such soils are limited to less than significant levels. In addition, all grading and other site preparation must be done in compliance with the LAMC, Chapter IX, Division 70, which addresses grading, excavation, soil export and import, and backfill, as well as conditions requiring site-specific geotechnical investigation reports.

Because any project that could occur under the Proposed Plans would be subject to the recommendations of the geotechnical investigation report as well as to the requirements of the applicable portion of the LAMC, impacts would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.7-7 **Would implementation of the Proposed Plans 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?**

No impact would occur.

The City of Los Angeles has a standing policy, per LAMC 64.12, that all new development must be connected to the City's existing sewer system when located within 200 feet of the existing sewer system as part of a condition of approval.[26] Limited or no new development is anticipated in areas that are not served by sewer service as a result of the Proposed Plans. Therefore, the Proposed Plans would have ***no impacts*** related to construction on soils that are incapable of adequately supporting septic tanks.

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26 City of Los Angeles Engineering, S Permit, available online at: https://engpermitmanual.lacity.org/sewer-s-permits/permit-overview/1-s-permit-purpose-definition , accessed July 9, 2025.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

No Impact.

Threshold 4.7-8 **Would implementation of the Proposed Plans directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

This impact would be less than significant with mitigation.

Unique Geological Feature. Earth moving activities may alter landforms in various ways, including lowering ridgelines, covering wetlands, filling canyons, or removing rock outcrops. The Proposed Plans would not interfere with policies or regulations protecting unique geologic features. Furthermore, the LABC includes requirements for excavations, fills, and the planting and irrigation of graded slopes. There are no identified unique geological features in the Southwest Valley CPAs that would be affected by the Proposed Plans. Thus, *no impact* would occur.

Unique Paleontological Resources and Sites. As shown in **Figure 4.7-5, Paleontological Sensitivity Map of the Southwest Valley CPAs**, several areas within the proposed Southwest Valley CPAs, particularly in the Canoga Park-Winnetka-Woodland Hills-West Hills CPA and the Encino-Tarzana CPA have moderate to high sensitivity to paleontological resources.

The Southwest Valley CPAs are located in the Southwest Valley subregion.[27] All of the Reseda-West Van Nuys-Lake Balboa CPA (north of the Ventura freeway) is underlain by younger surficial deposits, consisting generally of gravel, sand, and silt-clay. These deposits are also present in the northern portion of the Encino-Tarzana CPA from the mountain's edge to the Ventura freeway. Approximately 50-60 percent of the Canoga Park-Winnetka-Woodland Hills-West Hills CPA is underlain by younger surficial deposits, while 40-50 percent of the CPA, south to Mulholland Drive at the crest of the Santa Monica Mountains, is underlain by bedrock units. In the Encino-Tarzana CPA, these are about 30 percent younger surficial deposits and 70 percent bedrock.

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27 City of Los Angeles, General Plan Framework Element FEIR, Section 2.17, Geologic/Seismic Conditions, available online at: https://planning.lacity.org/odocument/a20d591e-d01b-4b09-a7fb61f9657f1042/GPF_FEIR_DEIR2.17_p1-35.pdf, accessed September 30, 2025.

As these sediments increase in age with depth, the likelihood for subsurface sediments to be paleontologically sensitive increases, potentially as few as five feet below ground surface. Therefore, paleontological resources may be present in fossil-bearing sediments in relatively shallow depths below much of the Southwest Valley CPAs. Ground disturbing activities that include excavation greater than five feet below ground surface have the potential to damage or destroy an unknown quantity of paleontological resources in this area.

In general, the potential for a specific development to result in negative impacts to paleontological resources is directly proportional to the amount of ground disturbance associated with the development; thus, the higher the amount of ground disturbances within geological units with a known paleontological sensitivity, the greater the potential for adverse impacts to paleontological resources.

Development involving subsurface parking would have a high potential for major excavation that could impact subsurface resources. Therefore, activities resulting from any reasonably anticipated development from the Proposed Plans, which includes construction-related and earth-disturbing activities could damage or destroy fossils in these geologic units, resulting in a ***potentially significant impact.***

Mitigation Measures

Upon Proposed Plans adoption, project applicants are required to comply with the environmental protection measures (EPMs) provided in Chapter 1A as applicable. Best practices are professional procedures, methods, or techniques that are accepted or prescribed by industry standards and are considered correct or most effective. The best practices listed in the Development Best Management Practices Handbook as adopted by the Board of Public Works are not mandated and are to be implemented by project applicants at their discretion and are their responsibility. The following EPMs and associated best practices (incorporated herein by reference) are applicable to the Proposed Plans.

MM GEO-1 Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure (EPM) **CR3-1: Inadvertent Discovery**

For any project that requires a permit for grading or excavation, if a probable paleontological resource is uncovered during earthwork or construction, all work shall cease within a minimum distance of 50 feet from the find until a Qualified Paleontologist has been retained to evaluate the find in accordance with the Society of Vertebrate Paleontology's Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Temporary flagging shall be installed around the find in order to avoid any disturbance from construction equipment. Any paleontological materials that are uncovered shall not be moved or collected by anyone other than a

Qualified Paleontologist or designated representative such as a Paleontological Monitor. If cleared by the Qualified Paleontologist, Ground Disturbance Activities may continue unimpeded on other portions of the site. The found deposit(s) shall be treated in accordance with the Society of Vertebrate Paleontology's Standard Procedures. Ground Disturbance Activities in the area where resource(s) were found may re-commence once the identified resources are properly assessed and processed by a Qualified Paleontologist. A report that describes the resource and its disposition, as well as the assessment methodology, shall be prepared by the Qualified Paleontologist according to current professional standards and maintained pursuant to the proof of compliance requirements in Sec. 1.D.6. (Additional Requirements). If appropriate, the report should also contain the Qualified Paleontologist's recommendations for the preservation, conservation, and curation of the resource at a suitable repository, such as the Natural History Museum of Los Angeles County, with which the Applicant or Owner must comply.

MM GEO-2 In accordance with the City's Chapter 1A EPM Handbook, for all projects not subject to **MM-GEO-1** that are seeking excavation or grading permits, prior to issuance of a permit for grading or excavation. Applicants and Owners shall read the following notices:

Several laws regulate the treatment of archaeological, paleontological, and tribal cultural resources and make it a criminal violation to destroy those resources. These regulations include, but are not limited to:

- California Penal Code Section 622½ provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."

- Public Resources Code Section 5097.5(a) provides: "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." A violation of Section 5097.5 is a misdemeanor subject to a fine up to $10,000 and/or a year in jail, and potential restitution.

Significance After Mitigation

Implementation of **Mitigation Measures MM GEO-1** and **GEO-2** would reduce impacts to paleontological resources to a less-than-significant level by ensuring potential resources are identified and either avoided or recovered. ***Less than Significant with Mitigation.***

4.7.6 CUMULATIVE IMPACTS

Future development under the Proposed Plans would not foreseeably exacerbate any seismic conditions in the Southwest Valley CPAs. This includes fault rupture, seismic-related ground failure, substantial erosion or the loss of topsoil, landslides, lateral spreading, subsidence, collapse, and unstable soil. In addition, limited or no new development is anticipated in areas that are not served by sewer service (i.e. in Hillsides and in undeveloped open space areas) as a result of the Proposed Plans. Therefore, the Proposed Plans would have ***no impacts*** related to construction on soils incapable of adequately supporting septic tanks. Therefore, it is not anticipated that the Proposed Plans would contribute to a cumulatively considerable increase in risk associated with geologic hazards.

Cumulative development (i.e., development outside of the CPAs) throughout Los Angeles could potentially disturb known and currently unknown paleontological resources that could be present throughout the City. It is anticipated that citywide development would have the potential to disturb paleontological resources. Potentially significant cumulative paleontological resource impacts could, however, be mitigated to a less than significant level through resource avoidance or recovery on a case by-case basis. As discussed under **Threshold 4.7-8**, the Proposed Plans could potentially disturb paleontological resources that may be present in the Southwest Valley CPAs. However, **Mitigation Measures MM GEO-1** and **GEO-2** are expected to reduce these impacts to a less than significant level. Therefore, the Proposed Plans would not result in a cumulatively considerable contribution to a significant impact with respect to geology, soils and paleontological resources as **Mitigation Measures MM GEO-1** and **GEO-2** would ensure on-site resources are protected or recovered.

4.7.7 REFERENCES

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4.8 GREENHOUSE GAS EMISSIONS

INTRODUCTION

This section evaluates potential impacts related to greenhouse gas (GHG) emissions. GHGs are emitted by both natural processes and human activities, specifically impacts resulting from construction and operation of the Southwest Valley Community Plans Update, which includes the Canoga Park-Winnetka-Woodland Hills-West Hills, Reseda-West Van Nuys-Lake Balboa, and Encino-Tarzana, collectively referred to as the "Southwest Valley Community Plan Areas," or "Proposed Plans." The accumulation of GHGs in the atmosphere regulates Earth's temperature. The State of California has undertaken initiatives designed to address the effects of GHGs, and to establish targets and emission reduction strategies for GHG emissions in California. The GHG data supporting this section is included as **Appendix 4.3,** to this EIR. The analysis of GHG emissions and climate change is unique under CEQA, largely because of the global nature of climate change. Typical CEQA analyses address local actions that have local – or regional – impacts, whereas climate change analyzes the relationship between local activities and the resulting potential, if any, for global environmental impacts. Based on this, the focus of GHG emission analysis is on cumulative impacts. As provided by the State Natural Resources Agency in the latest update to the *State CEQA Guidelines* Section 15064.4(b): "In determining the significance of a project's greenhouse gas emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effect of climate change."

4.8.2 EXISTING ENVIRONMENTAL SETTING

GHG Emissions and Climate Change

Earth's natural warming process is known as the "greenhouse effect." The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. Certain atmospheric gases, known as GHGs, act as an insulating blanket for solar energy to keep the global average temperature in a suitable range for life support. These GHGs keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the natural greenhouse effect, the Earth's surface would be about 61°F cooler.[1] It is normal for Earth's temperature to fluctuate over extended periods of time. Over the past one hundred years, Earth's average global temperature has generally increased by 1°F. In some regions of the world, the increase has been as much as 4°F.

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1 California Environmental Protection Agency, Climate Action Team Report to Governor Schwarzenegger and the Legislature, 2006.

Scientists studying the particularly rapid rise in global temperatures during the late 20th century believe that natural variability alone does not account for that rise. Rather, human activity spawned by the industrial revolution has likely resulted in increased emissions of carbon dioxide (CO_2) and other forms of GHGs, primarily from the burning of fossil fuels (i.e., during motorized transport, electricity generation, consumption of natural gas, industrial activity, manufacturing, etc.) and deforestation, as well as agricultural activity and the decomposition of solid waste.[2]

GHG Pollutants and Effects

The California Global Warming Solutions Act of 2006 (discussed in the following pages) defined GHGs to include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3). Black carbon also contributes to global warming, but it is a solid particle or aerosol, not a gas. A general description of each GHG discussed in this section is provided in **Table 4.8-1, Description of Greenhouse Gases**. CO_2 is the most abundant GHG. Other GHGs are less abundant but have higher global warming potential (discussed below) than CO_2. Thus, emissions of other GHGs are frequently expressed in the equivalent mass of CO_2, referred to as CO_2 equivalents and denoted as CO_2e. Forest fires, decomposition of organic material, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions.

Table 4.8-1
Description of Greenhouse Gases

Pollutant	General Description
Carbon Dioxide (CO_2)	CO_2 is an odorless, colorless GHG, which has both natural and man-made sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing; manmade sources of CO_2 are burning coal, oil, natural gas, and wood.
Methane (CH_4)	CH_4 is a flammable gas and is the main component of natural gas. When one molecule of CH_4 is burned in the presence of oxygen, one molecule of CO_2 and two molecules of water are released. There are no ill health effects from CH_4. A natural source of CH_4 is the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain CH_4, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and cattle.
Nitrous Oxide (N_2O)	N_2O is a colorless GHG. High concentrations can cause dizziness, euphoria, and sometimes slight hallucinations. N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used in rocket engines, racecars, and as an aerosol spray propellant.

2 Center for Climate and Energy Solutions, Climate Change 101, 2011.

Pollutant	General Description
Hydrofluorocarbons (HFCs)	HFCs are synthetic man-made chemicals that are used as a substitute for chlorofluorocarbons (CFCs) for automobile air conditioners and refrigerants. CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at Earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. Because they destroy stratospheric ozone, the production of CFCs was stopped as required by the Montreal Protocol in 1987.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane and hexafluoroethane. The two main sources of PFCs are primary aluminum production and semiconductor manufacture.
Sulfur Hexafluoride (SF_6)	SF_6 is an inorganic, odorless, colorless, non-toxic, and nonflammable gas. SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.
Nitrogen Trifluoride (NF_3)	An inorganic, non-toxic odorless, non-flammable gas. NF3 is used in the manufacture of semi-conductors, as an oxidizer of high energy fuels, for the preparation of tetrafluorohydrazine, as an etchant gas in the electronic industry, and as a fluorine source in high power chemical lasers.
Black Carbon /a/	Black Carbon. Black carbon is the most strongly light-absorbing component of particulate matter emitted from burning fuels such as coal, diesel, and biomass.

Source: Association of Environment Professionals, Alternative Approaches to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents, 2007.
/a/ Black carbon contributes to global warming, but it is a solid particle or aerosol, not a gas.

Global Warming Potential

Global Warming Potential (GWP) is one type of simplified index based upon radiative properties that is used to estimate the potential future impacts of emissions of different gases upon the climate system in a relative sense. GWP is based on a number of factors, including the radiative efficiency (heat-absorbing ability) of each gas relative to that of CO_2, as well as the decay rate of each gas (the amount removed from the atmosphere over a given number of years) relative to that of CO_2. A summary of the atmospheric lifetime and GWP of selected gases is presented in **Table 4.8-2, Atmospheric Lifetimes and Global Warming Potential for Greenhouse Gases**.

Table 4.8-2
Atmospheric Lifetimes and Global Warming Potential for Greenhouse Gases

Greenhouse Gas	Lifetime (Years)	Global Warming Potential Factor (20-Year)	Global Warming Potential Factor (100-Year)
Carbon Dioxide	100	1	1
Nitrous Oxide	121	264	298
Nitrogen Trifluoride	500	12,800	16,100
Sulfur Hexafluoride	3,200	17,500	23,500
Perfluorocarbons	3,000-50,000	5,000-8,000	7,000-11,000
Black Carbon	days to weeks	270-6,200	100-1,700
Methane	12	84	25
Hydrofluorocarbons	Uncertain	100-11,000	100-12,000

Source: CARB, Climate Change Scoping Plan First Update, 2013.
Note: "Global Warming Potential" is a relative measure of how much heat a GHG traps in the atmosphere, as compared to CO_2.

Potential Effects of Climate Change

Climate change has the potential to affect environmental resources globally and locally, including air temperatures, precipitation, hydrology, and ecosystems. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Scientists studying the particularly rapid rise in global temperatures during the late 20th century conclude that natural variability alone does not account for the observed increase. Human activity associated with the industrial revolution has likely resulted in increased emissions of CO_2 and other GHGs, primarily from the burning of fossil fuels (i.e., during motorized transport, electricity generation, consumption of natural gas, industrial activity, manufacturing, etc.) and deforestation, as well as agricultural activity and the decomposition of solid waste.[3]

Over the past 100 years, Earth's average global temperature has increased by approximately 1°F, with some regions experiencing increases of up to 4°F. These observed warming trends provide context for evaluating human contributions to climate change.

3 Center for Climate and Energy Solutions, Climate Change 101, 2011.

California's Fourth Climate Change Assessment identifies potential impacts, including reduced snowpack, sea-level rise, extreme heat days, increased wildfire frequency, and more drought years. According to California's Fourth Climate Change Assessment, statewide temperatures from 1986 to 2016 were approximately 1°F to 2°F higher than those recorded from 1901 to 1960. Potential impacts of climate change in California may include loss in water supply from snowpack, sea level rise, more extreme heat days per year, more large forest fires, and more drought years. While there is growing scientific consensus about the possible effects of climate change at a global and statewide level, current scientific modeling tools are unable to predict what local impacts may occur with a similar degree of accuracy. In addition to statewide projections, California's Fourth Climate Change Assessment includes regional reports that summarize climate impacts and adaptation solutions for nine regions of the state as well as regionally specific climate change case studies.[4] Below is a summary of some of the potential effects that could be experienced in California as a result of climate change.

Air Quality. Higher temperatures, which are 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 effect, and therefore its indirect effects, are uncertain. As temperatures have increased in recent years, the areas burned by wildfires throughout the state has increased, and wildfires have been occurring at higher elevations in the Sierra Nevada.[5] If higher temperatures continue to be accompanied by an increase in the incidence and extent of large wildfires, air quality would worsen. However, if higher temperatures 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, thereby ameliorating the pollution associated with wildfires. 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.[6]

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4 State of California, California's Fourth Climate Change Assessment Statewide Summary Report, 2018.

5 Ibid.

6 California Natural Resources Agency, California Climate Adaptation Strategy, 2009.

Water Supply. Analysis of paleoclimatic data (such as tree-ring reconstructions of stream flow and precipitation) indicates a history of naturally and widely varying hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty remains with respect to the overall impact of climate change on future precipitation trends and water supplies in California. This uncertainty regarding future precipitation trends complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. However, the average early spring snowpack in the western United States, including the Sierra Nevada, decreased by about 23 percent from 1955 to 2022.[7] Severe storms in the 2022-2023 season led to a snowpack's snow water equivalent of 61.1 inches, or 237 percent of average for April in California.[8] The Sierra snowpack provides the majority of California's water supply by accumulating snow during the state's wet winters and releasing it slowly during the state's dry springs and summers. While the 2023 winter provided an increase to the snowpack, a warmer climate in future years is predicted to reduce the fraction of precipitation falling as snow and result in less snowfall at lower elevations, thereby reducing the total snowpack.[9,10] Notwithstanding the 2023 snowpack, the State of California projects that average spring snowpack in the Sierra Nevada and other mountain catchments in central and northern California will decline by approximately 66 percent from its historical average by 2050.[11]

Hydrology and Sea Level Rise. As discussed above, climate change could potentially affect the amount of snowfall, rainfall, and snowpack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide, and high runoff events); sea level rise and coastal flooding; coastal erosion; and the potential for saltwater intrusion. Climate change has the potential to induce substantial sea level rise in the coming century.[12] The rising sea level increases the likelihood and risk of flooding. The rate of increase of global mean sea levels over the 2001-2010 decade, as observed by satellites, ocean buoys and land gauges, was approximately 3.2 millimeter per year, which is double the observed

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7 U.S. EPA, Climate Change Indicators: Snowpack, 2022, available at: https://web.archive.org/web/20230312195610/https://www.epa.gov/climate-indicators/climate-change-indicators-snowpack, accessed September 4, 2026.

8 California Department of Water Resources, California's Snowpack is Now One of the Largest Ever, Bringing Drought Relief, Flooding Concerns, April 2023.

9 California Department of Water Resources, Managing an Uncertain Future: Climate Change Adaption Strategies for California's Water, 2008.

10 State of California, California's Fourth Climate Change Assessment Statewide Summary Report, 2018.

11 Ibid.

12 Ibid.

20th century trend of 1.6 millimeter per year.[13] As a result, global mean sea levels averaged over the last decade were about 8 inches higher than those of 1880.[14]

Sea levels are rising faster now than in the previous two millennia, and the rise is expected to accelerate, even with robust GHG emission control measures. The most recent Intergovernmental Report on Climate Change (IPCC) report predicts a mean sea–level rise of 10 to 37 inches by 2100.[15] A rise in sea levels could completely erode 31 to 67 percent of Southern California beaches, result in flooding of approximately 370 miles of coastal highways during 100-year storm events, jeopardize California's water supply due to salt water intrusion, and induce groundwater flooding and/or exposure of buried infrastructure.[16] In addition, increased CO_2 emissions can cause oceans to acidify due to the carbonic acid it forms. Increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

Agriculture. California has a $61.2 billion annual agricultural industry that produces nearly half of the country's vegetables and over three quarters of the country's fruits and nuts.[17] Higher CO_2 levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, certain regions of agricultural production could experience water shortages of up to 16 percent; water demand could increase as hotter conditions lead to the loss of soil moisture; crop-yield could be threatened by water-induced stress and extreme heat waves; and plants may be susceptible to new and changing pest and disease outbreaks.[18] In addition, temperature increases could change the time of year certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality.[19]

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13 World Meteorological Organization, A Summary of Current and Climate Change Findings and Figures: A WMO Information Note, 2013.

14 Ibid.

15 IPCC, Special Report on the Impacts of Global Warming, 2018.

16 State of California, California's Fourth Climate Change Assessment Statewide Summary Report, 2018.

17 California Department of Food and Agriculture, California Agricultural Production Statistics, 2025.

18 State of California, California's Fourth Climate Change Assessment Statewide Summary Report, 2018.

19 California Climate Change Center, Climate Scenarios for California, 2006.

Ecosystems and Wildlife. Climate change and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. Increasing concentrations of GHGs are likely to accelerate the rate of climate change. Scientists project that the annual average maximum daily temperatures in California could rise by 4.4 to 5.8°F in the next 50 years and by 5.6 to 8.8°F in the next century.[20] Soil moisture is likely to decline in many regions, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals related to (1) timing of ecological events; (2) geographic distribution and range; (3) species' composition and the incidence of nonnative species within communities; and (4) ecosystem processes, such as carbon cycling and storage.[21,22]

Statewide GHG Emissions

The California Air Resources Board (CARB) compiles GHG inventories for the State of California. According to CARB's 2025 emission inventory,[23] 2023 emissions from GHG-emitting activities statewide were 360.4 million metric tons of carbon dioxide equivalent (MMTCO2e), 11.2 MMTCO2e (3.0 percent) lower than 2022 levels. Since the peak level in 2004, California's GHG emissions have generally followed a decreasing trend. In 2014, statewide GHG emissions dropped below the 2020 GHG Limit and have remained below the limit since that time. The transportation sector remains the largest source of statewide emissions (46.4 percent), followed by the industrial and electricity sectors.

- The transportation sector showed the largest decrease in emissions of 6.5 MMTCO2e (4.6%) compared to 2022. On-road transportation emissions decreased 5.3 MMTCO2e (4.1%). The decrease in on-road transportation emissions was due in large part to reduced use of fossil distillate (27.4%) because of continued growth in renewable diesel.

- Industrial sector emissions decreased by 3.4 MMTCO2e (4.8%) compared to 2022. The decrease is driven by lower emissions in the oil and gas production and processing sector, the liquid fuels refining and hydrogen production sector, and the cement sector as well as reductions from other industrial sector fuel use.

- Electricity sector emissions decreased by 2.5 MMTCO2e (4.2%) compared to 2022. Total electricity generation decreased by 1.8 TWh (0.6%) and the carbon intensity of generation decreased by 3.6%. Solar power generation increased by 4.5 TWh (6.9%), incentivized by California's clean energy policies. As a result, fossil fuel-powered electricity generation decreased by 5.0 TWh (3.9%).

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20 State of California, California's Fourth Climate Change Assessment Statewide Summary Report, 2018.

21 Parmesan, C. August, Ecological and Evolutionary Responses to Recent Climate Change, 2006.

22 State of California, California's Fourth Climate Change Assessment Statewide Summary Report, 2018.

23 California Air Resources Board, California Greenhouse Gas Emissions for 2000 to 2023, Trends of Emissions and Other Indicators, (2025), November 4, 2025. Available online at: https://ww2.arb.ca.gov/sites/default/files/2025-11/nc-2000_2023_ghg_inventory_trends.pdf, accessed July 21, 2026.

Table 4.8-3, GHG Emissions in California, provides a summary of GHG emissions reported in California in 2000 and 2023, separated by categories defined by the United Nations Intergovernmental Panel on Climate Change (IPCC).

Table 4.8-3
GHG Emissions in California

Source Category	2000 ($MMTCO_2e$)	Percent of Total	2023 ($MMTCO_2e$)	Percent of Total
Energy	**401.9**	**87.6%**	**287.9**	**79.8%**
Energy Industries	152.0	--	90.7	--
Manufacturing Industries & Construction	17.9	--	13.0	--
Transport	177.9	--	134.2	--
Other Sectors (Residential/Commercial/Institutional)	46.8	--	42.1	--
Fugitive Emissions from Solid Fuels	0.0	--	0.0	--
Fugitive Emissions from Oil & Natural Gas	6.1	--	7.2	--
Fugitive Emissions from Geothermal Energy Production	1.1	--	0.8	--
Pollution Control Devices	0.0	--	0.0	--
Industrial Processes & Product Use	**19.2**	**4.2%**	**32.9**	**9.1%**
Mineral Industry	5.9	--	4.5	--
Chemical Industry	0.1	--	0.0	--
Metal Industry	0.1		0.0	
Non-Energy Products from Fuels & Solvent Use	2.5	--	1.5	--
Electronics Industry	0.5	--	0.3	--
Substitutes for Ozone Depleting Substances	5.6	--	21.1	--
Other Product Manufacture and Use	1.6	--	0.9	--
Other	3.0	--	4.7	--
Agriculture, Forestry, & Other Land Use	**28.5**	**6.2%**	**29.1**	**8.1%**
Livestock	19.2	--	20.9	--
Aggregate Sources & Non-CO_2 Sources on Land	9.3	--	8.2	--
Waste	**9.2**	**2.0%**	**10.5**	**2.9%**
Solid Waste Disposal	6.9	--	8.2	--
Biological Treatment of Solid Waste	0.1	--	0.3	--
Wastewater Treatment & Discharge	2.1	--	1.9	--
Emissions Summary				
Gross California Emissions	458.7	100%	360.4	100%

Sources: [1] CARB, California Greenhouse Gas Inventory for 2000-2023 - by IPCC Category. Last updated November 4, 2025. Available online at https://ww2.arb.ca.gov/ghg-inventory-data. 2023 is the most recent year of available data, and the comparison to the year 2000 is intended to illustrate the changes in GHG emissions over a 23-year period.
Note: Totals may not add up due to rounding.

Local GHG Emissions

As part of the Sustainable City pLAn (Green New Deal), the City began tracking its GHG emissions inventory and progress in control strategies to reduce emissions in annual reports. Consistent with state-level regulatory initiatives to reduce GHG emissions, the City selected the 1990 GHG emissions level of 54.1 MMTCO2e as the comparative baseline for determining the efficacy of emission control strategies. According to City of Los Angeles' 2023 Community Greenhouse Gas Inventory, the City has reduced GHG emissions to 33 percent below 1990 levels as of 2023.[24] Los Angeles currently has an interim target of 50 percent reduction by 2025 and a 73 percent reduction by 2035.[25] The chart below displays the total annual emissions for the City between 2014–2023 and the contributions by sector.[26] Within the City, in 2023 the combination of stationary (i.e., building envelope energy) and transportation sources comprised approximately 94 percent of total GHG emissions. The City is also currently striving to achieve carbon neutrality by 2050, which will play a large part in reduction of stationary energy emissions. See **Figure 4.8-1, BASIC Emissions by Sector,** for Los Angeles' community GHG inventory by sector.

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24 City of Los Angeles, 2023 Community Greenhouse Gas Inventory, 2024, available online at: https://sanitation.lacity.gov/es/groups/public/documents/document/y250/mta2/~edisp/cnt106346.pdf, accessed July 21, 2026.

25 Ibid.

26 Ibid.



SOURCE: City of Los Angeles, 2024

FIGURE **4.8-1**

IMPACT SCIENCES

BASIC Emissions by Sector

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4.8.3 REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding GHGs at the international, federal, state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

International

Intergovernmental Panel on Climate Change. The World Meteorological Organization (WMO) and United Nations Environmental Program (UNEP) established the IPCC in 1988. The goal of the IPCC is to evaluate the risk of climate change caused by human activities. Rather than performing research or monitoring climate, the IPCC relies on peer-reviewed and published scientific literature to make its assessment. While not a regulatory body, the IPCC assesses information (i.e., scientific literature) regarding human-induced climate change and the impacts of human-induced climate change and recommends options to policy makers for the adaptation and mitigation of climate change. The IPCC reports its evaluations in special reports called assessment reports. The latest assessment report (i.e., Sixth Assessment Report, consisting of three working group reports and a synthesis report based on the working groups assessment reports) was finalized in March 2023.[27] In the Sixth Assessment Report, the IPCC stated human activities, principally through emissions of greenhouse gases, have unequivocally caused global warming, with global surface temperature reaching 1.1°C above 1850-1900 in 2011-2020 (greater than 95 percent certainty).[28] The IPCC's seventh assessment cycle began in July 2023.[29]

U.S.–China Climate Joint Announcement on Climate Change. In November 2014, the United States and China made a joint announcement to cooperate on combating climate change and promoting clean energy. In the United States, President Barack Obama announced a climate target to reduce GHG emissions by 26 to 28 percent below 2005 levels by 2025. In China, President Xi Jinping announced a climate target to reduce peak CO_2 emissions by 2030 and to increase the renewable energy share across all sectors to 20 percent by 2030. China will need to build an additional 800 to 1,000 gigawatts of nuclear, wind, solar, and other zero emission generation capacity by 2030 to reach this target. In 2014, the United States and China agreed to: expand joint clean energy research and development at the U.S.-China Clean Energy Research Center, advance major carbon capture, use and storage demonstrations, enhance cooperation on HFCs, launch a climate-smart/low-carbon cities initiative, promote trade in green goods, and demonstrate clean energy on

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27 IPCC, "Reports and Publication Data," available online at: https://archive.ipcc.ch/publications_and_data/publications_and_data.shtml, accessed July 21, 2023.

28 IPCC, Climate Change 2013 The Physical Science Basis, 2013.

29 IPCC, AR6 Synthesis Report: Climate Change 2023, available online at: https://www.ipcc.ch/report/ar6/syr/, accessed November 20, 2024.

the ground.[30] On November 21, 2021, U.S. Special Presidential Envoy for Climate John Kerry and China Special Envoy for Climate Change Xie Zhenhua released a statement following a meeting to discuss aspects of the climate crisis in Shanghai on April 15 and 16 in 2021. This statement stated that the two countries would be committed to cooperating with each other to tackle the climate crisis through enhancing their respective actions and cooperating in multilateral processes, including the United Nations Framework Convention on Climate Change and the Paris Agreement.[31] On November 14, 2023, recalling the meeting between President Joe Biden and President Xi Jinping in Bali, Indonesia, the United States and China reaffirmed commitments to work collaboratively together and with other countries to address the global climate crisis. From July 16-19, 2023, U.S. Special Presidential Envoy for Climate John Kerry and China Special Envoy for Climate Change Xie Zhenhua met in Beijing, and from November 4-7, 2023, they met at the Sunnylands Center in Rancho Mirage, California, later releasing the Sunnylands Statement, reaffirming and committing to further the effective and sustained implementation of the April 2021 U.S.-China Joint Statement Addressing the Climate Crisis.[32] The Trump administration generally opposes the concept that human activities are causing climate change, opposes identifying GHG emissions as pollutants, and opposes regulating such emissions as pollutants. As a result, all actions that contribute to accountability for the United States' contribution to the global climate crisis and commitments to partnership that further limits on GHG emissions are being reevaluated.

Paris United Nations Framework Convention on Climate Change (Paris Accord). A new international climate change agreement was adopted at the Paris United Nations Framework Convention on Climate Change conference in December 2015. The last two climate conferences in Warsaw (2013) and Lima (2014) decided that countries were to submit their proposed emissions reduction targets for the 2015 conference as "intended nationally determined contributions" prior to the Paris conference. The European Union has committed to an economy-wide, domestic GHG reduction target of 40 percent below 1990 levels by 2030. At the time 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 well below 2 degrees Celsius and getting to the 80 percent emission reduction by 2050.

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30 The White House, Fact Sheet: U.S.-China Joint Announcement on Climate Change and Clean Energy Cooperation, November 11, 2014.

31 The White House, U.S.- China Joint Statement Addressing the Climate Crisis, April 17, 2021. Available online at: https://2021-2025.state.gov/u-s-china-joint-statement-addressing-the-climate-crisis/, accessed July 21, 2026.

32 U.S. Department of the State, Sunnylands Statement on Enhancing Cooperation to Address the Climate Crisis, November 14, 2023. Available online at: https://2021-2025.state.gov/sunnylands-statement-on-enhancing-cooperation-to-address-the-climate-crisis/, accessed July 21, 2026.

In June 2017, the U.S. announced its intent to withdraw from the Paris Accord with an effective date of withdrawal of November 2020. On Friday, February 19, 2021, the United States formally rejoined the Paris Agreement. In an effort to reach the goals set by the Paris Accord, over 9,000 cities and local governments from 132 countries across the world formed the Global Covenant of Mayors (GCoM) with the goal of collectively reducing 1.3 billion tons of CO_2 emissions per year by 2030.[33] 158 cities within the United States joined the GCoM (prior to the US formally rejoining the Paris Accord), including the City of Los Angeles.[34] During his second administration, on January 20, 2025, President Trump once again withdrew the United States from the Paris Accord.[35]

North American Climate, Clean Energy, and Environment Partnership Action Plan. The North American Climate, Clean Energy, and Environment Partnership Action Plan was announced by Prime Minister Justin Trudeau, President Barack Obama, and President Enrique Peña Nieto on June 29, 2016, at the North American Leaders Summit in Ottawa, Canada. This Action Plan identifies the deliverables to be achieved and activities to be pursued by the three countries as part of this enduring Partnership. The three leaders declared their common vision in a historic North American Climate, Clean Energy, and Environment Partnership, described in a Leaders' Statement and Action Plan that details the actions our leaders will pursue. These actions include:

- Setting a target to increase clean power to 50 percent of the electricity generated across North America by 2025.
- Reducing methane emissions from the oil and gas sector by 40 to 45 percent by 2025;
- Strengthening standards for energy efficiency and vehicle emissions, including aligning energy efficiency standards that will amount to over four billion per year in annual savings for United States businesses and consumers by 2025;
- Strengthening vehicle efficiency, improving fuel quality, and reducing tailpipe pollutants;
- Affirming their support for joining and implementing the Paris Agreement [in 2016] and committing to work together to address climate issues through the Montreal Protocol, International Civil Aviation Organization, G-20, and other forums; and

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33 Global Covenant of Mayors for Climate & Energy Change, "About Us," available online at: https://www.globalcovenantofmayors.org/about/, accessed November 20, 2024.

34 Global Covenant of Mayors for Climate & Energy. "City Search, USA." available online at: https://www.globalcovenantofmayors.org/region/usa/ , accessed November 20, 2024.

35 The White House, Putting America First in International Environmental Agreements, January 20, 2025. Available online at: https://www.whitehouse.gov/presidential-actions/2025/01/putting-america-first-in-international-environmental-agreements/, accessed July 21, 2026.

- Celebrating their strong environmental cooperation, including expanding cooperation on early warning systems for natural disasters, supporting habitat for migratory species including Monarchs and birds, and developing action plans to combat wildlife trafficking.

Federal

Federal Clean Air Act. The United States Environmental Protection Agency (U.S. EPA) is responsible for implementing federal policy to address GHGs. The United States Supreme Court (Supreme Court) ruled in *Massachusetts v. Environmental Protection Agency*, 127 S.Ct. 1438 (2007), that CO_2 and other GHGs are pollutants under the federal Clean Air Act (CAA), which the U.S. EPA must regulate if it determines they pose an endangerment to public health or welfare. In December 2009, U.S. EPA issued an endangerment finding for GHGs under the Clean Air Act, setting the stage for future regulation (discussed in greater detail, below).

However, on February 12, 2026, the U.S. EPA rescinded the 2009 Greenhouse Gas Endangerment Finding.[36] As a result, the EPA now lacks the authority under Section 202(a) of the Clean Air Act to prescribe standards for greenhouse gas emissions. As a result of this rescission, the EPA was able to finalize the repeal of all subsequent greenhouse gas emission standards from its regulations for light-, medium-, and heavy-duty on-highway vehicles and engines.

Under CAA Section 209(b), California can apply to the U.S. EPA for a waiver from the federal preemption, and EPA is to grant this waiver absent certain disqualifying conditions. Until 2025, California has used this authority to receive more than 100 federal preemption waivers for new and amended state-level vehicle emissions standards. In April 2025, Congress adopted Congressional Review Act (CRA) resolutions disapproving the EPA's decisions to grant waivers for the following: Advanced Clean Cars II, Heavy-Duty Omnibus Low NOX, and Advanced Clean Trucks. In early 2025, three bills were introduced in the 119th Congress seeking to modify or revoke California's federal waiver authority; at the time of preparation of this report, these bills have not progressed beyond their introduction:

- H.R. 346 and S. 996: Preserving Choice in Vehicle Purchases Act. H.R. 346 would amend Section 209(b) of the CAA to prohibit EPA from issuing waivers to states that directly or indirectly limit the sale or use of new motor vehicles with internal combustion engines. In addition, the bill would require EPA to revoke waivers granted between January 2022 and the date of the enactment of the bill. The House version was introduced on January 13, 2025, and the Senate version on March 12, 2025. These bills have not moved beyond its referral to the Committee on Energy and Commerce and the Senate Committee on Environment and Public Works, respectively.

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36 U.S. Environmental Protection Agency, Final Rule: Rescission of the Greenhouse Gas Endangerment Finding and Motor Vehicle Greenhouse Gas Emission Standards Under the Clean Air Act, March 4, 2026. Available online at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-rescission-greenhouse-gas-endangerment, accessed August 28, 2026.

- H.R. 2218: Stop California from Advancing Regulatory Burden Act of 2025 (Stop CARB Act of 2025). H.R. 2218 would amend Section 209(b) of the CAA by repealing the waiver authority allowing California to adopt or attempt to enforce emission control standards on new motor vehicles. In addition, the bill would prohibit state-level emissions standards for nonroad engines and vehicles. The bill would nullify existing waivers and deny any pending applications. It was introduced on March 18, 2025. This bill has not moved beyond its referred to the House Committee on Energy and Commerce.

Objecting this proposed rescission, California and 10 other states filed suit on June 12, 2025, challenging the proposed rescission of the California CAA waivers and arguing that these waivers are not "rules" and thus not subject to the Congressional Review Act—a position supported by the Government Accountability Office (GAO) and Senate Parliamentarian rulings. The proposed rescissions of the State's CAA waivers jeopardizes California's ability to meet its greenhouse gas reduction and clean energy goals, as these waivers allow the state to adopt stricter vehicle emissions standards than federal rules. While the challenge to this rescission is ongoing, there is confidence from CARB that the challenges to the waivers will likely not be legally defensible, as no waiver has ever been revoked and the one previous denial in 2008 when the U.S. EPA initially denied California's waiver for GHG emission standards was reversed and ultimately granted.[37]

Corporate Average Fuel Economy (CAFE) Standards. In response to the *Massachusetts v. Environmental Protection Agency* ruling, President George W. Bush issued Executive Order 13432 in 2007, directing the U.S. EPA, the United States Department of Transportation (U.S. DOT), and the United States Department of Energy 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. In March 2020, the U.S. DOT and the U.S. EPA 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-duty trucks and establishes new standards covering model years 2021 through 2026.[38] These standards set a combined fleet wide average of 36.9 to 37 for the model years affected.[39]

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37 California Air Resources Board, California & the Waiver: The facts. Available online at: https://ww2.arb.ca.gov/sites/default/files/2019-09/California-Waiver-Background-Legal-091719A.pdf, accessed July 22, 2026.

38 U.S. Environmental Protection Agency, Final Rule for Model Year 2021 - 2026 Light-Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards, April 30, 2020.

39 National Highway Traffic Safety Administration (NHTSA), Corporate Average Fuel Economy standards.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011 the U.S. EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption were tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the U.S. EPA at the time, 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 U.S. EPA and NHTSA finalized Phase 2 standards for medium and heavy-duty vehicles through model year 2027 that were aimed at improving fuel efficiency and cutting carbon pollution. The Phase 2 standards were expected to lower CO_2 emissions by approximately 1.1 billion metric tons.[40]

Fuel Economy Standards. On September 15, 2009, the National Highway Traffic Safety Administration (NHTSA) and EPA announced a proposed joint rule that would explicitly tie fuel economy to GHG emissions reduction requirements. The proposed new CAFE Standards would cover automobiles for model years 2012 through 2016 and would require passenger cars and light-duty trucks to meet a combined, per-mile carbon dioxide emissions level. It was estimated that by 2016, this GHG emissions limit could equate to an overall light-duty vehicle fleet average fuel economy of as much as 35.5 miles per gallon. The standards required model year 2016 vehicles to meet an estimated combined average emission level of 250 grams of carbon dioxide per mile under EPA's GHG program.

On November 16, 2011, EPA and NHTSA issued a joint proposal to extend the national program of harmonized GHG and fuel economy standards to model year (MY) 2017 through 2025 passenger vehicles. In August 2012, President Obama finalized standards that will increase fuel economy to the equivalent of 54.5 mpg for cars and light-duty trucks by MY 2025.

On January 12, 2017, EPA Administrator Gina McCarthy signed her determination to maintain the GHG emissions standards for model year MY 2022-2025 vehicles. Her final determination found that automakers are well positioned to meet the standards at lower costs than previously estimated.

On March 15, 2017, the new EPA Administrator Scott Pruitt and Department of Transportation Secretary Elaine Chao announced that EPA intended to reconsider the final determination, issued on January 12, 2017, that recommended no change to the greenhouse gas standards for light duty vehicles for model years 2022- 2025.

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40 U.S. EPA, EPA and NHTSA Adopt Standards to Reduce GHG and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles for Model Year 2018 and Beyond, August 2016.

On April 2, 2018, the Administrator signed the Mid-term Evaluation Final Determination, which finds that the model year 2022-2025 greenhouse gas standards are not appropriate in light of the record before EPA and, therefore, should be revised.

On September 19, 2019, under the Safer, Affordable, Fuel-Efficient (SAFE) Vehicles Rule, the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) and the U.S. EPA issued the final "One National Program Rule." The rule states that federal law preempts state and local laws regarding tailpipe GHG emissions standards, zero emissions vehicle mandates, and fuel economy for automobiles and light-duty trucks. The rule revoked California's Clean Air Act waivers and preempted California's Advanced Clean Car Regulations.

On September 20, 2019, a lawsuit was filed by California and a coalition of 22 other states, and the cities of Los Angeles, New York, and Washington, D.C., in the United States District Court for the District of Columbia (Case 1:19-cv-02826) challenging the SAFE Rule and arguing that EPA lacks the legal authority to withdraw the California CAA waivers. On March 9th, 2022, the EPA reinstated California's authority under the Clean Air Act to implement its own greenhouse gas emission standards for cars and light trucks, which other states can also adopt and enforce.[41] In 2025, Congress passed resolutions under the Congressional Review Act seeking to overturn California's Advanced Clean Cars II waiver and related vehicle emissions waivers previously granted by the EPA. California and multiple other states subsequently filed legal challenges in response to these federal actions.

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41 U.S. Environmental Protection Agency, EPA Restoration of California Waiver Will Support State Climate Action, Improve Air Quality, and Advance our Electric Vehicle Future. Available Online at: https://www.epa.gov/newsreleases/what-they-are-saying-epa-restoration-california-waiver-will-support-state-climate, accessed April 1, 2026.

In accordance with President Trump's January 2025 "Unleashing American Energy" Executive Order and the Transportation Secretary Sean P. Duffy's 2025 "Fixing the CAFE Program" Memorandum, NHTSA published a Notice of Proposed Rulemaking, The Safer Affordable Fuel-Efficient (SAFE) Vehicle Rule III for Model Years 2022 through 2031 Passenger Cars and Light-Duty Trucks on June 6, 2025. The rule would revise federal Corporate Average Fuel Economy (CAFE) standards under the authority of the Energy Policy and Conservation Act of 1975, the Energy Independence and Security Act of 2007, and other applicable laws. The NHTSA is proposing to eliminate the inter-manufacturer credit trading system and to amend the light-duty vehicle fleet classification system to allocate vehicles into passenger and non-passenger automobile fleets, based on their attributes and capabilities, starting in MY 2028. NHTSA indicates that the amended standards would correspond to the industry fleetwide average for all light-duty vehicles of roughly 34.5 miles per gallon (mpg) in MY 2031.[42]

EPA Reporting Rule. The US Environmental Protection Agency (U.S. EPA) adopted a mandatory GHG reporting rule in September 2009. The Rule required suppliers of fossil fuels or entities that emit industrial greenhouse gases, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions to submit annual reports to the U.S. EPA beginning in 2011 (covering the 2010 calendar year emission). Vehicle and engine manufacturers were required to begin reporting GHG emissions for model year 2011. The Greenhouse Gas Reporting Program (GHGRP) remains in effect and currently applies to approximately 8,000 facilities nationwide. However, in September 2025, the EPA proposed reconsideration of portions of the GHGRP, including proposed elimination or suspension of reporting requirements for numerous source categories. In 2026, the EPA also extended the reporting deadline for Reporting Year 2025 while broader revisions to the program continue to be evaluated through ongoing rulemaking.[43]

U.S. Supreme Court Ruling in Massachusetts v. Environmental Protection Agency and U.S. EPA Endangerment Finding. The US Supreme Court ruled in *Massachusetts v. Environmental Protection Agency, 127 S.Ct. 1438 (2007),* that carbon dioxide and other greenhouse gases are pollutants under the Federal Clean Air Act (CAA), which the US Environmental Protection Agency (U.S. EPA) must regulate if it determines they pose an endangerment to public health or welfare.

On December 7, 2009, the U.S. EPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the Clean Air Act (42 USC Section 7521):

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42 National Highway Traffic Safety Administration, Corporate Average Fuel Economy, 2025. Available online at: https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy#75896, accessed April 1, 2026.

43 U.S. Environmental Protection Agency. Rulemaking Notices for GHG Reporting. Available online at: https://www.epa.gov/ghgreporting/rulemaking-notices-ghg-reporting

- Endangerment Finding: The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) in the atmosphere threaten the public health and welfare of current and future generations.

- Cause or Contribute Finding: The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare.

On February 12, 2026, the U.S. EPA finalized its rescission of the 2009 Greenhouse Gas Endangerment Finding. Absent this finding, the EPA lacks statutory authority under Section 202(a) of the Clean Air Act to prescribe standards for GHG emissions. Therefore, the EPA also finalized the repeal of all subsequent GHG emission standards from its regulations for light-, medium-, and heavy-duty on-highway vehicles and engines.[44] The U.S. EPA states that it is the "single largest deregulatory action in U.S. history" and that it will "save Americans over $1.3 trillion." While the EPA calculated preliminary monetary savings for Americans, the rescission of the Endangerment Finding has generated substantial legal, scientific, and policy concerns regarding the politicization of scientific data and long-term impacts related to greenhouse gas emissions, climate change, public health, and future federal regulatory authority.[45] The rescission of the Endangerment Finding is actively facing legal challenges in the U.S. Court of Appeals for the D.C. Circuit. The first lawsuit (Case No. 26-01037), filed on February 18, 2026, was introduced by a coalition of 17 health and environmental organizations, including: American Public Health Association, American Lung Association, Natural Resources Defense Council, Sierra Club, Environmental Defense Fund, Center for Biological Diversity, and others. On April 16, 2026, 16 health and environmental groups—many of whom are also plaintiffs in the D.C. Circuit litigation—filed a separate administrative petition with EPA, asking the agency to reconsider its rescission. The petition argues that the rescission was "incorrect and [made] unsupported claims that reducing climate pollution from U.S. cars and trucks is 'futile.'" On March 19, 2026, the second lawsuit (Case No. 26-1061) was filed by a coalition led by the attorneys general of New York, Massachusetts, California, and Connecticut. This petition for review challenging the rescission was joined by a total of 24 states, 10 cities, five counties, the District of Columbia, the U.S. Virgin Islands, and the Pennsylvania Department of Environmental Protection. Similar to the first case, there was a motion pending to delay the merits briefing until June 2026, pending EPA action on the reconsideration petition.

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44 U.S. Environmental Protection Agency, Final Rule: Rescission of the Greenhouse Gas Endangerment Finding and Motor Vehicle Greenhouse Gas Emission Standards Under the Clean Air Act, March 4, 2026. Available online at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-rescission-greenhouse-gas-endangerment, accessed April 1, 2026.

45 U.S. Environmental Protection Agency. Final Rule: Rescission of the Greenhouse Gas Endangerment Finding and Motor Vehicle Greenhouse Gas Emission Standards Under the Clean Air Act. Available online at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-rescission-greenhouse-gas-endangerment

In total, roughly 40 states, counties, and cities are parties to the state-led petition.[46] These lawsuits are still pending and will need to be closely monitored as they evolve.

The Energy Policy Act of 1992 (EPAct). The Energy Policy Act of 1992 (EPAct)[47] was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAct requires certain federal, state, and local government and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are also included in EPAct. Federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs.

Energy Policy Act of 2005. The Energy Policy Act of 2005[48] provides 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. The Energy Independence and Security Act of 2007 includes several key provisions that will increase energy efficiency and the availability of renewable energy, which will reduce greenhouse gas emissions as a result. First, the Act sets a Renewable Fuel Standard that requires fuel producers to use at least 36 billion gallons of biofuel by 2022. Second, it increased Corporate Average Fuel Economy (CAFE) Standards to require a minimum average fuel economy of 35 miles per gallon for the combined fleet of cars and light-duty trucks by 2020. Third, the adopted bill includes a variety of new standards for lighting and for residential and commercial equipment. The equipment includes residential refrigerators, freezers, refrigerator-freezers, metal halide lamps, and commercial walk-in coolers and freezers.

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46 Jones Day, Challenges to EPA's Repeal of the 2009 Endangerment Finding, June 22, 2026. Available online at: https://www.jonesday.com/en/insights/2026/06/challenges-to-epas-repeal-of-the-2009-endangerment-finding , accessed July 30, 2026.

47 U.S. Environmental Protection Agency, Summary of the Energy Policy Act. Available online at: https://www.epa.gov/laws-regulations/summary-energy-policy-act, accessed April 1, 2026.

48 Energy Policy Act of 2005. Available online at: https://www.energy.gov/sites/prod/files/edg/media/HR6PP%281%29.pdf, accessed April 27, 2022.

Global Change Research Act (1990). In 1990, Congress passed—and the President signed—Public Law 101-606, the Global Change Research Act.[49] The purpose of the legislation was: "...to require the establishment of a United States Global Change Research Program aimed at understanding and responding to global change, including the cumulative effects of human activities and natural processes on the environment, to promote discussions towards international protocols in global change research, and for other purposes." To that end, the Global Change Research Information Office was established in 1991 to serve as a clearinghouse of information. The Act requires a report to Congress every four years on the environmental, economic, health and safety consequences of climate change; however, the first and only one of these reports to date, the National Assessment on Climate Change, was not published until 2000. In February 2004, operational responsibility for GCRIO shifted to the U.S. Climate Change Science Program, which ran from February 2002 to June 2009.

Heavy-Duty Vehicle Program. In May 2010, President Barack Obama issued a Presidential Memorandum Regarding Fuel Efficiency Standards, requesting that the U.S. EPA and National Highway Traffic Safety Administration (NHTSA) take additional coordinated steps to produce a new generation of clean vehicles. In response, U.S. EPA and NHTSA adopted regulations governing Medium- and Heavy-Duty Greenhouse Gas Emissions and Fuel Efficiency (title 40, Code of Federal Regulations, Chapter I) on September 15, 2011 (most recently amended on August 16, 2013) to establish the first fuel efficiency requirements for medium- and heavy-duty vehicles beginning with the model year 2014 through model year 2018. On February 18, 2014, the President directed the U.S. EPA and NHTSA to set the next round of fuel efficiency standards for medium- and heavy-duty vehicles (beyond model year 2018) that will build on the existing standards to further reduce fuel consumption through the application of advanced cost-effective technologies and continue to improve the efficiency of moving goods across the United States. In October 2016, U.S. EPA and NHTSA adopted Phase 2 GHG and fuel efficiency standards for medium- and heavy-duty engines and vehicles. In March 2024, the EPA finalized a new set of multi-pollutant emissions standards for model year 2027 and later heavy-duty vehicles intended to further reduce criteria pollutant and greenhouse gas emissions from the trucking sector. However, federal greenhouse gas and fuel efficiency regulations for medium- and heavy-duty vehicles continue to evolve through administrative actions, litigation, and subsequent rulemaking efforts, which may affect future emissions forecasts and transportation conformity analyses.[50]

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49 Global Change Research Act (Public Law 101-606, 104 Stat. 3096-3104). 1990, available online at: https://www.govinfo.gov/content/pkg/STATUTE-104/pdf/STATUTE-104-Pg3096.pdf, accessed November 20, 2024.

50 U.S. Environmental Protection Agency, Final Rule: Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles. Available: https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-multi-pollutant-emissions-standards-model , accessed April 14, 2026.

Executive Order 13783. Issued on March 28, 2017, Executive Order 13783 — Promoting Energy Independence and Economic Growth — revokes multiple prior Executive Orders and memoranda including Executive Order 13653, the Power Sector Carbon Pollution Standards, Presidential Memorandum – Mitigating Impacts on Natural Resources from Development and Encouraging Related Private Investment, and Presidential Memorandum – Climate Change and National Security, as well as other federal reports and provisions. Executive Order 13783 represents a reversal of federal climate policy relative to the work of previous administrations and its objective is to reduce the regulatory framework applicable to GHG emissions to spur fossil fuel production. This Executive Order "established a national policy to promote the clean and safe development of our energy resources while reducing unnecessary regulatory burdens" (Federal Register 2017).[51] The order also "directs the U.S. EPA to review existing regulations, orders, guidance documents and policies that potentially burden the development or use of domestically produced energy resources." In April of 2020, the Council on Environmental Quality (CEQ) considered updating its National Environmental Policy (NEPA) implementing regulations and issued a Notice of Proposed Rulemaking that incorporated Executive Order 13783.[52] On January 20, 2021, President Joe Biden revoked Executive Order 13783 through Executive Order 13990, signaling a shift toward stricter environmental and climate policies at that time.[53]

Executive Order 13795. Issued on April 28, 2017 by President Donald Trump, Executive Order 13795 — Implementing an America-First Offshore Energy Strategy — directed the "policy of the United States to encourage energy exploration and production, including on the Outer Continental Shelf, in order to maintain the Nation's position as a global energy leader and foster energy security and resilience for the benefit of the American people, while ensuring that any such activity is safe and environmentally responsible."[54] The objective of the order was to expand the opportunity for offshore energy development by removing restrictions on resource exploration and extraction. This Executive Order prioritized the development of offshore energy resources over the protection of National Marine Sanctuaries and authorizes the review and potential revision or withdrawal of the Bureau of Ocean Energy Management's Proposed Rule entitled "Air Quality Control, Reporting, and Compliance," 81 Federal Register 19718 and any other related rules and guidance. The implications of implementing Executive Order 13795 with regards to the national GHG emissions inventory cannot be reasonably

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51 Federal Register, Executive Order 13783 of March 28, 2017: Promoting Energy Independence and Economic Growth, Vol. 82, No. 61, March 21, 2017.

52 Council on Environmental Quality, CEQ NEPA Regulations, 2020.

53 Ballotpedia, Presidential Executive Order 13783, January 20, 2021. Available online at: https://ballotpedia.org/Presidential_Executive_Order_13783_(Donald_Trump,_2017), accessed July 24, 2026.

54 Federal Register, Executive Order 13783 of March 28, 2017: Promoting Energy Independence and Economic Growth, Vol. 82, No. 61, March 21, 2017.

determined at this time. On January 1, 2021, Executive Order 13795 was revoked by President Biden.[55]

Affordable Clean Energy Rule. The U.S. EPA issued the Affordable Clean Energy (ACE) rule on June 19, 2019, in order to replace the Clean Power Plan. The ACE rule established emissions guidelines for states to use when developing plans to limit carbon dioxide at coal-fired power plants. Specifically, the ACE rule aims at improving the heat rate as the best system of emissions reductions for carbon dioxide at coal-fired power plants, and these improvements can be made at individual facilities. States had three years to submit plans. The EPA estimated that the ACE rules could result in a reduction of CO2 emissions from the electricity sector by as much as 35% below 2005 levels by 2030.[56] On January 19, 2021, the D.C. Circuit vacated the Affordable Clean Energy rule and remanded it to the U.S. EPA for further proceedings consistent with its opinion. Because the ACE Rule's July 8, 2022, deadline passed while the rule was vacated by the D.C. Circuit, and because states had no reason to continue to work on their plans during the period when the ACE Rule was vacated, it was necessary for the deadline for state plan submittal to be extended until April 15, 2024. In April 2024, the U.S. EPA finalized new greenhouse gas standards for fossil fuel-fired power plants, replacing the prior ACE framework with updated carbon pollution standards for certain existing coal-fired and new natural gas-fired power plants. On June 11, 2025, the U.S. EPA proposed repealing these greenhouse gas emissions standards for the power sector under Section 111 of the Clean Air Act.[57] Although the U.S. EPA intended to send the final action for the repeal of all greenhouse gas emissions standards to the Office of Management and Budget early in the spring of 2026, presently, the proposed rule remains as a proposal.[58]

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55 Federal Register, Executive Orders – Joseph R. Biden, Jr.. Available online at: https://www.federalregister.gov/presidential-documents/executive-orders, accessed July 30, 2026.

56 U.S. Environmental Protection Agency, Affordable Clean Energy Rule. Available online at: https://www.epa.gov/stationary-sources-air-pollution/affordable-clean-energy-rule, accessed April 28, 2026.

57 U.S. Environmental Protection Agency. Greenhouse Gas Standards and Guidelines for Fossil Fuel-Fired Power Plants. Available online at: https://www.epa.gov/stationary-sources-air-pollution/greenhouse-gas-standards-and-guidelines-fossil-fuel-fired-power , accessed July 30, 2026.

58 Ibid.

Executive Order 13990. President Biden signed Executive Order 13990 – Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis — on January 20, 2021. The order directs all executive departments and agencies to immediately review and, as appropriate and consistent with applicable law, take action to address the promulgation of Federal regulations and other actions during the 2017–2021 executive tenure that conflict with the following national objectives: to improve public health and protect the environment; to ensure access to clean air and water; to limit exposure to dangerous chemicals and pesticides; to hold polluters accountable, including those who disproportionately harm communities of color and low-income communities; to reduce GHG emissions; to bolster resilience to the impacts of climate change; to restore and expand our national treasures and monuments; and to prioritize both environmental justice and the creation of the well-paying union jobs necessary to deliver these goals.[59] Executive Order 13990 was rescinded by the Trump Administration on January 20, 2025, shortly after taking office.[60]

Executive Order 14008. President Biden signed Executive Order 14008 – Tackling the Climate Crisis At Home and Abroad — on January 27, 2021. The order affirmed the United States as rejoining the Paris Agreement and expressed its commitment to exercising leadership in promoting global climate ambition to meet the climate challenge.[61] Executive Order 14008 was rescinded by the Trump administration on January 20, 2025, effectively ending the federal programs and oversight mechanisms established under Executive Order 14008.

State

In response to growing scientific and political concern with global climate change, California adopted a series of laws to reduce emissions of GHGs into the atmosphere. As noted above, in response to recent federal actions seeking to rescind or weaken greenhouse gas regulations and California's Clean Air Act waiver authority, California and multiple other states have also filed legal challenges to preserve the State's authority to regulate vehicle emissions and implement climate policies. California has also continued implementation of State climate programs through the California Air Resources Board (CARB) Scoping Plan updates, zero-emission vehicle requirements, low-carbon fuel standards, and coordination agreements with automakers and manufacturers to support continued reductions in vehicle-related GHG emissions. Given the evolving regulatory environment, future federal and state climate regulations and

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59 Federal Register, Executive Order 13990 of January 20, 2021: Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis, Vol. 86, No. 14, January 25, 2021.

60 FedCenter.gov, Executive Order 13990, January 20, 2021. Available online at: https://www.fedcenter.gov/Bookmarks/index.cfm?id=36449, accessed July 24, 2026.

61 Federal Register, Executive Order 14008 of January 27, 2021: Tackling the Climate Crisis at Home and Abroad, Vol. 86, No. 19, February 1, 2021.

associated implementation requirements/measures/actions are likely to continue to change over time through administrative actions, legislation, and litigation.[62]

California Air Resources Board. The California Air Resources Board (CARB), a part of the California Environmental Protection Agency (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 the California Ambient Air Quality Standards (CAAQS), 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 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 Federal Clean Air Act. CARB also has primary responsibility for adopting regulations to meet the State's goal of reducing GHG emissions. The State has met its goals to reduce GHG emissions to 1990 levels by 2020. Subsequent State goals include reducing GHG emissions to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050.

Statewide GHG Reduction Targets. Executive Order S-3-05, Assembly Bill 32, Senate Bill 32, Assembly Bill 1279, Executive Order B-55-18, Cap-and-Trade Program, Senate Bill 350, Senate Bill 1383, Senate Bill 97, Senate Bill 375, Emission Performance Standards, Renewable Portfolio Standards (SB 1078, SB 107, SB X 1-2, and SB 100), Assembly Bill 1493, Low Carbon Fuel Standard (Executive Order S-01-07), Advanced Clean Cars Program, Senate Bill 743, California Integrated Waste Management Act (AB 341), California Appliance Efficiency Regulations, and the California Green Building Code (California Code of Regulations Title 24) are discussed below.

Executive Order S-3-05. Executive Order S-3-05, issued in June 2005, established GHG emissions targets for the State, as well as a process to ensure the targets are met. The order directed the Secretary for the CalEPA to report every two years on the State's progress toward meeting the Governor's GHG emission reduction targets. As a result of this executive order, the California Climate Action Team (CCAT), led by the Secretary of the CalEPA, was formed. The CCAT is made up of representatives from a number of State agencies and was formed to implement global warming emission reduction programs and reporting on the progress made toward meeting statewide targets established under the Executive Order. The CCAT

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62 California Air Resources Board (CARB). Current Litigation. Available online at: https://ww2.arb.ca.gov/current-litigation, accessed April 30, 2026.

reported several recommendations and strategies for reducing GHG emissions and reaching the targets established in the Executive Order (CalEPA 2006). The statewide GHG targets are as follows:

- By 2010, reduce to 2000 emission levels;
- By 2020, reduce to 1990 emission levels; and
- By 2050, reduce to 80 percent below 1990 levels.

To date, the first two targets have been met. However, with the adoption of the California Global Warming Solutions Act of 2006 (also known as Assembly Bill [AB] 32), discussed below, the Legislature did not adopt the 2050 horizon-year goal from Executive Order No. S-3-05. In the last legislative session, the Legislature rejected legislation to enact the Executive Order's 2050 goal.[63]

The original mandate for the CCAT was to develop proposed measures to meet the emission reduction targets set forth in E.O. S-3-05. The CCAT has since expanded and currently has members from 18 state agencies and departments. The CCAT also has ten working groups, which coordinate policies among their members. The working groups and their major areas of focus are:

- Agriculture: Focusing on opportunities for agriculture to reduce GHG emissions through efficiency improvements and alternative energy projects, while adapting agricultural systems to climate change;
- Biodiversity: Designing policies to protect species and natural habitats from the effects of climate change;
- Energy: Reducing GHG emissions through extensive energy efficiency policies and renewable energy generation;
- Forestry: Coupling GHG mitigation efforts with climate change adaptation related to forest preservation and resilience, waste to energy programs and forest offset protocols;
- Land Use and Infrastructure: Linking land use and infrastructure planning to efforts to reduce GHG from vehicles and adaptation to changing climatic conditions;
- Oceans and Coastal: Evaluating the effects of sea level rise and changes in coastal storm patterns on human and natural systems in California;

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63 The original version of SB 32 as introduced in the Legislature contained a commitment to the 2050 goal, but this commitment was not included in the final version of the bill. See: https://leginfo.legislature.ca.gov/faces/billVersionsCompareClient.xhtml?bill_id=201520160SB32&cversion=20150SB3299INT. In addition, the Supreme Court recently held in Cleveland National Forest Foundation et al. v San Diego Association of Governments (SANDAG) (S223603, July 13, 2017) that SANDAG did not abuse its discretion in declining to adopt the 2050 goal as a measure of significance in an analysis of the consistency of projected 2050 GHG emissions with the goals in Executive Order S-3-05.

- Public Health: Evaluating the effects of GHG mitigation policies on public health and adapting public health systems to cope with changing climatic conditions;
- Research: Coordinating research concerning impacts of and responses to climate change in California;
- State Government: Evaluating and implementing strategies to reduce GHG emissions resulting from state government operations; and
- Water: Reducing GHG impacts associated with the state's water.

The CCAT stated that smart land use is an umbrella term for strategies that integrate transportation and land-use decisions. Such strategies generally encourage jobs/housing proximity, transit-oriented development, and high-density residential/commercial development along transit corridors. These strategies develop more efficient land-use patterns within each jurisdiction or region to match population growth and workforce and socioeconomic needs for the full spectrum of the population. "Intelligent transportation systems" involve the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and the movement of people, goods, and service.[64]

Assembly Bill 32. The California Global Warming Solutions Act of 2006 (AB 32) was signed into law in September 2006 after considerable study and expert testimony before the Legislature. The law instructs CARB to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. The heart of AB 32 is the requirement to reduce statewide GHG emissions to 1990 levels by 2020. AB 32 required CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions. CARB accomplished the key milestones set forth in AB 32, including the following:

- June 30, 2007. Identification of discrete early action GHG emissions reduction measures. On June 21, 2007, CARB satisfied this requirement by approving three early action measures.[65] These were later supplemented by adding six other discrete early action measures.[66]

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64 California Environmental Protection Agency, Climate Action Team Report to Governor Schwarzenegger and the Legislature, 2006.

65 CARB, Consideration of Recommendations for Discrete Early Actions for Climate Change Mitigation in California, 2007.

66 CARB, Public Meeting to Consider Approval of Additions to the List of Early Action Measures to Reduce Greenhouse Gas Emissions under the California Global Warming Solutions Act of 2006 and to Discuss Concepts for Promoting and Recognizing Voluntary Early Actions, 2007.

- January 1, 2008. Identification of the 1990 baseline GHG emissions level and approval of a statewide limit equivalent to that level and adoption of reporting and verification requirements concerning GHG emissions. On December 6, 2007, CARB approved a statewide limit on GHG emissions levels for the year 2020 consistent with the determined 1990 baseline.[67]

- January 1, 2009. Adoption of a scoping plan for achieving GHG emission reductions. On December 11, 2008, CARB adopted Climate Change Scoping Plan: A Framework for Change (Scoping Plan).[68]

- January 1, 2010. Adoption and enforcement of regulations to implement the "discrete" actions. Several early action measures have been adopted and became effective on January 1, 2010. [69,70]

- January 1, 2011. Adoption of GHG emissions limits and reduction measures by regulation. On October 28, 2010, CARB released its proposed cap-and-trade regulations, which would cover sources of approximately 85 percent of California's GHG emissions.[71] CARB's Board ordered its Executive Director to prepare a final regulatory package for cap-and-trade on December 16, 2010.[72]

- January 1, 2012. GHG emissions limits and reduction measures adopted in 2011 became enforceable.

- November 14, 2012. CARB holds its first quarterly action of GHG emissions allowances as part of the Cap-and-I Program.

- January 1, 2013. Cap-and-Trade Program begins with a GHG emissions cap that will decline over time.

- September 17, 2013. CARB issues first carbon offset credits as part of the Cap-and-Trade program.

- May 22, 2014. CARB approves First Update to the Climate Change Scoping Plan.

- December 31, 2020. Deadline for achieving 2020 GHG emissions cap.[73]

AB 32 set a timeline for adopting a Scoping Plan for achieving GHG reductions in a technologically and economically feasible manner.[74] The Scoping Plan is a GHG reduction roadmap developed and updated by CARB at least once every five years, as initially required by AB 32. It lays out the transformations needed across various sectors to reduce GHG emissions and reach the State's climate targets. CARB adopted the

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67 CARB, California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit, 2007.

68 CARB, Climate Change Scoping Plan, 2008.

69 CARB, Consideration of Recommendations for Discrete Early Actions for Climate Change Mitigation in California, 2007.

70 CARB, Public Meeting to Consider Approval of Additions to the List of Early Action Measures to Reduce Greenhouse Gas Emissions under the California Global Warming Solutions Act of 2006 and to Discuss Concepts for Promoting and Recognizing Voluntary Early Actions, 2007.

71 CARB, Cap and Trade 2010, 2011.

72 CARB, California Cap-and-Trade Program, Resolution 10-42, 2010.

73 This goal has been met.

74 Office of Legislative Counsel of California, The California Global Warming Solutions Act of 2006 (AB 32), 2006.

Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan Update) in December 2022 as the third update to the initial plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 target of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business-as-usual activities.[75] The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG targets. The 2013 Scoping Plan Update (adopted in 2014) assessed progress toward achieving the 2020 target and made the case for addressing short-lived climate pollutants (SLCPs).[76] The 2017 Scoping Plan Update,[77] shifted focus to the newer SB 32 goal of a 40 percent reduction below 1990 levels by 2030 by laying out a detailed cost-effective and technologically feasible path to this target, and also assessed progress towards achieving the AB 32 goal of returning to 1990 GHG levels by 2020. The 2020 goal was ultimately reached in 2016, four years ahead of the schedule called for under AB 32.

The 2022 Scoping Plan Update is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible, cost-effective, and equity-focused path to achieve new targets for carbon neutrality by 2045 and to reduce anthropogenic GHG emissions to at least 85 percent below 1990 levels, while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan.[78] The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The relatively longer path assessed in the 2022 Scoping Plan Update incorporates, coordinates, and leverages many existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. The 2022 Scoping Plan Update 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. It includes references to relevant statutes and Executive Orders (see also **Table 4.7-5** above), although it is not comprehensive of all existing new authorities for directing or supporting the actions described. Table 2-1 in the 2022 Scoping Plan Update 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

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75 CARB, Climate Change Scoping Plan, 2008.

76 CARB, First Update to the Climate Change Scoping Plan, 2014.

77 CARB, California's 2017 Climate Change Scoping Plan, 2017.

78 CARB, California's 2017 Climate Change Scoping Plan, 2017, available online at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf, accessed July 28, 2026.

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.

Given the focus on carbon neutrality, the 2022 Scoping Plan Update also includes discussion for the first time of the natural and working lands sectors as sources for both sequestration and carbon storage, and as sources of emissions as a result of wildfires. See **Table 4.8-4, Estimated Statewide Greenhouse Gas Emissions Reductions in the 2022 Scoping Plan**, below.

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)

Note: $MMTCO_2e$ = million metric tons of carbon dioxide equivalents; parenthetical numbers represent negative values.
[a] *312 – 260 = 52. 52 / 312 = 16.7%*
Source: CARB, Final 2022 Climate Change Scoping Plan, November 2022.

The 2022 Scoping Plan Update reflects existing and recent direction in the Governor's Executive Orders and State Statutes, which identify policies, strategies, and regulations in support of and implementation of the Scoping Plan. Among these include Executive Order B-55-18 and AB 1279 (The California Climate Crisis Act), which identify the 2045 carbon neutrality and GHG reduction targets required for the Scoping Plan. **Table 4.8-5** below 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 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 the 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 the 2022 Scoping Plan Update.
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 Update 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 Update explains the emissions impact of this legislation.
Senate Bill 1020 (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, California Energy Commission (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 Update describes the implications of this legislation on emissions.
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.

Bill/Executive Order	Summary
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 Update.
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 California Natural Resources Agency (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, which 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 Update 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) 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 CO2 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 the 2022 Scoping Plan Update as CO_2 removal targets for 2030 and 2045 in support of carbon neutrality.
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 Update modeling is designed to achieve these outcomes.

Bill/Executive Order	Summary
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. 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 the 2022 Scoping Plan Update.
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. 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 Update 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.

Bill/Executive Order	Summary
	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 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 Update 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 adaptation information. The bill authorizes the conservancy to provide technical assistance to coastal communities to better assist them with their projects that use natural infrastructure.
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 Update 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 Update reflects the SB 100 Core Scenario resource mix with a few minor updates.

Bill/Executive Order	Summary
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 the 2022 Scoping Plan Update.
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.
Assembly Bill 2061 (AB 2061) (Frazier, Chapter 580, Statutes of 2018) *Near-zero-emission and Zero-emission Vehicles*	Existing state and federal law set specified limits on the total gross weight imposed on the highway by a vehicle with any group of two or more consecutive axles. Under existing federal law, the maximum gross vehicle weight of that vehicle may not exceed 82,000 pounds. AB 2061 authorizes a near-zero- emission vehicle or a zero-emission vehicle to exceed the weight limits on the power unit by up to 2,000 pounds. This bill supports the deployment of cleaner trucks as modeled in this 2022 Scoping Plan Update.

The 2022 Scoping Plan Scenario identifies the need to accelerate AB32's 2030 target, from 40 percent to 48 percent below 1990 levels. Cap-and-Invest 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. However, as discussed earlier, as a result of short-term economic uncertainty caused by federal disruption, loss of federal incentives, global events, and volatile market conditions, CARB staff are proposing changes to the Cap-and-Invest program to balance legislative direction, affordability, jobs, and near-term concern while also ensuring emissions reductions and providing a long-term signal for the market.

The absence of support at the federal level, as evidenced by the recent proposed rescissions of the State's CAA waivers jeopardizes California's ability to meet its greenhouse gas reduction and clean energy goals. California's CAA waivers allow the state to adopt stricter vehicle emissions standards than federal rules; these waiver backed standards are factored into the On-road Emissions Factor Model (EMFAC), California's official emissions model approved by the U.S. EPA for SIPs and conformity analysis; the latest approved model for transportation is EMFAC2021. Although a newer version, EMFAC2025, v2.0.0, was released by CARB on May 14, 2025, Congressional Resolutions to rescind the California CAA waivers that are currently being litigated were adopted after its release.

California's waivers enable more favorable emissions assumptions in modeling, making it a critical factor in whether regional plans can meet CAA conformity requirements. If California loses its CAA waivers, the vehicle fleet would be modeled under less stringent federal standards, resulting in higher projected emissions and potentially impact federal funding;[79] meanwhile, the EPA approved SIP budgets would still be based on California's stricter standards that are facilitated by these waivers, creating potential conformity failures, as allowable emissions for pollutants such as ozone or particulate matter may exceed standards. While the congressional actions are being contested, EMFAC2025 v2.1.0 was released on March 4, 2026 to reflect the regulatory conditions, removing the emissions benefits of the challenged regulations. In addition, EMFAC2025 v2.1.0 removes the benefits of federal GHG regulations that have been repealed, including the Heavy-Duty GHG Phase 1, Phase 2, and Phase 3 standards, as well as the Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles. CARB is seeking the U.S. EPA's approval of the off-model adjustment factors for the sole purposes of SIP development and conformity determinations, including regional emissions analysis for transportation plan and transportation improvement program conformity determinations, as well as hot-spot analysis for project level conformity determinations. This litigation remains active and ongoing.

Achieving the targets described in the 2022 Scoping Plan Update 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.

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79 Madera County Transportation Commission, Frequently Asked Questions: California Clean Air Act Waiver Revocation, August 18, 2025. Available online at: https://mccmeetingspublic.blob.core.usgovcloudapi.net/maderactc-meet-3fcf00f593384a429b4bf5f42e28ed02/ITEM-Attachment-001-7cdc9b75863a40faa7f6099cb34cea5d.pdf, accessed July 28, 2026.

Aligning local jurisdiction action with state-level priorities to tackle climate change and the outcomes called for in the 2022 Scoping Plan Update is identified as critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan Update 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.

Appendix D, Local Actions, and Appendix E, Sustainable and Equitable Communities, of the 2022 Scoping Plan Update also identifies multiple legal tools open to local jurisdictions to support statewide priorities, Appendix D of the 2022 Scoping Plan Update 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)." (Page 4 of Appendix D.)

The state encourages local governments to adopt a CEQA-qualified climate action plan (CAP) addressing the three priority areas (transportation electrification, VMT reduction, and building decarbonization). Including development of a CAP, sustainability plan, or inclusion of a plan for reduction of GHG emissions and climate actions within a jurisdiction's general plan. The City has taken the initiative in combating climate change by developing programs and regulations such as GreenLA, Sustainable City pLAn (Green New Deal), Mayor Bass' Climate Action Plan, General Plan (Framework Element, Air Quality Element, and Mobility Element), and Green Building Code. These local plans, programs and regulations are discussed in further detail below. In addition, on January 25, 2023, the City Council adopted a motion instructing the Department of City Planning (DCP), in consultation with the City Attorney, Emergency Management Department's Climate Emergency Mobilization Office, and other departments as appropriate, to report to the Council on the process, timing, costs, potential funding sources, and benefits of adopting a climate action and adaptation plan into the City's General Plan.[80]

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80 City of Los Angeles, Department of City Planning, Climate Action and Adaptation Plan in the City's General Plan, CF 22-1566, April 26, 2023. Available online at: https://cityclerk.lacity.org/onlinedocs/2022/22-1566_rpt_plan_04-26-2023.pdf, accessed July 28, 2026.

Executive Order B-30-15. On April 29, 2015, Governor Brown issued Executive Order B-30-15. Therein, the Governor directed the following:

- 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.

Senate Bill 32. In 2016, the Legislature passed Senate Bill (SB) 32 with the companion bill AB 197, which further requires California to reduce GHG emissions to 40 percent below 1990 levels by 2030. The bill targets reductions from the leading GHG emitters in the State. Transportation is the largest sector of GHG emissions in California and will be a primary subject for reductions. Through advances in technology and improved public transportation, the State plans to reduce GHG emissions from transportation sources to assist in meeting the 2030 reduction goal. AB 197, signed September 8, 2016, is a bill linked to SB 32 and signed on September 8, 2016, prioritizes efforts to cut GHG emissions in low-income or minority communities. AB 197 requires CARB to make available, and update at least annually, on its website the emissions of GHGs, criteria pollutants, and toxic air contaminants for each facility that reports to CARB and air districts. In addition, AB 197 adds two Members of the Legislature to the CARB board as ex officio, non- voting members and creates the Joint Legislative Committee on Climate Change Policies to ascertain facts and make recommendations to the Legislature and the houses of the Legislature concerning the State's programs, policies, and investments related to climate change.

Executive Order B-55-18. On September 10, 2018, the governor issued Executive Order B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

AB 1279. On September 16, 2022, California signed into law AB 1279 (The California Climate Crisis Act) which 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 (see below) 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.

Cap-and-Invest Program. As mentioned above, the Scoping Plan identifies a cap-and-invest (formerly referred to as the Cap-and-Trade) program as one of the strategies the State will employ to reduce GHG emissions that cause climate change. The Cap-and-Invest program is implemented by CARB and "caps" GHG emissions from the industrial, utility, and transportation fuels sections, which account for roughly 85 percent of the State's GHG emissions. The program works by establishing a hard cap on about 85 percent of total statewide GHG emissions. The cap starts at expected business-as-usual emissions levels in 2012 and declines two to three percent per year. Originally with a planning horizon of 2020, the approval of AB 398 in July 2017 extended the program until 2030. In September 2025, legislature successfully passed new laws extending the Cap-and-Invest program through 2045.[81] In January 2026, CARB would release draft proposed updates to the program and opened a public comment period that lasted through March 9, 2026. Following this public comment period, as a result of short-term economic uncertainty caused by federal disruption, loss of federal incentives, global events, and volatile market conditions, CARB staff proposed further changes to the January amendments to balance legislative direction, affordability, jobs, and near-term concern while also ensuring emissions reductions and providing a long-term signal for the market. The proposed changes are outlined below:

- Give additional relief for electric bills: Increases the California Climate Credit for electricity bills from $8 billion to $10 billion through 2030 by increasing allowances and expediting the transfer of gas utility allowances to electric utilities. Revenue from remaining gas allowances will focus on bill credits for low-income customers.

- Invest in California businesses: Doubles the manufacturing decarbonization incentive fund to $4 billion to support doing business in California. Eligible entities include manufacturers and refiners who make upgrades that reduce emissions at their facilities and reduce future compliance costs.

- Increase assistance for industry: Goes beyond status quo initially proposed January by providing an estimated $800 million in compliance support through 2030 and helps ensure no additional cost passthrough at the pump.

- Provide post-2030 flexibility: Removes post-2030 allowance allocations for consideration as part of a future rulemaking but retains emissions caps through 2045 to send long-term market signal. This provides time to continue to work through stakeholder concerns until economic circumstances stabilize.

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81 CARB, 2026 Updates to California's Cap-and-Invest Program Fact Sheet, April 2026. Available online at: https://ww2.arb.ca.gov/sites/default/files/2026-04/nc-CAI_FS_2026.pdf, accessed July 28, 2026.

With the passage of AB 1279, the State has a statutory target to achieve carbon neutrality no later than 2045. The 2022 Scoping Plan demonstrates that planning on a longer time frame for the new carbon neutrality target means we must accelerate our near-term ambition for 2030 in order to be on track to achieve our longer-term target. CARB will use the modeling from the 2022 Scoping Plan to assess what changes may be warranted to the Cap-and-Invest or other programs to ensure we are on track to achieve an accelerated 2030 target.

Senate Bill 350. Adopted on October 7, 2015, SB 350 established clean energy, clean air, and GHG reduction goals, including reducing GHG to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050. Additionally, SB 350 supports the reduction of GHG emissions from the electricity sector through a number of measures, including requiring electricity providers to achieve a 50 percent renewables portfolio standard by 2030, a cumulative doubling of statewide energy efficiency savings in electricity and natural gas by retail customers by 2030.

Senate Bill 1383. Short-lived climate pollutants (SLCP) SLCPs include black carbon (soot), methane, and fluorinated gases (F-gases). SB 1383 of 2016 (Chapter 395, Statutes of 2016) sets forth legislative direction for control of SLCPs. It requires CARB, no later than January 1, 2018, to approve and begin implementing its SLCP strategy to achieve the following reductions in emissions by 2030 compared to 2013 levels: methane by 40 percent, hydrofluorocarbons by 40 percent, and black carbon (non-forest) by 50 percent. The bill also specifies targets for reducing organic waste in landfills. SB 1383 also requires CARB to adopt regulations to be implemented on or after January 1, 2024, specific to the dairy and livestock industry, requiring a 40 percent reduction in methane emissions below 2013 levels by 2030, if certain conditions are met. Lastly, the bill requires CalRecycle to adopt regulations to take effect on or after January 1, 2022, to achieve specified targets for reducing organic waste in landfills. In March of 2017, the Short-Lived Climate Pollutant Reduction Strategy was approved by the CARB; the Strategy was incorporated into the 2017 Climate Change Scoping Plan.[82] The Strategy places emphasis on early actions, often supported by public investments and strong policy incentives to achieve the proposed reductions in SLCPs.

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82 California Environmental Protection Agency, California Air Resources Board, Short-Lived Climate Pollutant Reduction Strategy, March 2017. Available online at: https://ww2.arb.ca.gov/sites/default/files/2020-07/final_SLCP_strategy.pdf, accessed April 2, 2026.

Senate Bill 97. Per SB 97, which was signed into law in 2007, the California Natural Resources Agency adopted amendments to the *State CEQA Guidelines*, which address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment (codified as Public Resources Code [PRC] 21083.05). Specifically, PRC 21083.05 states, "[t]he Office of Planning and Research and the Natural Resources Agency shall periodically update the guidelines for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions."

Sustainable Communities and Climate Protection Act (Senate Bill 375). The Sustainable Communities and Climate Protection Act of 2008, or 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. SB 375 finds that the "transportation sector is the single largest contributor of greenhouse gases of any sector."[83] Under SB 375, CARB is required, in consultation with the Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035. SCAG is the Metropolitan Planning Organization in which the City of Los Angeles is located in. CARB set targets for 2020 and 2035 for each of the 18 metropolitan planning organization regions in 2010, and updated them in 2018.[84] In March 2018, CARB updated the SB 375 targets for the SCAG region to require an 8 percent reduction by 2020 and a 19 percent reduction by 2035 in per capita passenger vehicle GHG emissions.[85] CARB is undertaking an update of the targets for completion in 2026. Under SB 375, the target must be incorporated within that 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) are not required to be consistent with either the RTP or SCS.

As discussed further below, SCAG has adopted an updated Regional Transportation Plan / Sustainable Community Strategies (RTP/SCS) subsequent to the update of the emission targets. The Connect SoCal 2024 RTP/SCS is expected to reduce per capita transportation emissions by 19 percent by 2035, which is consistent with SB 375 compliance with respect to meeting the State's GHG emission reduction goals. SCAG evaluated whether it had achieved the 2020 target of 8 percent emissions reduction from 2005 levels by

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83 State of California, Senate Bill No. 375, September 30, 2008.

84 CARB. Sustainable Communities & Climate Protection Program – About. Available online at: https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-climate-protection-program/about, accessed July 30, 2026

85 CARB, SB 375 Regional Greenhouse Gas Emissions Reduction Targets, available online at: https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/sb-375-regional-targets, accessed July 30, 2026

2020. Analysis of observed data indicated that SCAG did achieve the target. However, decreased travel during the shutdowns in response to the COVID-19 pandemic most likely contributed to achieving this target, so continued effort will be necessary to sustain progress and Plan implementation to reach the reduction target of 19 percent by the year 2035.[86]

Renewable Portfolio Standards (SB 1078, SB 107, SB 350, SB X 1-2, and SB 100). Established in 2002 under Senate Bill (SB) 1078, and accelerated in 2006 under SB 107, in 2011 under SB X 1-2, and in 2015 under SB 350. Initially, the RPS provisions applied to investor-owned utilities, community choice aggregators, and electric service providers. SB X 1-2 (2011) added, for the first time, publicly owned utilities to the entities subject to RPS. SB 350 mandated a 50 percent Renewable Portfolio Standard (RPS), interim annual RPS targets with three-year compliance periods, and requires 65 percent of RPS procurement to be derived from long-term contracts of 10 or more years. Most recently in September 2018 under SB 100, the State's RPS requires retail sellers of electric services to increase procurement from eligible renewable energy resources to 60 percent by 2030 and requires all the state's electricity to come from carbon-free resources by 2045.

The California Public Utilities Commission implements and administers RPS compliance rules for California's retail sellers of electricity, which include large and small investor-owned utilities (IOUs), electric service providers (ESPs) and community choice aggregators (CCAs). The CEC is responsible for the certification of electrical generation facilities as eligible renewable energy resources and adopting regulations for the enforcement of RPS procurement requirements of public owned utilities (POUs).

All electricity retail sellers had an interim target between compliance periods to serve at least 38.5% of their load with RPS-eligible resources by December 31, 2022. In general, retail sellers either met or exceeded the interim 38.5% target and are on track to achieve their compliance requirements.[87]

California's three large IOUs (Pacific Gas and Electric Company, Southern California Edison, and San Diego Gas & Electric) collectively served 52 percent of their 2022 retail electricity sales with renewable power, while the Small and Multi-Jurisdictional Utilities (SMJUs) served roughly 39 percent of retail sales with renewables, CCA's renewable percentage was 55 percent, and ESPs 47 percent.

Assembly Bill 1493. Mobile Source Reductions Assembly Bill 1493, the "Pavley Standard," required CARB to adopt regulations by January 1, 2005, to reduce GHG emissions from non-commercial passenger vehicles and light-duty trucks of model year 2009 through 2016. The bill also required the California Climate Action Registry to develop and adopt protocols for the reporting and certification of GHG emissions reductions

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86 SCAG, Connect SoCal 2024 RTP/SCS, Chapter 5: Measuring Our Progress, 2024.

87 California Public Utilities Commission, Renewables Portfolio Standard (RPS) Program. Available online at: https://www.cpuc.ca.gov/rps, accessed July 24, 2026.

from mobile sources for use by CARB in granting emission reduction credits. The bill authorizes CARB to grant emission reduction credits for reductions of GHG emissions prior to the date of enforcement of regulations, using model year 2000 as the baseline for reduction.[88] AB 1493 (Chapter 200, Statutes of 2002), known as the Pavley bill, amended Health and Safety Code sections 42823 and 43018.5 requiring CARB to develop and adopt regulations that achieve maximum feasible and cost-effective reduction of greenhouse gas (GHG) emissions from passenger vehicles, light-duty trucks, and other vehicles used for noncommercial personal transportation in California. Implementation of new regulations prescribed by AB 1493 required that the State of California apply for a waiver under the federal Clean Air Act. Although the U.S. EPA initially denied the waiver in 2008, the U.S. EPA approved a waiver in June 2009, and in September 2009, CARB approved amendments to its initially adopted regulations to apply the Pavley standards that reduce GHG emissions to new passenger vehicles in model years 2009 through 2016. According to CARB, implementation of the Pavley regulations is expected to reduce fuel consumption while also reducing GHG emissions.[89] In January 2013, the U.S. EPA granted the CARB request for a waiver of CAA preemption to enforce its Advanced Clean Car (ACC) regulations. The ACC combines the control of smog and soot causing pollutants and GHG emissions into a single coordinated package of requirements for passenger cars, light-duty trucks and medium-duty passenger vehicles (and limited requirements related to heavy-duty vehicles). The ACC program includes revisions to California's Low Emission Vehicle (LEV) program as well as its Zero Emission Vehicle (ZEV) program. In this waiver being granted, the U.S. EPA determined that CARB's amendments to the ZEV program as they affect 2017 and prior model years (MYs) are within the scope of previous waivers of preemption granted to California for its ZEV regulations.[90] However, on September 19, 2019, the U.S. EPA withdrew the CAA preemption waiver that was granted in 2013.[91]

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88 CARB, Clean Car Standards – Pavley, Assembly Bill 1493, 2017.

89 California Air Resources Board, California's Greenhouse Gas Vehicle Emission Standards Under Assembly Bill 1493 of 2002 (Pavley), available at: https://ww2.arb.ca.gov/californias-greenhouse-gas-vehicle-emission-standards-under-assembly-bill-1493-2002-pavley, accessed July 17, 2026.

90 Federal Register, California State Motor Vehicle Pollution Control Standards; Notice of Decision Granting a Waiver of Clean Air Act Preemption for California's Advanced Clean Car Program and a Within the Scope Confirmation for California's Zero Emission Vehicle Amendments for 2017 and Earlier Model Years, January 9, 2013. Available online at: https://www.federalregister.gov/documents/2013/01/09/2013-00181/california-state-motor-vehicle-pollution-control-standards-notice-of-decision-granting-a-waiver-of, accessed July 23, 2026.

91 U.S. EPA, Final Rule: One National Program on Federal Preemption of State Fuel Economy Standards. Available online at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-one-national-program-federal-preemption-state#rule-summary, accessed July 23, 2026.

Low Carbon Fuel Standard (Executive Order S-01-07). The Low Carbon Fuel Standard (LCFS), established in 2009 through Executive Order S-1-07 and administered by CARB, requires producers of fuel to reduce the carbon intensity (CI) of transportation fuel used in California by at least 10% by 2020 from a 2010 baseline. In 2011, the Board approved amendments to the regulation to clarify, streamline, and enhance certain provisions of the regulation. In 2015, the Board re-adopted the LCFS to address procedural issues, which began implementation on January 1, 2016. In 2018, the Board approved amendments to the regulation, which included strengthening and smoothing the CI benchmarks through 2030 in-line with California's 2030 GHG target enacted through SB32. In 2024, the Board approved amendments to the regulation, including strengthening the CI benchmarks through 2045 in-line with the 2022 Scoping Plan Update, and added sustainability guardrails for crop-based fuels and updates to the infrastructure crediting programs. The most recent rulemaking, which became effective on July 1, 2025, increased the 2030 decarbonized target to 30 percent and extended the CI benchmarks through 2045 with a target that year of 90 percent. Additionally, the rulemaking included updates to the ZEV Infrastructure programs to include medium-and heavy-duty ZEVs, revisions to verification and holdback spending requirements, and introduced sustainability guardrails for crop-based fuels.[92] The fate of the LCFS is dependent on the outcome of the ongoing litigation regarding the U.S. EPA's proposed rescission of California's CAA waivers.

Senate Bill 743 (SB 743). SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT), which contribute to GHG emissions, as required by AB 32. Key provisions of SB 743 include reforming aesthetics and parking CEQA analysis for certain urban infill projects and eliminating the measurement of auto delay, including Level of Service (LOS), as a metric that can be used for measuring traffic impacts in transit priority areas. SB 743 requires the Governor's Office of Planning and Research (OPR) to develop revisions to the *State CEQA Guidelines* establishing criteria for determining the significance of transportation impacts of projects within transit priority areas that promote the "…reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses." It also allows OPR to develop alternative metrics outside of transit priority areas. In December 2018, the Natural Resources Agency updated the *State CEQA Guidelines* and provided guidance for implementing SB 743.

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92 CARB, Overview of the Low Carbon Fuel Standard, November 2025. Available online at: https://ww2.arb.ca.gov/sites/default/files/2025-11/LCFS%20Basics_post11-20-25_final.pdf, accessed July 23, 2026.

California Integrated Waste Management Act (AB 341). The California Integrated Waste Management Act of 1989, as modified by AB 341, sets forth the requirements of the statewide mandatory commercial recycling program. For businesses (including public entities) that generate four cubic yards or more of commercial solid waste per week, or is a multifamily residential dwelling of five units or more, shall arrange for recycling services. Businesses can take one or any combination of the following in order to reuse, recycle, compost, or otherwise divert solid waste from disposal:

- Self-haul
- Subscribe to a hauler(s)
- Arrange for the pickup of recyclable materials
- Subscribe to a recycling service that may include mixed waste processing that yields diversion results comparable to source separation

A property owner of a commercial business or a multifamily residential dwelling may require tenants to separate their recyclable materials to aid in compliance with this requirement. Additionally, AB 341 establishes local government requirements to implement a commercial solid waste recycling program that consists of education, outreach, and monitoring of businesses, which is appropriate for that jurisdiction and is designed to divert commercial solid waste from businesses. CalRecycle will review each jurisdiction's commercial recycling program, which consists of education, outreach, and monitoring.[93]

California Appliance Efficiency Regulations. The Appliance Efficiency Regulations (Title 20, Sections 1601 through 1608), adopted by the CEC, include standards for new appliances (e.g., refrigerators) and lighting, if they are sold or offered for sale in California. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

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93 CalRecycle, Mandatory Commercial Recycling. Available online at: https://calrecycle.ca.gov/Recycle/Commercial/, accessed July 28, 2026.

California Green Building Code (California Code of Regulations Title 24). The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development in 2008. The purpose of this code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices, including recycling of construction (diversion of 50 percent) and other waste streams.

The California Energy Code (California Code of Regulations, Title 24, Section 6) was created as part of the California Building Standards Code (Title 24 of the California Code of Regulations) by the California Building Standards Commission in 1978 to establish statewide building energy-efficiency standards to reduce California's energy consumption. These standards include provisions applicable to all buildings, residential and nonresidential, which describe requirements for documentation and certificates that the building meets the standards. These provisions include mandatory requirements for efficiency and design of energy systems, including space conditioning (cooling and heating), water heating, indoor and outdoor lighting systems and equipment, and appliances. California's Building Energy Efficiency Standards are updated on an approximately 3-year cycle as technology and methods have evolved. The 2025 Standards, effective January 1, 2026, focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings, and include requirements that will enable both demand reductions during critical peak periods and future solar electric and thermal system installations.

State CEQA Guidelines. California Senate Bill (SB) 97 (Chapter 185, Statutes of 2007), adopted in August 2007, required the Governor's Office of Planning and Research (OPR) to develop California Environmental Quality Act (CEQA) Guidelines "for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions." In response, in March 2010, OPR adopted the *CEQA Guidelines* amendments, which provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. The significance of GHG emissions is specifically addressed in *State CEQA Guidelines* Section 15064.4. Section 15064.4 calls for a lead agency to make a "good-faith effort" to "describe, calculate or estimate" GHG emissions in CEQA environmental documents. Section 15064.4 further states that the analysis of GHG impacts should include consideration of (1) the extent to which the project may increase or reduce GHG emissions; (2) whether the project emissions would exceed a locally applicable threshold of significance; and (3) the extent to which the project would comply with "regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions." The guidelines also state 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 (including plans or regulations for the reduction of GHG emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located (*State CEQA Guidelines* Section 15064(h)(3)).

Senate Bill 1 (SB 1) and Senate Bill 1017 (SB 1017) (Million Solar Roofs). SB 1 and SB 1017, enacted in August 2006, set a goal to install 3,000 megawatts of new solar capacity by 2017 – with a stated intent to move the state toward a cleaner energy future and help lower the cost of solar systems for consumers. The Million Solar Roofs Program is a ratepayer-financed incentive program aimed at transforming the market for rooftop solar systems by driving down costs over time. It provides up to $3.3 billion in financial incentives that decline over time. Since the start of the programs, public power has expended more than $738 million for the installation of 479.5 MW of distributed solar generation.[94]

GHG Emissions Standards for Baseload Generation. SB 1368, which was signed into law on September 29, 2006, prohibits any retail seller of electricity in California from entering into a long-term financial commitment for baseload generation if the GHG emissions are higher than those from a combined-cycle natural gas power plant. This performance standard (i.e., reducing long-term GHG emissions as a result of electrical baseload generation) applies to electricity generated both within and outside of California, and to publicly owned, as well as investor-owned, electric utilities.

Jobs and Economic Improvement through Environmental Leadership Act of 2011. The Jobs and Economic Improvement through Environmental Leadership Act of 2021 (SB 7), codified in PRC Sections 21178 through 21189.3, is intended to encourage California's economic recovery by providing a streamlined process for judicial review of compliance with CEQA for development projects that qualify as an Environmental Leadership Development Project (ELDP). In order to be certified as an ELDP, the Governor of California must determine that the project would result in a minimum investment of $100 million, would create high-wage jobs, and would not result in net additional GHG emissions, as determined by CARB. Further, the project must be located on an infill site, achieve the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Gold certification, be consistent with the relevant regional SCS, and exceed the transportation efficiency for comparable projects by at least 15 percent.

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94 California Municipal Utilities Association, California Public Power Solar Energy Program Status Reports (SB1), 2017. Available online at: https://www.cmua.org/Files/Reports/SB1/CY2016_SB1_Report.pdf, accessed July 28, 2026.

Regional

SCAG Regional Transportation Plan/Sustainable Communities Strategy. SCAG is the regional planning agency for Los Angeles, Ventura, Orange, Riverside, San Bernardino, and Imperial Counties. SCAG develops long-range regional transportation plans, including sustainable communities' strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality management plans. As required by federal and state law, SCAG develops plans pertaining to transportation, growth management, hazardous waste management, housing, and air quality. SCAG data are used in the preparation of air quality forecasts and the conformity analysis included in the AQMP.

To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the most recent RTP/SCS, Connect SoCal 2024, on April 4, 2024, and CARB accepted Connect SoCal 2024 on May 7, 2025 (2024 RTP/SCS).[95,96] The 2024 RTP/SCS outlines a vision for a more resilient and equitable future, with investment, policies, and strategies for achieving the region's shared goals of health, prosperity, accessibility, and connectedness through 2050, with a particular focus on system management, revitalization, and reuse, such as infill development and repurposing underutilized properties.

The vision for the region incorporates a range of best practices for increasing transportation choices, reducing dependence on personal automobiles, further improving air quality, and encouraging growth in walkable, mixed-use communities with ready access to transit infrastructure and employment. More and varied housing types and employment opportunities would be located in and near job centers, transit stations, and walkable neighborhoods where goods and services are easily accessible via shorter trips. To support shorter trips, people would have the choice of using neighborhood bike networks, car share, or micro-mobility services like shared bicycles or scooters. For longer commutes, people would have expanded regional transit services and more employer incentives to carpool or vanpool. Other longer trips would be supported by on-demand services such as micro transit, carshare, and citywide partnerships with ride-hailing services. For those who choose to drive, hotspots of congestion would be less difficult to navigate due to cordon pricing, and using an electric vehicle will be easier thanks to an expanded regional charging network. The 2024 RTP/SCS is expected to reduce per capita transportation emissions by 19

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95 SCAG. Connect SoCal 2024 RTP/SCS, April 4, 2024. Available online at: https://scag.ca.gov/connect-socal, accessed September 4, 2025.

96 SCAG, "California Air Resource Board Accepts SCAG's Sustainable Communities Strategy," June 5, 2025. Available online at: https://scag.ca.gov/news, accessed September 4, 2025.

percent by 2035, which is consistent with SB 375 compliance with respect to meeting the State's GHG emission reduction goals.[97]

The 2024 RTP/SCS states that the SCAG region is home to about 18.8 million people and currently includes approximately 6.0 million homes and 9 million jobs.[98] The integrated growth forecast projects that, by 2050, these figures will increase by 2 million people, with nearly 1.6 million more housing units and 1.3 million more jobs.[99] The 2024 RTP/SCS overall land use pattern reinforces the trend of focusing on new housing and employment in the region's Priority Development Areas (PDAs). PDAs account for 8.2 percent of the region's total land area, but implementation of SCAG's recommended growth strategies will help these areas accommodate 66 percent of forecasted household growth and 54 percent of forecasted employment growth between 2019 and 2050. PDAs are areas within the SCAG region where future growth can be located to help the region reach Plan goals; PDAs in the 2024 RTP/SCS include Neighborhood Mobility Areas, Transit Priority Areas (TPAs), Livable Corridors, and Spheres of Influence (in unincorporated areas only). PDAs follow the principles of center-focused placemaking, providing locations where many Connect SoCal strategies can be fully realized. This more compact form of regional development, if fully realized, can reduce travel distances, increase mobility options, improve access to workplaces, and conserve the region's resource areas.

South Coast Air Quality Management District CEQA Guidance. The City of Los Angeles is located in the South Coast Air Basin (Air Basin), which consists of Orange County, Los Angeles County (excluding the Antelope Valley portion), and the western, non-desert portions of San Bernardino and Riverside Counties, in addition to the San Gorgonio Pass area in Riverside County. The South Coast Air Quality Management District (SCAQMD) is responsible for air quality planning in the Air Basin and developing rules and regulations to bring the area into attainment of the ambient air quality standards. This is accomplished through air quality monitoring, evaluation, education, implementation of control measures to reduce emissions from stationary sources, permitting and inspection of pollution sources, enforcement of air quality regulations, and by supporting and implementing measures to reduce emissions from motor vehicles.

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97 SCAG, Final Connect SoCal 2024, Chapter 3: The Plan, p. 97, accessed September 4, 2025.

98 SCAG, Final Connect SoCal 2024, Chapter 2: Our Region Today, p. 50, accessed September 4, 2025.

99 SCAG, Final Connect SoCal 2024, Chapter 1: Executive Summary, p. 12, accessed September 4, 2025.

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds.[100] A GHG Significance Threshold Working Group was formed to further evaluate potential GHG significance thresholds.[101] The SCAQMD proposed the use of a percent emission reduction target 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. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold of 10,000 $MTCO_2e$ per year for stationary source/industrial projects where the SCAQMD is the lead agency. However, the SCAQMD has yet to adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects). The Working Group has been inactive since 2011, and SCAQMD has not formally adopted any GHG significance threshold for other jurisdictions.

Local

Los Angeles Green New Deal. The City of Los Angeles addressed the issue of global climate change in Green LA, An Action Plan to Lead the Nation in Fighting Global Warming ("LA Green Plan/ClimateLA") in 2007. This document outlines the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities.

In April 2015, the City released its first Sustainable City Plan (Sustainable City pLAn), which established a set of goals related to fourteen sectors to help transform Los Angeles by 2035. The Sustainable City pLAn is defined as a roadmap for Los Angeles that is environmentally healthy, economically prosperous, and equitable in opportunity for all. Specifically, the Sustainable City pLAn provides a vision for the City's future; pathway to short-term results that lay foundation for long-term outcomes; framework to build out policies; platform for collaboration; set of tools to manage the City; dashboard of sustainability metrics to transparently measure progress; and a pathway for engaging residents. Specific targets included the construction of new housing units within 1,500 feet of transit by 2017, reducing VMT per capita by 5 percent by 2025, and increasing trips made by walking, biking, or transit by at least 35 percent by 2025. The City has met several of the original targets established under the plan, including some related to water use and public transit infrastructure. However, the initial pLAn and Green New Deal metrics have since been restructured under Mayor Bass' Climate Action Plan for Los Angeles (described below).

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100 SCAQMD, Board Meeting, December 5, 2008, Agenda No. 31, available online at: http://www3.aqmd.gov/hb/2008/December/0812ag.html, accessed July 28, 2026.

101 SCAQMD, Greenhouse Gases CEQA Significance Thresholds, available online at: https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds, accessed July 28, 2026.

In April 2019, the Green New Deal (Sustainable City pLAn 2019) was released, consisting of a program of actions designed to create sustainability-based performance targets through 2050 designed to advance economic, environmental, and equity objectives.[102] L.A.'s Green New Deal is the first four-year update to the City's first Sustainable City pLAn that was released in 2015; at the time that the Green New Deal was implemented, the City had met or exceeded 90 percent of the Sustainable City pLAn's near-term goals on time or early.[103] The Sustainable City pLAn 2019 augments, expands, and elaborates L.A.'s vision for a sustainable future and tackles the climate emergency with accelerated targets and new aggressive goals.

While not a plan adopted solely to reduce GHG emissions, within the Green New Deal, "Climate Mitigation," or reduction of GHG is one of eight explicit benefits that help define its strategies and goals. These include reducing GHG emissions through near-term outcomes:

- Reduce potable water use per capita by 22.5 percent by 2025; 25 percent by 2035; and maintain or reduce 2035 per capita water use through 2050.
- Reduce building energy use per square foot for all building types 22 percent by 2025; 34 percent by 2035; and 44 percent by 2050 (from a baseline of 68 mBTU/s.f. in 2015).
- All new buildings will be net zero carbon by 2030 and 100 percent of buildings will be net zero carbon by 2050.
- Increase cumulative new housing unit construction to 150,000 by 2025; and 275,000 units by 2035.
- Ensure 57 percent of new housing units are built within 1,500 feet of transit by 2025; and 75 percent by 2035.
- Increase the percentage of all trips made by walking, biking, micro-mobility/matched rides, or transit to at least 35 percent by 2025, 50 percent by 2035, and maintain at least 50 percent by 2050.
- Reduce VMT per capita by at least 13 percent by 2025; 39 percent by 2035; and 45 percent by 2050.
- Increase the percentage of electric and zero emission vehicles in the city to 25 percent by 2025; 80 percent by 2035; and 100 percent by 2050.
- Increase landfill diversion rate to 90 percent by 2025; 95 percent by 2035 and 100 percent by 2050.
- Reduce municipal solid waste generation per capita by at least 15 percent by 2030, including phasing out single-use plastics by 2028 (from a baseline of 17.85 lbs. of waste generated per capita per day in 2011).
- Eliminate organic waste going to landfill by 2028.

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[102] City of Los Angeles, LA's Green New Deal, 2019.

[103] City of Los Angeles, Sustainable City pLAn. April 2015.

- Reduce urban/rural temperature differential by at least 1.7 degrees by 2025; and 3 degrees by 2035.
- Ensure the proportion of Angelenos living within 1/2 mile of a park or open space is at least 65 percent by 2025; 75 percent by 2035; and 100 percent by 2050.

Sustainable City pLAn (pLAn). In addition to GreenLA, Mayor Eric Garcetti released Los Angeles's first-ever Sustainable City pLAn on April 8, 2015.[104] The Sustainable City pLAn is a roadmap to achieving short-term results and sets a path to strengthen and transform the City in future decades. Actionable goals include increasing the green building standard for new construction, creating a benchmarking policy for building energy use, developing "blue, green, and black" waste bin infrastructure, reducing water use by 20 percent, and possibly requiring LEED Silver or better certification for new construction.[105] In 2019, the Sustainable City pLAn was updated with new goals, targets, and actions through adoption of L.A.'s Green New Deal as discussed in greater detail below.

Mayor Bass' Climate Action Plan for Los Angeles. On April 16, 2026, Los Angeles Mayor Karen Bass released her *Climate Action Plan for Los Angeles* (CAP).[106] The CAP outlines a path for the City to achieve carbon neutrality by 2045, double local solar production, and install 120,000 EV chargers. The CAP is centered around four overarching goals:

1. LA will be a clean, connected, and healthy city that improves the quality of life for all Angelenos.
2. LA will be home to climate-resilient neighborhoods where people and nature can thrive.
3. LA will be a thriving green economy with opportunity for all.
4. LA will be a global model of bold and equitable climate leadership.

The CAP includes 14 objectives that outline a strategic roadmap as well as over 50 targets and actions designed to deliver concrete, measurable climate outcomes.

City of Los Angeles Green Building Program. The purpose of the City's Green Building Program is to reduce the use of natural resources, create healthier living environments and minimize the negative impacts of development on local, regional, and global ecosystems. The program consists of a Standard of Sustainability and Standard of Sustainable Excellence. The program addresses five key areas:

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[104] City of Los Angeles, Los Angeles Sustainable City pLAn, April 2015, available online at: https://lacity.gov/highlights/sustainable-city-plan, accessed July 28, 2026.

[105] Ibid.

[106] City of Los Angeles, Mayor Bass' Climate Action Plan for Los Angeles, April 16, 2026. Available online at: https://plan.mayor.lacity.gov/sites/g/files/wph2541/files/2026-04/MayorBassClimateActionPlanforLosAngeles_2026_1.pdf, accessed July 9, 2026.

- Site: location, site planning, landscaping, storm water management, construction, and demolition recycling;
- Water Efficiency: efficient fixtures, wastewater reuse, and efficient irrigation;
- Energy & Atmosphere: energy efficiency, and clean/renewable energy;
- Materials & Resources: materials reuse, efficient building systems, and use of recycled and rapidly renewable materials; and
- Indoor Environmental Quality: improved indoor air quality, increased natural lighting, and improved thermal comfort/control.

The Standard of Sustainability establishes a requirement for non-residential projects at or above 50,000 square feet of floor area, high-rise residential (above six stories) projects at or above 50,000 square feet of floor area, or low-rise residential (six stories or less) of 50 or more dwelling units within buildings of at least 50,000 square feet of floor area to meet the intent of the United States Green Building Council's Leadership in Energy and Environmental Design (LEED) Certified level. The Standard also applies to existing buildings that meet the minimum thresholds described above when redevelopment construction costs exceed a valuation of 50 percent of the existing building's replacement cost.

The voluntary Standard of Sustainable Excellence establishes an incentive program for projects that register with the LEED program, contract with a certified LEED professional, and can demonstrate how the project will achieve LEED certification at a Silver or higher level. These projects are eligible for priority processing services within the Department of City Planning and expedited services within the Department of Building and Safety.

City of Los Angeles Green Building Code. Effective August 20, 2014, the following types of projects are subject to the Los Angeles Green Building Code:

- All new buildings (residential and non-residential)
- All building additions (residential and non-residential)
- Alterations with a building permit valuation over $200,000 (residential and non-residential)

The program addresses five key areas: (1) Site: location, site planning, landscaping, storm water management, construction, and demolition recycling; (2) Water Efficiency: efficient fixtures, wastewater reuse, and efficient irrigation; (3) Energy & Atmosphere: energy efficiency, and clean/renewable energy; (4) Materials & Resources: materials reuse, efficient building systems, and use of recycled and rapidly renewable materials; and (5) Indoor Environmental Quality: improved indoor air quality, increased natural lighting, and improved thermal comfort/control.

On December 10, 2022, the Los Angeles City Council approved Ordinance No. 187719, which amended Chapter IX of the Los Angeles Municipal Code (LAMC), referred to as the Los Angeles Green Building Code, to incorporate by reference certain portions of the 2022 Edition of the California Building Standards Code and to make local administrative, climatic, geological, topographical, or environmental changes. Projects filed on or after January 1, 2023, must comply with the provisions of the Los Angeles Green Building Code. Specific mandatory requirements and elective measures are provided for three categories: (1) low-rise residential buildings; (2) nonresidential and high-rise residential buildings; and (3) additions and alterations to nonresidential and high-rise residential buildings. Article 9, Divisions 4 and 5 include mandatory measures for newly constructed nonresidential and high-rise residential buildings. While the 2025 CALGreen Standards are in effect as of January 1, 2026, the City of Los Angeles has not yet adopted these standards.

City of Los Angeles All-Electric Buildings. Under Ordinance No. 187714, effective April 1, 2023, all building permit applications for newly constructed buildings were to be required to be all-electric, meaning that the building would contain no **combustion** equipment, plumbing for combustion equipment, gas piping, or fuel gas serving any uses, all newly constructed buildings for which a building permit was submitted after April 1, 2023, were to be required to be all-electric, with a delayed implementation for affordable housing projects, which were to be required to be all-electric starting with projects that apply for building permits after June 1, 2023. Attached accessory dwelling units, commercial cooking equipment, gas-powered industrial process equipment, and gas-powered life safety systems, including emergency backup, will be exempt from this requirement. Where commercial cooking equipment and gas-powered industrial process equipment are installed, however, the building will be required to be made "electric-ready," with electric infrastructure installed to accommodate the future installation of electric equipment.[107] Any residential development that submitted its building permit application and paid its fees prior to April 1, 2023, was grandfathered in and permitted to install natural gas lines. The City of Los Angeles officially repealed its All-Electric Building Ordinance on October 13, 2025. This repeal followed federal court rulings regarding local natural gas bans and initial suspensions implemented after local emergencies.

Existing Buildings Energy and Water Efficiency (EBEWE) Ordinance. Effective in 2017, the EBEWE Ordinance makes public the annual energy and water consumption of all buildings over 20,000 square feet in the City. Beginning in 2017, privately owned buildings that are 20,000 square feet or more and buildings owned by the City that are 7,500 or more are required to be benchmarked, and owners must disclose annual

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[107] City of Los Angeles, "LA City Council Adopts Building Code Ordinance to Require All New Buildings Constructed in Los Angeles be Zero-Carbon," December 7, 2022. Available online at: https://cd4.lacity.gov/press-releases/cd4-release-decarbonized-construction-12722/, accessed July 23, 2026.

energy and water consumption. Privately owned buildings that are 100,000 square feet or more were required to begin benchmarking reporting by December 1, 2017, and smaller buildings were required to begin reporting within two years. This Ordinance is designed to facilitate the comparison of buildings' energy and water consumption, and reduce building operating costs, leading to reduced GHG emissions.

City of Los Angeles Solid Waste Programs and Ordinances. The recycling of solid waste materials also contributes to reduced energy consumption. Specifically, when products are manufactured using recycled materials, the amount of energy that would have otherwise been consumed to extract and process virgin source materials is reduced. For example, in 2015, 3.61 million tons of aluminum were produced by recycling in the United States, saving enough energy to provide electricity to 7.5 million homes.[108] In 1989, California enacted AB 939, the California Integrated Waste Management Act, which establishes a hierarchy for waste management practices such as source reduction, recycling, and environmentally safe land disposal.[109]

The City implements various programs and ordinances related to solid waste. These include: (1) the City of Los Angeles Solid Waste Integrated Resource Plan, also known as the "Zero Waste Plan," a master plan to reduce solid waste, increase recycling, manage trash in the City, and achieve zero waste goals by 2030, (2) the Waste Hauler Permit Program (Ordinance No. 181,519), which requires all private waste haulers collecting solid waste, including construction and demolition waste, to obtain AB 939 Compliance Permits and to transport construction and demolition waste to City certified construction and demolition processing facilities;[110] and (3) the Exclusive Franchise System Ordinance (Ordinance No. 182,986), which, among other requirements, sets maximum annual disposal levels and specific diversion requirements for franchised waste haulers in the City to promote solid waste diversion from landfills in an effort to meet the City's zero waste goals. These solid waste reduction programs and ordinances not only help to reduce the number of trips to haul solid waste, therefore reducing the amount of petroleum-based fuel, but also help to reduce the energy used to process solid waste.

Oil and Gas Drilling Ordinance. The proposed Oil and Gas Drilling Ordinance (Oil Ordinance, Ordinance or Project) would amend Sections 12.03, 12.20, 12.23, 12.24, and 13.01 of Chapter I of the Los Angeles

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108 American Geosciences Institute, "How Does Recycling Save Energy?" Available online at: https://www.americangeosciences.org/critical-issues/faq/how-does-recycling-save-energy#:~:text=Extracting%20and%20processing%20raw%20resources,turn%20them%20into%20usable%20materials, accessed July 9, 2026.

109 CalRecycle, "History of California Solid Waste Law, 1985-1989," available online: https://calrecycle.ca.gov/Laws/Legislation/CalHist/, accessed July 9, 2026.

110 The California Integrated Waste Management Act of 1989 (AB 939), as amended, was enacted to reduce, recycle, and reuse solid waste generation in the state. AB 939 requires city and county jurisdictions to divert 50 percent of the total waste stream from landfill disposal.

Municipal Code (LAMC) and Sections 1.4.7., 5D.9.7., 8.2.4., 12.1.2., 12.5.4., 13B.2.2., and Division 14.3. of Chapter 1A of the LAMC to prohibit new oil and gas extraction and make existing extraction activities nonconforming use in all zones within the City of Los Angeles (City). Specifically, the Ordinance amends the LAMC to eliminate the provisions of the LAMC that allow for the creation of new "O" Oil Drilling Supplemental Use Districts; end oil and gas extraction in the M3-Heavy Industrial Zones (including in any Industrial Use District of Chapter 1A of the LAMC); and declare existing oil and gas extraction within the City a nonconforming use. Upon being deemed nonconforming, these uses will be subject to the following limitations: (1) no new Oil Well for the production of oil, gas, or other hydrocarbon substances may be drilled; (2) no existing Oil Well for the production of oil, gas, or other hydrocarbon substances shall be maintained, drilled, re-drilled, or deepened; and (3) the Oil Well site and its operations and equipment shall not be expanded or extended in any way, or intensified such that prohibited Oil Well activity under (1) and (2) above, or new permanent or temporary Oil Well site equipment are introduced beyond the limits of what was originally permitted. The proposed Ordinance does include health and safety exceptions that would permit otherwise prohibited activities, equipment, or changes to operations through a separate zoning process to address a threat to public health, safety, or the environment. The proposed Ordinance exempts wells that are operated by a public utility that is regulated by the California Public Utilities Commission from its requirements. Twenty years from the effective date of the proposed Ordinance, all nonconforming non-exempt oil and gas extraction uses will be required to cease operations and terminate, unless required to do so earlier due to idle status and/or inactivity.

In January 2023, the City adopted the original Oil and Gas Drilling Ordinance, Ordinance No. 187,709, to prohibit new oil and gas extraction and phase out existing operations. However, following litigation, a court ruled that state law preempted local municipalities from regulating oil and gas extraction. This legal landscape shifted in late 2024 when the State of California passed two key bills. Assembly Bill (AB) 3233 authorizes local jurisdictions to limit or prohibit oil and gas operations, in favor of protecting public health and the environment, even if state-level approvals have been granted. Separately, Senate Bill (SB) 1137 established 3,200-foot Health Protection Zones around sensitive areas such as homes, schools, and hospitals and prohibits new oil and gas wells within these zones. It also requires operators of existing wells to develop leak detection and response plans. The bill aims to protect public health by reducing pollution from oil and gas operations near communities. In light of AB 3233, the City Council formally rescinded Ordinance No. 187,709 in mid-2025 to comply with the requirements of the stipulation and stipulated judgement following the court's ruling, returning to pre-existing LAMC regulations while simultaneously directing the Department of City Planning to draft this newly proposed Oil and Gas Drilling Ordinance.

This newly proposed Oil and Gas Drilling Ordinance is currently undergoing the legislative process and awaits the City Council's consideration for adoption. Its adoption aligns with several state, regional, and local goals to transition away from fossil fuels and achieve the greenhouse gas (GHG) reductions mandated in AB 32 and SB 32. For example, on December 15, 2022, the California Air Resources Board (CARB) released its 2022 Scoping Plan for Achieving Carbon Neutrality (Scoping Plan), which calls for achieving net neutrality and reducing carbon emissions by 85% by 2045. It anticipates the number of barrels of oil to be extracted in the state will decrease to less than half the production rate in 2020. Specifically, the Scoping Plan references California Energy Commission data showing that total oil extracted in California peaked in 1986 at 402 million barrels. Since then, California's crude oil production has decreased at an average rate of 6 million barrels per year, reaching a production level of 200 million barrels in 2020. The Scoping Plan references a UC Santa Barbara report that estimated that under business-as-usual conditions, the annual production rate will drop to 97 million barrels in 2045.

City of Los Angeles General Plan

Air Quality Element. The City does not have a General Plan Element specific to climate change and GHG emissions. However, the following five goals from the City's General Plan Air Quality Element would also lead to GHG emission reductions:[111]

- Less reliance on single-occupancy vehicles with fewer commute and non-work trips;
- Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques;
- Minimal impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality;
- Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels, and the implement of conservation measures, including passive measures, such as site orientation and tree planting; and
- Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

Safety Element. Many of the programs and policies from the Green New Deal are synthesized and summarized into two recent updates to the Safety Element that includes a targeted amendment in 2025 to integrate the City's latest Local Hazard Mitigation Plan (2024-2029), and a comprehensive update in 2021 that was coordinated with the City's Housing Element Update (adopted by the City Council on November 24, 2021). The Safety Element also makes reference to related General Plan elements that address safety and

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111 City of Los Angeles, Air Quality Element, June 1991, pages IV-1 to IV-4.

climate change, including the Health, Wellness, and Equity Element, the Mobility Element, and the Housing Element as well as specific provisions related to climate change adaptation and resilience. It also points to other documents with more detailed information such as additional interrelated long-range plans and code provisions drafted and implemented by other departments.

The updated Safety Element includes an objective and policies to address climate change, including air quality. These are shown in **Table 4.8-6**. The Planning Department identified the need to go beyond state requirements in order to elevate the priority of climate vulnerability planning. In particular, the City would like to ensure that adaptation planning efforts center the needs and voices of communities most historically disinvested, pollution burdened, and impacted by climate change to address the root causes of these disparities in conjunction with known climate hazards. To this end, the Planning Department prepared a Climate Vulnerability Assessment (CVA), in collaboration with the City's Climate Emergency Mobilization Office (CEMO - see below) and Emergency Management Department (EMD). The City Council received and filed the completed CVA in June 2026. The CVA examines the anticipated impacts of climate change across the City with the goal of identifying the areas and communities most vulnerable to those impacts. The CVA will help the City to better prioritize climate action related strategies and inform future decision making, including pertinent updates to the General Plan.

Table 4.8-6
Safety Element Climate Change Programs, Objectives and Policies

Program/Objective/Policy	Summary
Program 15	Land Use Regulations in Hazard Areas. Use hazard information to shape zoning decisions during the Community Plan update process and include feasible methods to avoid or minimize climate change impacts associated with land use change. Evaluate ordinances such as the baseline hillside ordinance, hillside construction ordinance, floodplain management ordinance, wildlife protection ordinance (proposed), and conduct updates to enhance safety and improve resilience based on updated risk and vulnerability information to protect people, property, water quality, and native habitat. Explore the provision of additional building, fire and zoning code requirements in areas that are likely to be more severely impacted by climate change, for example requiring cooling features and additional open space in residential developments subject to extreme heat, or requiring elevated building height in areas subject to sea level rise and flooding. Develop and integrate sustainable grading standards in building and land use regulations to reduce potential for surface erosion, soil instability or landslides by limiting disturbance on steep slopes.
Program 26	Climate Adaptation and Preparedness Plan. Building upon the Green New Deal (Sustainability pLAn), complete a Climate Adaptation and Preparedness (CAP) plan. Complete a risk assessment and develop specific reduction measures and monitoring programs. Work with Climate Resolve, the Los Angeles Regional Collaborative for Climate Action and Sustainability and local community partners to inform City efforts to identify and respond to the health impacts of climate change and to develop strategies that incorporate community-driven mitigations with expert-led solutions; targeting implementation in the neighborhoods that are most disproportionately impacted by the effects of climate change.
Program 27	Implement Resilience and Sustainability Actions with Communities. Create a commission that empowers impacted communities in implementation of sustainability and resilience actions, such as those identified in the Plan for a Healthy Los Angeles, Resilient LA, and the

Program/Objective/Policy	Summary
	Green New Deal. Convene citywide forums through the Department of Neighborhood Empowerment, inviting participation from Neighborhood Councils on critical sustainability issues. Increase education and training through City science, water and power outage notifications, emergency item discounts, household safety, arts, and cultural programming offered by departments. Expand climate resilience and emergency preparedness in collaboration with community groups and nonprofit organizations. Develop the next generation of stewards of Los Angeles to be leaders in climate and disaster resilience. Engage communities that have been most impacted by historic planning injustices in future climate change planning through approaches such as Dignity Infused Community Engagement.
Policy 1.1.8	Consider hazard information and available mitigations when making decisions about future land use. Maintain existing low density and open space designations in Very High Fire Hazard Severity Zones (VHFHSZs). Ensure mitigations are incorporated for new development in hazard areas such as VHFHSZs, landslide areas, flood zones and in other areas with limited adaptive capacity.
Objective 1.2	Confront the global climate emergency by setting measurable targets for carbon reduction that are consistent with the best available methods and data, center equity and environmental justice, secure fossil free jobs, and foster broader environmental sustainability and resiliency.
Policy 1.2.1	Environmental Justice. In keeping with the Plan for a Healthy LA, build a fair, just and prosperous city where everyone experiences the benefits of a sustainable future by correcting the long running disproportionate impact of environmental burdens faced by low income families and communities of color.
Policy 1.2.2	Renewable Energy. Aggressively pursue renewable energy sources, transitioning away from fossil-based sources of energy and toward 100 percent renewable energy sources.
Policy 1.2.4	Clean and Healthy Buildings. Design, build and rebuild buildings using passive energy principals, advanced efficiency measures, and on-site renewable energy.
Policy 1.2.5	Housing and Development. In keeping with the Housing Element, put affordable housing within reach of every family and a roof over the head of every Angeleno by developing housing that is affordable, efficient and connected to transportation options.
Policy 1.2.6	Mobility. In keeping with the Mobility Plan, build a comprehensive and integrated transportation network that changes how Angelenos get around and reduces car dependency.
Policy 1.2.7	Zero Emissions Vehicles. In keeping with the Mobility Plan, work toward zero emissions transportation and goods movement and increases zero emissions infrastructure including charging.
Policy 1.2.9	Waste and Resource Recovery. Harvest waste as a resource, stimulate economic innovation, and create green jobs by improving and expanding existing systems of trash and recycling.
Policy 1.2.12	Prosperity and Green Jobs. Leverage investments in green infrastructure and systems to create inclusive economic opportunities for the city's workforce.
Policy 1.2.13	Lead by Example. Leverage government owned properties and publicly-driven investments to realize broader climate change goals.

Source: City of Los Angeles, Safety Element, 2021.

2021-2029 Housing Element (Housing Needs Assessment). The Housing Element of the General Plan was prepared pursuant to state law and provides planning guidance in meeting housing needs identified in its Regional Housing Needs Assessment (RHNA) allocation assigned by SCAG in 2020. The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City

intends to implement to create and preserve sustainable, mixed-income, and affordable housing developments across the City.

The Housing Needs Assessment chapter of the Housing Element discusses the City's population and housing stock to identify the housing needs for a variety of household types across the City. The housing capacity analysis conducted for the 2021-2029 Housing Element found the City only had enough zoning capacity to accommodate approximately 230,947 housing units (of which 72,640 units are lower-income) resulting in an identified shortfall of 255,432 housing units. To accommodate this shortfall, particularly its affordable housing shortfall, as required by State law, the 2021-2029 Housing Element proposed programs like the RHNA Rezoning Program (Program 121), which lays out the specific implementation programs the City must develop and adopt to increase its overall housing capacity through the end of the Housing Element cycle (2029).[112, 113] With implementation of such measures to increase affordable housing, the Housing Element strives to significantly increase housing production at all income levels compared to previous cycles.

The 2021-2029 Housing Element also promotes sustainability and resilience, and environmental justice through housing, as well as the need to reduce displacement. It encourages the utilization of alternatives to current parking standards that lower the cost of housing, support GHG and VMT goals, and recognize the emergence of shared and alternative mobility through programs such as Program 21, Innovative Parking / Mobility Strategies in Housing. The Housing Element also identifies housing strategies (such as Program 74, Building Design and Materials for Sustainability) for energy conservation, water conservation,

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112 City of Los Angeles, 2021-2029 Housing Element: Chapter 6: Housing Goals, Objectives, and Programs, 2021. Available online at: https://planning.lacity.gov/odocument/6fbfbbd0-a273-4bad-a3ad-9a75878c8ce3/Chapter_6_-_Housing_Goals,_Objectives,_Policies,_and_Programs_(Adopted).pdf, accessed August 28, 2026.

113 The term "affordable housing" is often generically used to describe a range of housing types -- what is affordable to median income households as well as housing defined by income (i.e., low-income, very-low income and extremely-low-income).

The term "affordable housing" is technically applicable to housing units that costs a median-income household no more than 30 percent of their income; affordable housing is generally aimed at higher income households. HUD Median Family Income (MFI) Guidelines define low-income (LI) households as making at or below 80 percent of the area median income; very-low-income (VLI) households as making at or below 50 percent of the area median income; and extremely-low-income (ELI) housing households as making at or below 30 percent of the area median income.

California refers to HUD's MFI values as the Area Median Income (AMI). HUD also provides a set of factors to adjust qualifying incomes for household size. For example, a one-person household can earn no more than 70 percent of the threshold value for a four-person household to qualify in the same HUD category. California builds on this system by commonly adding two additional categories: Moderate Income (MI) from 80 to 120 percent of AMI and Middle Income (MdI) from 120 to 150 percent of AMI.

alternative energy sources, and sustainable development which support conservation and reduce demand of water and energy.

Mobility Plan 2035. In August 2015, the City Council adopted Mobility Plan 2035 (Mobility Plan), which serves as the City's General Plan circulation element. The City Council has adopted several amendments to the Mobility Plan since its initial adoption, including the most recent amendment on September 7, 2016.[114] The Mobility Plan incorporates "complete streets" principles and lays the policy foundation for how the City's residents interact with their streets. While the Mobility Plan 2035 mainly relates to transportation, certain components would serve to reduce VMT and mobile source GHG emissions. One component of the Mobility Plan is a GHG emission tracking program to establish compliance with SB 375, AB 32, and the region's Sustainable Community Strategy.

Traffic Study Policies and Procedures. The City of Los Angeles Department of Transportation (LADOT) has developed the City Transportation Assessment Guidelines (TAG) (July 2019, updated July 2020, and August 2022)[115] to provide the public, private consultants, and City staff with standards, guidelines, objectives, and criteria to be used in the preparation of a transportation assessment. The TAG establishes the reduction of vehicle trips and VMT as the threshold for determining transportation impacts and, thus, is an implementing mechanism of the City's strategy to reduce land use transportation-related GHG emissions consistent with AB 32, SB 32, and SB 375.

Climate Emergency Mobilization Office (CEMO). The CEMO was launched in early 2021 within the Board of Public Works to coordinate the commitments made by L.A.'s Green New Deal. CEMO convenes an annual Climate Equity LA Series, in coordination with community-based organizations and other key stakeholders throughout Los Angeles. These sessions help to integrate community knowledge and inform the Climate Emergency Mobilization Commission (CEMC) as they establish priorities. These efforts help to advise the City Council, Mayor, and City Departments to shape equitable climate solutions and investments. For instance, the topic of last year's Climate Equity LA Series helped inform the development of Ordinance No. 187714 (CF 22- 0151) that requires all new buildings to be all-electric buildings (building decarbonization) – see discussion below. In 2025, CEMO moved to the City's Emergency Management Department.[116]

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114 Los Angeles Department of City Planning, Mobility Plan 2035: An Element of the General Plan, approved by City Planning Commission on June 23, 2016, and adopted by City Council on September 7, 2016.

115 A new update to the TAG is currently underway.

116 Climate Equality LA, What We Do. Available online at: https://www.climate4la.org/what-we-do/, accessed July 28, 2026.

Los Angeles 100% Renewable Energy Study (LA100). The Los Angeles 100% Renewable Energy Study (LA100), published in March 2021, explores possible pathways on how the City could achieve a 100 percent clean energy future by 2045. The study outlines goals, future scenarios, and implementation pathways but does not present recommendations. All LA100 scenarios include significant deployment of renewable and zero-carbon energy by 2035, accounting for 84 percent–100 percent of energy. The study describes how in the future Los Angeles would rely on technologies like wind, solar, and batteries to meet most of the City's everyday needs, and only on combustion turbines—supplied with renewable fuels— for limited periods. The study explores some of the following topics: electricity demand projection, options for local solar and storage, renewable energy investments and operations, as well as the impacts and costs for 100 percent renewable energy pathways. Results show that a 100 percent renewable electricity supply is achievable by 2045 or sooner.[117]

In addition to the executive summary, the report makes high-level findings and has 12 chapters, including specific topics such as electricity demand projections, customer-adopted rooftop solar and storage, renewable energy investments and operations, air quality and public health, environmental justice, and economic impacts and jobs.

One Water LA 2040 Plan. The Department of Public Works Bureau of Sanitation (LASAN) completed the One Water LA 2040 Plan in 2018, which identified projects, programs and policies that will yield sustainable, long-term water supplies for Los Angeles and provide greater resiliency to drought conditions and climate change, which includes a climate risk and resilience assessment for wastewater and stormwater infrastructure. This plan was also developed to guide strategic decisions for integrated water projects, programs, and policies within the City.

4.8.4 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to GHG emissions if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

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117 National Laboratory of the Rockies, LA100: The Los Angeles 100% Renewable Energy Study and Equity Strategies, 2021. Available online at: https://maps.nlr.gov/la100/la100-study/report, accessed July 9, 2026.

To answer the Appendix G questions above for the Proposed Plans, the City of Los Angeles relies on the following threshold of significance to assess the environmental impacts associated with GHG emissions:

- Consistency with AB 32, SB 32, and AB 1279 (through demonstration of conformance with 2022 Scoping Plan), SB 375 (through demonstration of conformance with Connect SoCal 2024 RTP/SCS), the Sustainable City pLAn, GreenLA, Mayor Bass' Climate Action Plan for Los Angeles, and relevant components of the City's General Plan.

The City has not adopted specific GHG significance thresholds. Moreover, as discussed above, SCAQMD has not adopted a GHG significance threshold for land use plans, nor land use development projects with the limited exception of industrial projects where SCAQMD is the lead agency.[118]

On November 30, 2015, the California Supreme Court issued an opinion on GHG significance thresholds for CEQA in the case *Center for Biological Diversity et al. vs. California Department of Fish and Wildlife*. The following discussion is paraphrased from that case, which assessed the use of GHG significance thresholds.

The Court stated that California air pollution control officials and air quality districts have made several proposals for numerical thresholds. Multiple agencies' efforts at framing GHG significance issues have not yet coalesced into any widely accepted set of numerical thresholds but have produced a certain level of consensus on the value of AB 32 consistency as a criterion. Neither AB 32 nor the applicable CARB Scoping Plan set out a mandate or method for CEQA analysis of GHG emissions from a proposed project. A 2007 CEQA amendment, however, required the preparation, adoption, and periodic update of guidelines for mitigation of GHG impacts. The resulting state direction was that a lead agency should attempt to describe, calculate, or estimate the amount of GHG emissions a project will emit, but recognized that agencies have discretion in how to do so. It goes on to provide that when assessing the significance of GHG emissions, the agency should consider these factors among others:

1) the extent to which the 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; and,

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.

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118 SCAQMD, SCAQMD Air Quality Significance Thresholds, Revision March 2023.

Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of GHG emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

The Court also acknowledged that the scope of global climate change and the fact that GHGs, once released into the atmosphere, are not contained in the local area of their emission means that the impacts to be evaluated are global rather than local. For many air pollutants, the significance of their environmental impact may depend greatly on where they are emitted; for GHG, it does not. For projects that are designed to accommodate long-term growth in California's population and economic activity in a sustainable manner, such as the Proposed Plans, this fact gives rise to an argument that a certain amount of GHG emissions is inevitable as the population grows. Under this view, a significance criterion framed in terms of efficiency and conservation in land use (as compared to a business-as-usual [BAU] pattern of growth) is superior to a simple numerical threshold because CEQA is not intended as a population control measure.

This consideration favors consistency with AB 32's statewide goals as a permissible significance criterion for project GHG emissions. Meeting statewide reduction goals does not preclude all new development. Rather, the Scoping Plan, the State's roadmap for meeting AB 32's target, assumes continued growth and depends on increased efficiency and conservation in land use and transportation from all Californians. To the extent a project incorporates efficiency and conservation measures sufficient to contribute its portion of the overall GHG reductions necessary for the entire State, one can reasonably argue that its impact is not cumulatively considerable, because it would be helping to solve the cumulative problem of GHG emissions as envisioned by California law. Given the reality of growth, some GHG emissions from new housing and commercial developments are inevitable. The critical CEQA question is the cumulative significance of a project's GHG emissions and, as discussed previously, from a climate change point of view it does not matter where in the State those emissions are produced. Under these circumstances, evaluating the significance of a project's GHG emissions with respect to their effect on the State's efforts to meet its long-term goals is a reasonable threshold.

The Supreme Court in Center for Biological Diversity recognized potential options for analyzing cumulative significance of a project's GHG emissions, including:

- **Business-as-usual (BAU) Model.** BAU comparison based on the Scoping Plan methodology if supported by substantial evidence that the metric used identifies what level of reduction from business as usual a new land use development at the proposed location must contribute to comply with state goals.

- **Consistency with GHG Regulations or Requirements.** 1) Consistency with AB 32's goal in whole or in part by looking at compliance with regulatory programs designed to reduce GHG, provided the project complies with or exceeds the regulations that were adopted by CARB or other state agencies to comply with the Scoping Plan, and provided the significance analysis only relates to impacts within the area governed by a specific regulation (e.g., reliance on Title 24 energy efficiency rules that are intended to reduce GHG from buildings would not address GHG impacts from transportation); and/or 2) consistency with local GHG reduction plans (e.g., a climate action plan) to provide a basis for the tiering or streamlining of project-level CEQA analysis, including as consistent with *CEQA Guidelines* Section 15183.3.

Relying on numerical thresholds for significance for GHG.

State CEQA Guidelines Section 15064.4 was amended in 2019 to incorporate the holding in Center for Biological Diversity case as well as others. That section now directs lead agencies as follows:

> *Section 15064.4. Determining the Significance of Impacts from Greenhouse Gas Emissions.*
>
> *(a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency shall make a good- faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:*
>
> *(1) Quantify greenhouse gas emissions resulting from a project; and/or*
>
> *(2) Rely on a qualitative analysis or performance based standards.*
>
> *(b) In determining the significance of a project's greenhouse gas emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the 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 agency's analysis should consider a timeframe that is appropriate for the project. The agency's analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes. A lead agency should consider the following factors, among others, when determining the significance of impacts from greenhouse gas emissions on the environment:*
>
> *(1) The extent to which the project may increase or reduce greenhouse gas 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 greenhouse gas emissions (see, e.g., section 15183.5(b)). Such requirements must be adopted by the relevant public agency through a public review process and*

> *must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project. In determining the significance of impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable.*
>
> (c) *A lead agency may use a model or methodology to estimate greenhouse gas emissions resulting from a project. The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change. The lead agency must support its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use.*

Based on the above legal standards, the City finds analyzing the Proposed Plan's GHG emissions through consistency with the state's laws and programs to address climate change is the appropriate threshold significance. To that end, the Proposed Plans have been evaluated herein for consistency with AB 32, SB 32, and AB 1279 (through demonstration of conformance with 2022 Scoping Plan), SB 375 (through demonstration of conformance with Connect SoCal 2024 RTP/SCS), the Sustainable City pLAn, GreenLA, Mayor Bass' Climate Action Plan for Los Angeles, and relevant components of the City's General Plan.

Basis for Estimate of Project's GHG Emissions

As stated above, *State CEQA Guidelines* Section 15064.4(a) states a lead agency shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe and estimate the amount of greenhouse gas emissions resulting from a project. *State CEQA Guidelines* Section 15064.4(c) states a lead agency may use a model or methodology to estimate greenhouse gas emissions resulting from the project and that the lead agency has the discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change. Based upon this guidance, GHG emissions were quantified for the Proposed Plans using the California Emissions Estimator Model (CalEEMod) Version 2022.1.1.45, which is the model recommended by the SCAQMD (see **Appendices 4.3** and **4.8** to this EIR).

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 potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. The model is considered by the SCAQMD to be an accurate and comprehensive tool for

quantifying air quality and GHG impacts from land use projects throughout California. Operational emissions include both direct and indirect sources including mobile sources, water use, solid waste, area sources, natural gas, and electricity use emissions. Mobile sources data accounts for all vehicle trips that have an origin and/or destination in the Southwest Valley CPAs, given that these trips are generated by land uses within the Southwest Valley CPAs. Vehicle emissions were estimated using EMFAC2021 emission factors incorporated into CalEEMod because EMFAC2021 represents the current CARB-approved emissions model and reflects the best available technical methodology at the time this analysis was prepared; additionally, EMFAC2021 remains the latest approved model by the EPA.[119] Although federal actions and litigation have created uncertainty regarding certain California vehicle emission standards from the proposed rescission of California's CAA waivers, no final regulatory direction has superseded the use of EMFAC2021 for project-level emissions analysis. This analysis recognizes the ongoing federal and judicial actions concerning California CAA waivers; however, as the timing, scope, and ultimate disposition of these actions remain uncertain, no speculative adjustment to emission factors were made. The emissions estimates therefore represent conditions under the currently approved modeling framework.

This analysis is not performed to measure the Proposed Plans' GHG impacts against a numerical threshold. The City does not have or use a numerical threshold for GHG or a methodology that relies on a quantitative analysis. In the absence of any numeric threshold of significance adopted by the SCAQMD or the City, consistent with Section 15064.4(a), this analysis assesses the significance of the Proposed Plans' potential environmental impacts associated with its GHG emissions qualitatively, based on the Proposed Plans' consistency with AB 32, SB 32, and AB 1279 (through demonstration of conformance with 2022 Scoping Plan); SB 375 (through demonstration of conformance with Connect SoCal 2024 RTP/SCS); relevant components of the City's General Plan identified above, and against local greenhouse gas reduction plans (GreenLA CAP, Sustainable City pLAn, and Mayor Bass' Climate Action Plan for Los Angeles) to show that the implementation of the plans, policies, and regulations adopted to reduce GHG emissions will result in actual GHG reductions and how the Proposed Plans support these greenhouse gas reduction goals.

Additionally, this analysis also includes a quantitative assessment of the Proposed Plans' potential operational GHG emissions using CalEEMod. The quantitative estimate of the Project's GHG emissions is provided for informational purposes only to comply with CEQA's disclosure requirements.

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119 Madera County Transportation Commission, Frequently Asked Questions: California Clean Air Act Waiver Revocation, August 18, 2025. Available online at: https://mccmeetingspublic.blob.core.usgovcloudapi.net/maderactc-meet-3fcf00f593384a429b4bf5f42e28ed02/ITEM-Attachment-001-7cdc9b75863a40faa7f6099cb34cea5d.pdf, accessed July 28, 2026.

4.8.5 METHODOLOGY

GHG Emissions Estimates

As stated above, *State CEQA Guidelines* Section 15064.4(a) directs a lead agency to make a good-faith effort to describe and estimate a project's GHG emissions, and Section 15064.4(c) affords the lead agency discretion to select the model or methodology it considers most appropriate. Consistent with this guidance, GHG emissions for the Proposed Plans were quantified using CalEEMod, Version 2022.1.1.45, the model recommended by SCAQMD (see **Appendix 4.3** to this EIR). Operational emissions include both direct and indirect sources, including mobile sources, water use, solid waste, area sources, natural gas, and electricity use. As GHGs are evaluated on a regional basis, the following analysis addresses the CPAs as they pertain to the region. Furthermore, the emissions estimates include some codified requirements (such as existing Renewable Portfolio Standards and Pavley vehicle emission regulations) but conservatively do not account for all anticipated future laws and regulations (such as the State's continued decarbonization of the grid to 100 percent carbon-free electricity by 2045 under SB 100, increasingly stringent Title 24 standards, and potential future Cap-and-Invest regulations) that will further reduce future GHG emissions. This quantification is not performed to measure the Plans' GHG impacts against a numerical threshold; the City does not use a numerical GHG threshold or a methodology reliant on a quantitative pass/fail standard. Instead, the Proposed Plans' GHG emissions are quantified to comply with Section 15064.4(a) and to demonstrate whether implementation of applicable plans, policies, and regulations adopted to reduce GHG emissions will result in actual reductions in emissions intensity relative to growth.

Mobile Source Emissions

Mobile source emissions for the Southwest Valley CPAs were quantified using CalEEMod's internal emission factor modules, which incorporate CARB EMFAC-derived fleet-average emission rates applied to VMT data provided by the traffic subconsultant (Fehr & Peers) for Existing Conditions, Future No Project, and the Proposed Plans. This approach is consistent with *State CEQA Guidelines* Section 15064.4(c), which affords the lead agency discretion to select the model and methodology it considers most appropriate for estimating a project's GHG emissions.

VMT associated with the Southwest Valley CPAs are presented separately in **Section 4.15, Transportation & Traffic**, and are summarized in **Table 4.8-7** below for informational context. Mobile source GHG emissions for this section rely on CalEEMod's internal emission factors applied to the VMT data described above.

Table 4.8-7
Daily VMT for the Southwest Valley Community Plan Areas

Scenario	Daily VMT
Existing (2024)	15,601,300
2050 without Proposed Plans	17,238,500
2050 with Proposed Plans	20,296,200
SCAG Regionwide (2024)	802,007,200

Source: Fehr & Peers, City of Los Angeles Southeast Community Plans Subarea TDF Model, 2024. See ***Section 4.15, Transportation & Traffic.***
Note: The 2050 Without Proposed Plans scenario is included for informational purposes and not for impact analysis or conclusions.

Area Source, Water, Energy, and Waste Emissions

Area source emissions related to existing and future demand for water, wastewater treatment and conveyance, solid waste disposal, and energy were estimated using the default values and calculation methodologies developed for CalEEMod. GHG emissions result from the energy use to supply, distribute, and treat water and wastewater, as well as from solid waste disposal by landfilling, recycling, or composting (as CH4 and CO2 gas are emitted in the process). Refer to **Section 4.17, Utilities and Service Systems**, for a detailed estimate of utility use and **Section 4.6, Energy**, for a detailed estimate of energy consumption.

The estimates of water and energy use do not account for trends and regulations related to water and energy conservation. It is anticipated that future conservation (as a result of increased pressure to conserve and increased prices) will result in more efficient energy use by all sectors, resulting in reduced energy demand. As energy providers and water suppliers respond to AB 32, SB 32, AB 1279, the Scoping Plan, and other regulations, emissions associated with power and water delivery are anticipated to decrease. It is anticipated that the State and Region will comply with AB 32, SB 32, AB 1279, and other regulations, but at the present time sector-specific improvements are not accounted for in the models and cannot be quantified for this analysis.

In addition, emissions modeling for the Proposed Plans in 2050 does not account for commitments established in L.A.'s Green New Deal to reduce citywide average building energy use per square foot for all building types by 22 percent by 2025 and 34 percent by 2035, nor does it account for the Mayor Bass Climate Action Plan's more recent commitments. If these targets are met, building energy emissions estimates for 2050 could decrease substantially below the emissions presented in **Table 4.8-8**.

Construction Emissions

GHG emissions would also be generated by construction activity through exhaust from off-road equipment and on-road vehicles that consume fuel. No specific development projects have been proposed as part of the Proposed Plans, and an annualized quantification of the incremental increase in construction emissions resulting from implementation of the Proposed Plans would be speculative. Quantification of short-term construction-related GHG emissions is generally based on the size of each individual project, the equipment inventory, and the construction schedule. Such detailed information is not available for development within the CPAs over a 26-year horizon, and it is not feasible to attempt to estimate the incremental changes in annual construction-related GHG emissions within the CPAs throughout that horizon that would result from implementation of the Proposed Plans. GHG emissions would be generated by construction of each individual project. Such emissions are temporary on each site, lasting only for the duration of construction activities on each site. Within the CPAs, construction is one sector of the economy and is an ongoing source of emissions. Construction-related GHG emissions represent a fraction of total regional emissions when considering the emissions generated by mobile, building energy, and other sources. Implementation of the Proposed Plans would have a negligible effect on annual average construction-related GHG emissions in the context of the regional and statewide inventories.[120] Therefore, construction emissions are addressed qualitatively.

Consistency Evaluation With 2022 Scoping Plan Update

Appendix D, Local Actions, of the 2022 Scoping Plan Update 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)." (Page 4 of Appendix D.)

The State encourages local governments to adopt a CEQA-qualified CAP addressing the three priority areas (transportation electrification, VMT reduction, and building decarbonization). However, the State recognizes that almost 50 percent of jurisdictions do not have an adopted CAP, among other reasons because they are costly, requiring technical expertise, staffing, and funding. Additionally, CAPs need to be monitored and updated as state targets change and new data is available. Jurisdictions that wish to take meaningful climate action (such as preparing a non-CEQA-qualified CAP or as individual measures)

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120 SCAG's 2024 Connect SoCal Program EIR states that generally, due to relatively short-term nature of construction activities of projects as compared to the project's overall lifetimes, the construction emissions are assumed to contribute a relatively small portion of overall lifetime project GHG emissions.

aligned with the state's climate goals in the absence of a CEQA-qualified CAP are advised to look to the three priority areas when developing local climate plans, measures, policies, and actions: transportation electrification, VMT reduction, and building decarbonization. "By prioritizing climate action in these three priority areas, local governments can address the largest sources of GHGs within their jurisdiction." (Page 9 of Appendix D.)

The State also recognizes in Appendix D, Local Actions, of the Scoping Plan that each community or local area has distinctive situations and local jurisdictions must balance the urgent need for housing while demonstrating that a project is in alignment with the State's Climate Goals. The State calls for the climate crisis and the housing crisis to be confronted simultaneously. Jurisdictions should avoid creating targets that are impossible to meet as a basis to determine significance. Ultimately, targets that make it more difficult to achieve statewide goals by prohibiting or complicating projects that are needed to support the State's climate goals, like infill development, low-income housing, or solar arrays, are not consistent with the State's goals. The State also recognizes the lead agencies' discretion to develop evidence-based approaches for determining whether a project would have a potentially significant impact on GHG emissions.

4.8.6 IMPACTS

Threshold 4.8-1 **Are the Proposed Plans consistent with AB 32, SB 32, and AB 1279 (through demonstration of conformance with 2022 Scoping Plan), SB 375 (through demonstration of conformance with Connect SoCal 2024 RTP/SCS), the Sustainable City pLAn, GreenLA, Mayor Bass' Climate Action Plan, and relevant components of the City's General Plan?**

This impact would be less than significant.

GHG Emissions Generation

Reasonably anticipated development from the Proposed Plans would generate GHG emissions through individual project construction and operation during the planning horizon year (2050) of the Proposed Plans. GHG emissions would primarily occur from sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, water and wastewater systems, and indirect sources such as electricity generation. **Table 4.8-8, Operational Greenhouse Gas Emissions**, compares existing annual GHG emissions for the Southwest Valley CPAs to 2050 emissions with and without the Proposed Plans.

Based on the 2050 reasonably anticipated development under the Proposed Plans, total annual GHG emissions generated in the CPAs would be greater than existing emissions by approximately 479,577 MTCO2e. This represents an increase in total GHG emissions of about 12.7 percent as compared to existing conditions, whereas the service population of the CPAs (residents plus employees) is projected to grow by approximately 56.3 percent within the CPAs. Consequently, because emissions growth would substantially lag behind service population growth, GHG emissions per capita (service population) would decrease by approximately 28 percent (from 6.5 to 4.7 MTCO2e per capita) within the CPAs, and emissions per resident would decrease by approximately 30 percent (from 9.6 to 6.7 MTCO2e per resident), primarily due to a combination of solid waste reduction/recycling goals (such as AB 939), improved motor vehicle emissions factors already reflected in CalEEMod's default EMFAC-based emission rates, and the projected increase in population which outpaces the absolute growth in emissions across all source categories.

Table 4.8-8
Operational Greenhouse Gas Emissions

Source Category[1]	Annual GHG Emissions ($MTCO_2e$)		
	Existing (2024)	Future No Project (2050)	Proposed Plans (2050)
Mobile	2,082,341	1,813,016	2,141,142
Area Sources	27,713	27,935	28,886
Energy	1,486,898	1,558,210	1,849,006
Waste	114,754	109,782	137,661
Water	70,754	86,576	103,309
Refrigerants	1,716	3,449	3,749
Total	**3,784,176**	**3,598,968**	**4,263,753**
Residential Population	394,629	509,887	636,288
Annual per Resident GHG Emissions ($MTCO_2e$/Resident)[2]	**9.6**	**7.1**	**6.7**
Service Population	580,288	721,824	907,112
Annual per Capita GHG Emissions ($MTCO_2e$/Service Population)	**6.5**	**4.9**	**4.7**

Source: Impact Sciences, Inc., 2026; see ***Appendix 4.3*** *of this EIR for annual GHG emissions data across all scenarios.*

[1] As discussed in the Methodology subsection the estimates presented herein do not account for conservation, recent regulations and future regulations needed to comply with state sector specific GHG reduction requirements.

[2] SB 375 and the RTP/SCS address per capita emissions not emissions per service population; the City's VMT thresholds also utilize the service population metric; for this reason, emissions per Service Population (residents plus employment within the CPA) are also provided in the table.

The total GHG emissions increase under the Proposed Plans (12.7 percent) is modest relative to the projected growth, and the Future No Project total (3,598,968 MTCO2e) is actually lower than Existing (3,784,176 MTCO2e), reflecting the influence of regulations facilitating fleet-turnover improvements and solid waste reduction/recycling goals (such as AB 939) between 2024 and 2050 even without accounting for growth under the Proposed Plans. This dynamic underscores that the Proposed Plans' land use changes, not regulatory background trends, account for the increment above the No Project scenario, while the per capita and per resident metrics demonstrate that growth is being accommodated by substantially improved emissions efficiency compared to existing conditions.

It should be recognized that the Proposed Plans are growth-accommodating and not growth-inducing. The underlying purpose of the Proposed Plans is to plan for and accommodate foreseeable growth in the City, consistent with the growth strategies of the City as provided in the Framework Element as well as the policies of SB 375, the SCAG RTP/SCS, and the City's Housing Element. Through encouraging mixed-use and transit-oriented development at key locations in the CPAs, including areas served by the Metro G Line Busway and on key commercial corridors such as Ventura Boulevard, the Proposed Plans create an efficient strategy for reasonably anticipated development in the CPAs, consistent with AB 32, SB 32, AB 1279, the Scoping Plan, and the SCAG RTP/SCS. Targeting growth in transit-oriented locations as well as infill locations where housing is located near jobs are pillars of the land use and transportation strategies contained in the RTP/SCS. Furthermore, because of the proximity of jobs and housing and transit-oriented development at key locations, focusing growth in the CPAs would reduce citywide and regionwide emissions as compared to accommodating more of the projected growth in other parts of the City and/or region. The per capita and per resident emissions reductions identified in **Table 4.8-8** demonstrate general consistency with regional, state, and federal efforts to reduce climate impacts from development and transportation. While the GHG emissions estimated in **Table 4.8-8** are useful in illustrating the scope of total and per capita GHG emissions across the analyzed scenarios, as discussed in the Methodology subsection above, the estimates do not include recent trends as well as adopted and reasonably foreseeable regulations. Moreover, the City does not have sufficient evidence to compare any quantitative metric at the City level to a Statewide level, and therefore the Proposed Plans' impact analysis is centered on the consistency analyses provided below.

Building Energy. CalEEMod calculates GHG emissions from energy use (including energy associated with water treatment and delivery) based on current energy efficiencies. Specifically, CalEEMod generates default electricity and natural gas consumption based on the Electricity Demand Forecast Zone (EDFZ) and associated 2019 consumption estimates from the CEC.[121] CalEEMod also uses the existing energy profile (in terms of energy sources) of utility providers and does not account for requirements to transition to cleaner renewable sources. Specifically, the State's transition away from fossil fuel–based energy sources will bring the CPAs GHG emissions associated with building energy use down to zero as our electric supply becomes 100 percent carbon free. California has committed to achieving this goal by 2045 through SB 100, the 100 Percent Clean Energy Act of 2018. SB 100 strengthened the state's Renewables Portfolio Standard (RPS) by requiring that 60 percent of all electricity provided to retail users in California come from renewable sources by 2030 and that 100 percent come from carbon-free sources by 2045. The land use sector will benefit from RPS because the electricity used in buildings will be increasingly carbon-free, but implementation does not depend (directly, at least) on how buildings are designed and built. As future improvements to the Energy Code are implemented and carbon-free energy supply increases through the horizon year of the Proposed Plans, GHG emissions from building energy would be reduced when compared to those estimated above.

Consistency with SB 375 and SCAG's Connect SoCal 2024

The State of California has adopted plans and policies designed to reduce regional and local GHG emissions. SB 375 requires that each of the State's 18 Metropolitan Planning Organizations (MPOs) prepare an SCS in the RTP that demonstrates how the region will meet GHG emission targets. SB 375 establishes a collaborative relationship between MPOs and CARB to establish GHG emissions targets for each region in the State. Under the guidance of the goals and objectives adopted by SCAG's Regional Council, Connect SoCal 2024, the region's current RTP/SCS, was developed to provide a blueprint to integrate land use and transportation strategies to help achieve a coordinated and balanced regional transportation system. Connect SoCal 2024 was adopted by the SCAG Regional Council on April 4, 2024, and represents the culmination of extensive work involving dozens of public agencies, 191 cities, and hundreds of local, county, regional, and state officials, the business community, environmental groups, and various nonprofit organizations. Adoption of Connect SoCal 2024 substantiated that the growth forecasts for the SCAG region, taking into account efforts to reduce climate change impacts from GHG emissions, are consistent with the goals of SB 375.

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121 California Air Pollution Control Officers Association, California Emissions Estimator Model (Version 2022.1) User's Guide, Appendix C. 2022, available online at: https://www.caleemod.com/user-guide, accessed July 30, 2026.

The primary goal of the SCS is to provide a vision for future growth in Southern California that will decrease per capita GHG emissions from passenger vehicles. Connect SoCal 2024 organizes its vision around four pillars: Mobility, Communities, Environment, and Economy. Each pillar is supported by three sub-goals. The SCS integrates the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands, focusing the majority of new housing and job growth in high-quality transit areas and other opportunity areas where jobs and housing are in proximity, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development.

The underlying purpose of the Proposed Plans is to plan for and accommodate foreseeable growth in the CPAs, consistent with the growth strategies of the City's General Plan Framework Element as well as the policies of SB 375 and Connect SoCal 2024. While the reasonably anticipated development under the Proposed Plans accommodates a population of 636,288 (including boundary Add Areas), which exceeds SCAG's local 2050 projection of 425,595 for the CPAs, this localized increase is intentionally designed to meet the City's RHNA obligations and support regional climate goals. By directing this regional growth into High Quality Transit Areas (HQTAs) within the Southwest Valley, the Proposed Plans capture growth that would otherwise sprawl into auto-dependent areas, directly implementing the core regional VMT and emissions reduction strategies of Connect SoCal 2024. Through encouraging mixed-use and transit-oriented development at key locations in the CPAs, including areas served by the Metro G Line Busway and major commercial centers and corridors such as Ventura Boulevard, the Proposed Plans create an efficient strategy for reasonably anticipated development in the CPAs, consistent with Connect SoCal 2024. Targeting growth in transit-oriented locations and where jobs and housing are in proximity to each other are foundational to the land use and transportation strategies contained in Connect SoCal 2024. **Table 4.8-9, Consistency Analysis of the Proposed Plans with Connect SoCal 2024**, below, further shows the Proposed Plans' consistency with the goals of SB 375 and Connect SoCal 2024.

Table 4.8-9
Consistency Analysis of the Proposed Plans with Connect SoCal 2024

Pillar/Sub-goal	Consistency
Mobility: Support investments that result in improved safety and air quality; ensure reliable, accessible, affordable travel options.	**Consistent.** The Proposed Plans encourage mixed-use and transit-oriented development at key locations, including areas served by the Metro G Line Busway and major commercial centers and corridors such as Ventura Blvd. and Warner Center, and update zoning to improve street frontage, implement Complete Streets principles, and establish pedestrian-oriented design standards that prioritize safety and accessibility.
Communities: Reinforce vibrant, human-centered communities to increase mobility options and reduce travel distances; produce and preserve diverse housing types.	**Consistent.** The Proposed Plans promote a range of residential use types in areas near Metro G Line stations, along major commercial corridors and centers such as Ventura Blvd. and Warner Center, supporting improved jobs-housing proximity. Furthermore, the Proposed Plans incorporate "missing middle" residential designations to expand the diversity of housing options while simultaneously preserving the character and scale of existing lower-density neighborhoods.
Environment: Integrate the region's development pattern and transportation network to improve air quality and reduce GHG emissions; develop climate-resilient communities.	**Consistent.** Annual per capita (service population) GHG emissions from the Proposed Plans are estimated to decrease from 6.5 MTCO2e per capita under Existing Conditions to 4.7 MTCO2e per capita under the Proposed Plans, a 28 percent decrease, while per resident emissions decrease from 9.6 MTCO2e per resident under Existing Conditions to 6.7 MTCO2e per resident under the Proposed Plans, an approximately 30 percent decrease, as detailed in **Table 4.8-8** above.
Economy: Advance a resilient and efficient goods movement system; improve regional multimodal transportation system infrastructure to support economic vitality.	**Consistent.** The Proposed Plans support job growth within the CPAs in proximity to transit and housing, consistent with Connect SoCal 2024's emphasis on locating jobs, housing, and transit closer together. Additionally, the Proposed Plans establish specific Light Industrial - Preserve and Production land use designations to preserve existing industrial districts near the Van Nuys Airport and Canoga Avenue, directly advancing a resilient and efficient local goods movement system and employment base.

Source: SCAG, Connect SoCal 2024, and Impact Sciences, Inc., 2026.

Consistency With AB 32, SB 32, AB 1279 and 2022 Scoping Plan

The Proposed Plans are consistent with the goals of AB 32, SB 32, AB 1279, and the associated CARB Scoping Plans, which call for strategies to reduce Statewide GHG emissions. As discussed previously, jurisdictions look to the following three priority areas in order to align with the State's climate goals: transportation electrification, VMT reduction, and building decarbonization.

The CARB Scoping Plan also identifies priority actions related to each of these topics, which are listed below and followed by consistency analysis.

To assist local jurisdictions, the 2022 Scoping Plan presents a non-exhaustive list of impactful GHG reduction strategies that can be implemented by local governments within the three priority areas (Priority GHG Reduction Strategies for Local Government Climate Action Priority Areas).[122]

As there are currently no specific development projects associated with the Proposed Plans, the following discussion generally illustrates how the City will actively promote reductions in GHG emissions in these priority areas.

Transportation Electrification. The priority GHG reduction strategies for local government climate action related to transportation electrification are discussed below and would support the Scoping Plan action to have 100 percent of all new passenger vehicles to be zero-emission by 2035 (see Table 2-1 of the Scoping Plan).

Priority Action 1:

- *Convert local government fleets to zero-emission vehicles (ZEV).*

The CARB approved the Advanced Clean Cars II rule which codifies Executive Order N-79-20 and requires that 100 percent of new cars and light trucks sold in California be zero-emission vehicles by 2035. The State has also adopted AB 2127, which requires the CEC to biennially analyze and report on the charging infrastructure needs to support California's EVs. This report would help decision-makers allocate resources to install new EV chargers where they are needed most.

The City of LA Green New Deal (Sustainable City pLAn 2019) identifies a number of measures to reduce VMT and associated GHG emissions. Such measures that would support the local reduction strategy include converting all city fleet vehicles to zero emission where technically feasible by 2028. Starting in 2021, all vehicle procurement followed a "zero emission first" policy for City fleets. The Green New Deal also established targets to increase the percentage of zero emission vehicles to 80 percent by 2035 and 100 percent by 2050. Mayor Bass's Climate Action Plan for Los Angeles, released April 16, 2026, updates and builds upon several of these Green New Deal targets, including a revised commitment to install 120,000 new public and multi-family EV charging ports by 2030 (with at least 10,000 sited in disadvantaged communities) and to electrify 100 percent of LADOT's transit bus fleet by 2028.

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122 Table 1 of Appendix D, 2022 Scoping Plan Update, November 2022.

The City's goals of converting the municipal fleet to zero emissions and installation of EV chargers throughout the City would be consistent with the Scoping Plan goals of transitioning to EVs. Although this measure mainly applies to City fleets, the Proposed Plans would not conflict with these goals. Furthermore, as individual development projects are proposed within the CPAs, each project would be evaluated on a case-by-case basis to determine the appropriate number of EV chargers to be installed. Installation of additional EV chargers would encourage the adoption of EVs over time.

Priority Action 2:

- *Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans).*

The state has adopted AB 1236 and AB 970, which require cities to adopt streamlined permitting procedures for EV charging stations. As a result, the City updated Section IX of the LAMC, which requires most new construction to designate 30 percent of new parking spaces as capable of supporting future electric vehicle supply equipment (EVSE). This would exceed the CALGreen 2022 requirements of 20 percent of new parking spaces as EV capable. The ordinance also requires new construction to install EVSE at 10 percent of the total parking spaces. This requirement also exceeds the CALGreen 2022 requirements of installing EVSE for 25 percent of EV capable parking spaces which is approximately five percent of total parking spaces. The City has also implemented programs to increase the amount of EV charging on city streets, EV carshare, and incentive programs for apartments to be retrofitted with EV chargers. Furthermore, the New Zoning Code (LAMC Chapter 1A) defines "Electric Vehicle Charging Facility," "Electric Vehicle Charging Station," and related terms as recognized land uses under Article 14, and permits their establishment as an accessory or primary use across zoning districts in the Southwest Valley CPAs, subject to applicable development and siting standards. This provision reduces land use and regulatory barriers to expanding local charging infrastructure, consistent with the City's broader effort to define EV charging as an allowable use citywide and streamline its ministerial approval.

The City's goals of installing EV chargers throughout the city is consistent with the Scoping Plan's goals of transitioning to EVs. As individual development projects are proposed within the CPAs, each project would be evaluated on a case-by-case basis to determine the appropriate number of EV chargers to be installed. Based on the City's updates to Section IX of the LAMC and the expanded permissions under Chapter 1A, many of the future development projects within the CPAs would exceed the CALGreen 2022 requirement.

VMT Reduction. The priority GHG reduction strategies for local government climate action related to VMT reduction are discussed below and would support the Scoping Plan action to reduce VMT per capita 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045.

Priority Actions 3 and 4:

- *Reduce or eliminate minimum parking standards in new developments.*
- *Implement parking pricing or transportation demand management pricing strategies.*

The City of Los Angeles Mobility Plan 2035 contains measures and programs related to VMT reduction throughout the City. With regard to parking standards, the implementation of Mobility Plan Programs and AB 2097 reduce or eliminate parking requirements for certain types of developments near transit (within half a mile). These reduction strategies and TDM programs would serve to reduce minimum parking standards and reduce vehicle trips. Individual discretionary projects, including those within the Proposed Plans boundaries, would continue to be reviewed using the City's VMT Calculator. When an individual project has the potential to significantly impact VMT, the calculator provides the applicant with Project Design Feature (PDF) options (such as unbundled parking, transit pass subsidies, or on-site TDM programs) designed to reduce VMT; where such PDFs are insufficient to reduce VMT below the applicable threshold, the calculator identifies suggested mitigation measures. The City's VMT threshold applied to these future individual development projects is generally more demanding than the State's recommended threshold, and as such, proposed development projects within the Southwest Valley CPAs will be evaluated for VMT reduction beyond what is called for in the region. See also **Section 4.15, Transportation & Traffic,** for a detailed discussion of the City's VMT thresholds, methodology, and VMT calculator.

Priority Action 5:

- *Implement Complete Streets policies and investments, consistent with general plan circulation element requirements.*

The City of Los Angeles Mobility Plan 2035, a component of the City's General Plan, established a "Complete Streets" planning framework which is accompanied by the City of Los Angeles Complete Streets Design Guide. Adopted in 2015, the Complete Streets Guide complies with the City's responsibility to implement the requirements of California's Complete Streets Act of 2008. In 2020, the City completed the Supplemental Street Design Guide to supplement the Complete Streets Guide. The Complete Streets Design Guide was amended in 2025 to add the Healthy Streets LA (HLA) Standard Elements Table as a supplemental document. The HLA is the implementing framework for Measure HLA, the 2024 voter-approved initiative requiring the City to install Mobility Plan 2035 network improvements whenever it repaves or modifies at least one-eighth of a mile of a qualifying street.

The Complete Streets Design Guide provides a number of measures to support public access to electric shuttles, car sharing ,and walking. The Design Guide establishes guidelines for on-street parking dedicated to car sharing. In addition, as part of the Green New Deal, the City plans to install 28,000 publicly available chargers by 2028 and introduce 135 new electric DASH buses. While this VMT reduction strategy mainly applies to Citywide circulation, the Proposed Plans would not conflict with the strategy. See below for consistency analysis with the City's Mobility Plan 2035.

Priority Actions 6-9:

- *Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.*
- *Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking.*
- *Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood).*
- *Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield" land to urban uses (e.g., green belts, strategic conservation easements).*

Senate Bill 375 (SB 375) further supports VMT reductions, by requiring each region within California to generate an integrated transportation, land-use, and housing plan. SB 375 also generally encourages jobs/housing proximity, promotes transit-oriented development (TOD), and encourages high-density residential/commercial development along transit corridors. To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the 2024–2050 RTP/SCS, also referred to as Connect SoCal 2024. The "Core Vision" prioritizes the maintenance and management of the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. See above for a detailed discussion of consistency with SB 375 and Connect SoCal 2024.

On a local level, the City developed the Complete Streets Design Guide which contains VMT reduction strategies. These strategies are intended to increase public access to electric shuttles, car sharing and walking, and continues to guide the implementation of the Mobility Plan's street network to support pedestrians, bicyclists, and transit users. The City also implemented an EV car sharing network, and is working towards increasing publicly available chargers, and introducing new electric DASH buses. See also below for consistency analysis with the City's Mobility Plan 2035.

The Proposed Plans' new zoning would allow for infill development within existing urbanized areas consistent with the overall growth pattern encouraged in Connect SoCal 2024. Transit, bicycle, and pedestrian infrastructure improvements are supported by the Metro G Line Busway and Warner Center Specific Plan area, and the Proposed Plans accommodate additional jobs and housing in close proximity to these existing and planned transit services.

Priority Action 10:

- *VMT reduction through affordable housing*

As California continues to experience a severe housing shortage, the State must plan for more than 2.5 million residential units over the next eight years, and no less than one million of those residential units must be affordable to lower-income households.[123] This represents more than double the housing planned for during the last eight years.[124] The housing crisis and the climate crisis must be confronted simultaneously, and it is possible to address the housing crisis in a manner that supports the State's climate and regional air quality goals.[125] CAPCOA's Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA's Handbook) provides a VMT reduction measurement for incorporation of low-income housing. Measure T-4 (Integrate Affordable and Below Market Rate Housing) shows a 28.6 percent reduction in VMT for low-income units in comparison to market rate units.[126]

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123 California Department of Housing and Community Development, Statewide Housing Plan, 2022, available online at www.hcd.ca.gov/docs/statewide-housing-plan.pdf, accessed July 30, 2026.

124 Ibid.

125 Elkind, E. N., Galante, C., Decker, N., Chapple, K., Martin, A., & Hanson, M. 2017. Right Type, Right Place: Assessing the Environmental and Economic Impacts of Infill Residential Development through 2030. Available at: https://temercenter.berkeley.edu/research-and-policy/right-type-right-place/, accessed July 30, 2026.

126 The ITE Trip Generation Manual 11th Edition (2021) identifies "low-rise affordable multifamily housing" as reducing trip by 28.6 percent as compared to "market rate low-rise multifamily housing not near transit." This trip generation information is included in Measure T-4 of the CAPCOA Handbook.

The Scoping Plan references two studies related to housing affordability/income and VMT. One study indicates (Table 5 of the referenced study) that as compared to moderate-income units, VMT is reduced by 10.2 percent for low-income households, 25.2 percent for very low-income households and 32.5 percent for extremely low-income (ELI) households in Metro areas.[127] The other study indicates that the difference in daily VMT for ELI and very low-income households in Department of Housing and Community Development TOD areas vs. non-TOD is -20.9 VMT and -17.6 VMT per day respectively.[128]

A study commissioned by Caltrans based on Los Angeles area survey data, shows VMT reductions by income level as compared to a base case, with lower income units, especially ELI units, showing a substantial reduction in VMT as compared to other income levels (Table 13, p. 51 of the referenced study).[129]

The Caltrans study indicates that ELI housing generates a fraction of the VMT of other types of affordable housing no matter where they are located. If a low-income multi-family unit (7.65 VMT in an urban neighborhood, according to the Caltrans study) is generically representative of an affordable unit an ELI unit (with 0.45 VMT) would have just 6 percent of the VMT of a low-income unit (94 percent reduction) or 3 percent of a median-income unit in a suburban neighborhood (97 percent reduction).

The City's 2021-2029 Housing Element of the General Plan provides planning guidance in meeting the housing needs identified in the SCAG Regional Housing Needs Assessment (RHNA) allocated to the City in 2020. The City's RHNA allocation totaled 456,643 housing units, of which 184,721 units were required to be affordable to lower income households (Very Low and Low levels). However, the City's analysis of its existing zoning showed it would not be able to accommodate its entire RHNA allocation, particularly its lower income housing unit requirement, and identified the need for increasing its housing development capacity through a rezoning program (Program 121, RHNA Rezoning Program), which is discussed in more detail in **Sections 4.13, Population and Housing** and **4.11, Land Use and Planning**. The RHNA Rezoning Program identified and directed DCP's 16 active Community Plan update programs, including the update to the Southwest Valley Community Plan Areas, to develop land uses and zoning

127 Following study is referenced in the Scoping Plan Appendix D, Table 3: Newmark, G. and Haas, P. 2015. Income, Location Efficiency, and VMT: Affordable Housing as a Climate Strategy. Available at: https://chpc.net/wp-content/uploads/2016/05/CNT-Working-Paper-revised-2015-12-18.pdf, accessed July 30, 2026.

128 California Housing Partnership Corporation and TransForm. 2014. Why Creating and Preserving Affordable Homes Near Transit is a Highly Effective Climate Protection Strategy. Available at: https://chpc.net/resources/why-creating-and-preserving-affordable-homes-near-transit-is-a-highly-effective-climate-protection-strategy/, accessed July 30, 2026.

129 Caltrans, Technical Report, Dr. Kelly J. Clifton (PI); Dr. Kristina M. Currans; Dr. Robert Schneider; Dr. Susan Handy, Maseeh College of Engineering & Computer Science Portland State University, Affordable Housing Trip Generation Strategies and Rates, September 2018.

that, when adopted and implemented, will provide more housing development opportunities, particularly for lower income housing development near transit and jobs—thereby assisting the City in meeting its RHNA allocation at all income levels while also accommodating the Proposed Plan Areas' anticipated growth. The City's legal requirement[130] to accommodate new housing developments providing affordable housing units applies citywide and is applicable to any eligible individual project. Overall, housing development in proximity to transit has much lower trip generation and vehicle trip lengths than housing development not in proximity to transit.

As further detailed in **Section 4.13, Population and Housing**, the Proposed Plans accommodate current and anticipated housing demand in the Southwest Valley CPAs, including affordable housing. In addition to the City's affordable housing incentive programs, the Proposed Plans also include affordable housing incentives through the Community Benefits Program, which are also aligned with the Housing Element's RHNA Rezoning Program (Program 121) and State Density Bonus law. The Proposed Plans' Community Benefits Program will allow eligible individual developments to exceed base development rights (i.e. increased floor area, building height, and/or density) in exchange for providing community benefits, such as a certain percentage of covenanted affordable housing units. The various Public Benefit Systems are described in Article 9 of the LAMC Chapter 1A. For purposes of evaluating consistency with affordable housing targets relative to GHG reduction goals, the City of Los Angeles considers citywide housing production and does not require individual projects to meet specific targets as all levels of housing affordability are needed in the City particularly in proximity to transit.

Building Decarbonization. The priority GHG reduction strategies for local government climate action related to building electrification are discussed below and would support the Scoping Plan actions regarding meeting increased demand for electrification without new fossil gas-fired resources and requiring all-electric appliances beginning in 2026 (residential) and 2029 (commercial) (see Table 2-1 of the Scoping Plan).

Priority Action 11:

- *Adopt all-electric new construction reach codes for residential and commercial uses.*

California's transition away from fossil fuel-based energy sources will ultimately bring the CPAs' GHG emissions associated with building energy use down to zero as the electric supply becomes 100 percent carbon-free. California has committed to achieving this goal by 2045 through SB 100, which requires 100

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[130] State law requires the City to update its Housing Element every eight years and demonstrate sufficient zoned capacity for housing to accommodate the number of units identified in the Regional Housing Needs Assessment (RHNA).

percent of retail electricity to come from carbon-free sources. Following the 2025 repeal of the City of Los Angeles' All-Electric Building Ordinance (Ordinance No. 187,714) due to federal preemption rulings, achievement of building decarbonization relies primarily on the State's framework. New buildings within the CPAs would, at minimum, be subject to the California Energy Code (Title 24, Part 6) and CALGreen standards (Title 24, Part 11). This includes mandatory "electric-ready" requirements, ensuring that new buildings are wired to utilize the increasingly clean electric grid rather than relying on fossil fuels.

Priority Action 12:

- *Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems.*

The City and the Los Angeles Department of Water and Power (LADWP) have established rebate programs to promote the use of energy-efficient products and home upgrades. Under LADWP's Consumer Rebate Program, residential customers receive rebates for energy-efficient upgrades such as cool roofs, Energy Star windows, HVAC upgrades, and improved insulation, serving to reduce wasteful energy usage and associated GHG emissions. While it cannot be determined at a programmatic level whether future development projects within the Southwest Valley CPAs would involve retrofits of existing buildings versus ground-up construction, all individual land use redevelopment projects will be subject to compliance with the Title 24 energy efficiency standards and Los Angeles Green Building Code provisions in effect at the time of project approval.

Consistency With City of Los Angeles GreenLA Climate Action Plan (CAP)

The City of Los Angeles enacted its GreenLA CAP in 2007 to outline strategies for reducing the City's emissions of GHG and consequent effects on climate change. The CAP's primary long-term objective is to establish a framework for implementing GHG emissions reduction efforts that would achieve a goal of reducing citywide emissions to 35 percent below 1990 levels by 2030. With regard to planning, elements of the CAP designed to aid in regional GHG reductions include promotion of high-density housing close to major transportation arteries, implementation of transit-oriented development, and expanding availability of City land for housing, mixed-use development, parks, and open space.

The Proposed Plans would add housing as well as new commercial and institutional/office space to the Southwest Valley CPAs. Through encouraging mixed-use and transit-oriented development at key locations in the CPAs, including areas served by the Metro G Line Busway and commercial corridors such as Ventura Boulevard, the Proposed Plans create an efficient strategy for reasonably anticipated development in the CPAs. Furthermore, because of the proximity of housing and opportunities for transit use in the CPAs, focusing growth in the CPAs would reduce citywide and regionwide emissions as compared to accommodating more of the projected growth in other parts of the City and/or region.

As discussed in **Section 4.13, Population and Housing**, the Southwest Valley CPAs' 2024 jobs-to-housing ratio of 1.24 is below the ideal citywide target range of 1.3–1.7--the jobs-to-housing is a general measure of the total number of jobs and housing units in a defined geographic area, without regard to economic constraints or individual preferences. As described in **Section 3.0, Project Description**, the Proposed Plans do not establish a specific employment growth target area; instead, the Plans anticipate that new commercial uses generated by mixed-use or commercial developments along major corridors could yield additional job growth. Through the preservation of existing Industrial Use areas (proposed to be preserved as Light Industrial – Preserve and Light Industrial – Sensitive use districts), existing jobs-producing areas will be maintained and potentially redeveloped into other jobs-producing developments in the future. Additionally, the Proposed Plans would allow new small-scale, locally serving commercial uses in Residential Mixed-Use Districts, which would create job opportunities in areas traditionally zoned for only residential uses. Thus, employment growth is characterized in an incidental outcome of new mixed-use and commercial development, the preservation of industrial uses, and the introduction of small-scale commercial uses in select areas rather than a specific planned objective. The combination of these strategies is consistent with the goals of GreenLA. **Table 4.8-10, Consistency Analysis of the Proposed Plans with the City's GreenLA CAP**, illustrates the Proposed Plans' consistency with the City's GreenLA CAP.

Table 4.8-10
Consistency Analysis of the Proposed Plans with The City's GreenLA CAP

Objective	Proposed Plans Consistency
Energy	
Transform Los Angeles into the model of an energy efficient city.	Consistent. As discussed above, implementation of the Proposed Plans would support an emissions reduction. Furthermore, new development would be subject to Title 24 Energy Efficiency Standards and Los Angeles Green Building Code requirements, and the City has undertaken several efforts to reduce energy demand and promote the use of clean renewable energy.
Water	
Decrease per capita water use.	Consistent. As discussed in Section 4.17, Utilities and Service Systems, implementation of the Proposed Plans would increase the total demand for water in the area. However, new development facilitated by the Proposed Plans would be required to comply with the City's Model Water Efficient Landscape Ordinance, which requires that new construction projects develop water budgets for landscaping, reduction of erosion and irrigation related runoff, utilization of recycled water if available, irrigation audits, development of requirements for landscape and irrigation design, and scheduling of irrigation based on localized climate. New development resulting from the Proposed Plans would also be required to comply with the City's water conservation ordinances and install water conservation fixtures (i.e., ultra-low-flush toilets, urinals, taps, and showerheads). Adherence to these state and City standards would reduce per capita water consumption and associated GHG emissions resulting from the Proposed Plans' water use.
Transportation	
Lower the environmental impact and carbon intensity of transportation.	Consistent. As illustrated by the analysis presented in Table 4.8-8, implementation of the Proposed Plans would result in a reduction in per capita and per resident GHG emissions associated with overall CPA operations, including transportation.
Focus on mobility for people, not cars.	Consistent. The Proposed Plans would facilitate the use of transit and non-motorized transportation by increasing the development potential for residential and job-developing uses in areas near the Metro G Line and high-quality transit corridors, supported by pedestrian-oriented development standards and bicycle facility enhancements. By improving mobility and accessibility to transit, the Proposed Plans support reductions in VMT and associated GHG emissions.
Create a more livable city.	Consistent. The Proposed Plans would increase development potential in areas with existing transportation infrastructure. The Proposed Plans would allow for infill development of additional residential units and job-producing uses located near the Metro G Line stations and along commercial corridors such as Ventura Boulevard. Additionally, the Proposed Plans would implement new pedestrian-oriented development standards for new development to encourage alternative modes of transportation and enhance the overall mobility in the Plan Areas. By implementing these development standards and increasing development potential near transit stations, the Proposed Plans would improve mobility and accessibility and create a more livable city.

Source: City of Los Angeles, Green LA: An Action Plan to Lead the Nation in Fighting Global Warming, 2007, and Impact Sciences, Inc., 2026.

Consistency With Sustainable City pLAn

The Sustainable City pLAn (Green New Deal) is the City's sustainability planning document that embraces both short- and long-term goals to improve equity, the City's economy, and the environment. Focus areas for the environmental aspect of the Sustainable City pLAn includes improving local water supply, increasing local electricity supply from solar, incentivizing energy efficient buildings, reducing atmospheric carbon, reducing waste destined for landfills, and embracing climate leadership.

Table 4.8-11, Consistency Analysis of the Proposed Plans with LA's Green New Deal, below compares the objectives of the Sustainable City pLAn with the Proposed Plans.

Table 4.8-11
Consistency Analysis of the Proposed Plans with L.A.'s Green New Deal
(2019 Sustainable City pLAn)

Objective	Proposed Plans Consistency
Renewable Energy	
LADWP will supply 55 percent renewable energy by 2025; 80 percent by 2036; and 100 percent by 2045.	**Consistent.** Implementation of the Proposed Plans would not interfere with LADWP meeting the renewable energy targets set forth in LA's Green New Deal and SB100. Land use development would be limited to the Southwest Valley CPAs and would not constrain any future expansion of LADWP renewable infrastructure. As concluded in Section 4.17, Utilities and Services Systems, and Section 4.6, Energy, additional energy conservation standards for new development and redevelopment within the life of the Proposed Plans are anticipated. Therefore, the increased electricity use from new development facilitated by the Proposed Plans would not require the expansion of existing electrical facilities and would not place an undue burden on current capacity.
Increase local solar generation and total energy storage capacity to 900-1,500 MW/1,654-1,750 MW by 2025, 1,500-1,800 MW/3,000 MW by 2035, and 1,950 MW/4,000 MW by 2050, respectively.	**Consistent.** Implementation of the Proposed Plans would not interfere with the planned expansion of local solar energy production and energy storage capacity. Redevelopment within the CPAs resulting from the Proposed Plans would not obstruct LADWP local solar and energy storage projects. There are no existing or planned LADWP energy storage facilities within the CPAs.
Local Water	
Reduce per capita potable water use and increase recycled water.	**Consistent.** As discussed in Section 4.17, Utilities and Service Systems, water demand generated by the Proposed Plans would be met by expanding water recycling and conservation. New development resulting from the Proposed Plans would be required to comply with City's water conservation ordinances and install water conservation fixtures (i.e., ultra-low-flush toilets, urinals, taps, and showerheads, plumbing fixtures). As detailed in Section 4.17, the LADWP's 2025 Urban Water Management Plan (UWMP) projects total citywide water demand of 467,700 acre-feet (af) by 2050, a decrease of 8,200 af relative to the 475,900 af delivered in 2024. The projected increase in water demand attributable to new development facilitated by the Proposed Plans (27,990 afy) would result in a net systemwide increase of 19,790 afy through 2050, which the 2025 UWMP concludes can be reliably served during normal, dry, and multiple dry years. Section 4.17 determines this impact to be less than significant, and no mitigation measures are required. Accordingly, new development within the Southwest Valley CPAs would be required to comply with state and local water use and conservation regulations, such as the Los Angeles Green Building Code, the most current California Green Building Standard Code, and all applicable regulations in the future.
Building Energy	
All new buildings will be net zero carbon by 2030; and 100 percent of buildings will be net zero carbon by 2050.	**Consistent.** The City adopted Ordinance No. 187,714, which would have required most new buildings to be all-electric; however, this ordinance was repealed in its entirety through Ordinance No. 188,716, effective October 13, 2025, following the Ninth Circuit's decision in *California Restaurant Association v. City of Berkeley*, 89 F.4th 1094 (9th Cir. 2024), which held that the federal Energy Policy and Conservation Act preempts such local restrictions. In the absence of a local all-electric mandate, achievement of the Green New Deal's net zero carbon building objective will depend primarily on the state's Building Energy Efficiency Standards (Title 24, Part 6), the California Green Building Standards Code (CALGreen), and the continued decarbonization of the electric grid under SB 100, which requires 100 percent carbon-free retail electricity by 2045. New buildings within the CPAs would be subject to these statewide standards throughout the Proposed Plans' horizon year.

Objective	Proposed Plans Consistency
	Thus, while there is a greater reliance on statewide programs rather than a City-specific mandates, the Proposed Plans would not conflict with or impede progress toward this objective.
Reduce building energy use for all building types by 22 percent by 2025, 34 percent by 2035, and 44 percent by 2050.	Consistent. All individual land use redevelopment projects within the Southwest Valley CPAs will be subject to compliance with the Title 24 energy efficiency standards and Los Angeles Green Building Code provisions at the time of project approval. Implementation of the Proposed Plans would not compromise future developments from meeting the applicable codes and regulations that are designed in accordance with City policies to reduce building energy use.
Housing & Development	
Increase cumulative new housing unit construction to 150,000 by 2025 and 275,000 units by 2035.	**Consistent.** As discussed in Section 4.11, Land Use and Planning, and Section 3.0, Project Description, the Proposed Plans increase development capacity through targeted zone changes, height, FAR, and density increases in opportunity areas, directly supporting the City's RHNA Rezoning Program (Program 121) and the Plan for Housing Growth and Place-Based Strategies (Program 65), which identify the Southwest Valley CPAs as one of 16 Community Planning efforts intended to help the City meet its housing production targets.
Ensure 57 percent of new housing units are built within 1,500 feet of transit by 2025 and 75 percent by 2035.	**Consistent.** As discussed in Section 4.11, Land Use and Planning, and Section 3.0, Project Description, the Proposed Plans concentrate increased development potential specifically around Metro G Line stations (Reseda and Canoga), Ventura Boulevard, and SB 79-eligible TOD stop areas within a half-mile radius, and provide guaranteed height, FAR, and density standards to encourage five-to-nine-story multifamily housing near transit.
Waste & Resource Recovery	
Execute and expand plans to increase landfill diversion and recycling.	**Consistent.** As discussed in Section 4.17, Utilities and Service Systems, future Southwest Valley CPAs development would participate in City recycling and waste diversion programs, such as the Solid Waste Integrated Resources Plan (SWIRP), RENEW LA Plan, and the Framework Element of the General Plan.
Encourage innovative expansion of recycling and waste diversion.	**Consistent.** As discussed in Section 4.17, Utilities and Service Systems, future Southwest Valley CPAs development would participate in City recycling and waste diversion programs.
Mobility and Transit	
Improve pedestrian and bicycle infrastructure and other sustainable transport, emphasizing connections to mass transit, to increase the percentage of all trips made by walking, biking, micro-mobility, or transit.	**Consistent.** Implementation of the Proposed Plans would increase development density in areas with future transportation infrastructure. The Proposed Plans would allow for infill development of additional residential units and job-producing uses located near the existing Metro G Line Busway and on commercial corridors such as Ventura Boulevard. The proposed land use and zone changes would allow for opportunities to increase the number of jobs and housing that would be located within close proximity to transit and would facilitate the use of transit and non-motorized transportation.
Reduce VMT per capita by at least 13 percent by 2025, 39 percent by 2035, and 45 percent by 2050 relative to the 2017 level of 15 VMT per capita per day.	**Consistent.** Under Future (2050) Proposed Plans conditions, implementation of the Proposed Plans would decrease VMT per service population within the Southwest Valley CPAs relative to Existing (2024) Conditions, from 26.0 to .8 VMT per service population, a 16.2 percent decrease. This also represents a 22.9 percent decrease relative to the 2024 SCAG Region average of 28.3 VMT per service population. As detailed in Section 4.15, Transportation & Traffic, Threshold 4.15-2, this reduction results in a less than significant transportation impact under both prongs of the City's VMT threshold, and no mitigation measures are required. The Green New Deal's VMT reduction target is measured as VMT per capita relative to a 2017 baseline of 15.0 VMT per capita per day, a different metric and base year than the service-population-based methodology used in Section 4.15; a direct percentage comparison to the Green New Deal's 13/39/45 percent targets is therefore not presented here. Nonetheless, the substantial VMT per service population reduction demonstrated in Section 4.15, which is due to the Proposed Plans' focus on infill development near the Metro G Line Busway and within the Warner Center Specific Plan area will support the Green New Deal's overall direction of reducing vehicle travel intensity within the CPAs.

Objective	Proposed Plans Consistency
Zero Emission Vehicles	
Transition personal transport toward zero emissions to obtain the U.S. EPA ozone standard by 2025.	**Consistent.** The Proposed Plans would promote the use of public transportation by increasing in-fill development intensity near transit stations within the Plan Area. By increasing development intensity near transit stations, the Proposed Plans would encourage a transportation mode shift from private vehicles to public transit. Additionally, future residential development projects within the Southwest Valley CPAs would be subject to the Los Angeles Green Building Code requirements related to the provision of electric charging station facilities. Furthermore, the Proposed Plans' implementation of the New Zoning Code (LAMC Chapter 1A) complements the State's EV charging streamlining laws (i.e., AB 1236 and AB 970) by permitting EV charging facilities as a primary use across all Use Districts. As zero emission vehicles become a larger proportion of the regional on-road fleet, the expansion of electric vehicle charging stations will both encourage and accommodate the use of zero emission vehicles, which will contribute to reductions in ozone.

Source: City of Los Angeles, LA's Green New Deal: Sustainable City pLAn 2019, April 2019, and Impact Sciences, Inc., 2026.

Consistency With Mayor Bass' Climate Action Plan for Los Angeles

Mayor Karen Bass released the Climate Action Plan for Los Angeles (CAP) in 2026, an implementation-focused roadmap organized around four goals, 14 objectives, and 52 targets and actions to guide the City toward carbon neutrality by 2045. The CAP builds on and updates the targets established in the 2019 Green New Deal (Sustainable City pLAn), incorporating 16 new targets and revising 36 existing Green New Deal targets to reflect updated timelines, scope, and monitoring methodology. Like the Green New Deal, the CAP functions as a policy and implementation framework developed in coordination with the Mayor's Climate Cabinet and City departments, rather than a legally binding regulatory document. **Table 4.8-12, Consistency Analysis of the Proposed Plans with Mayor Bass' Climate Action Plan**, below, compares the CAP objectives most relevant to land use planning with the Proposed Plans.

Table 4.8-12
Consistency Analysis of the Proposed Plans with Mayor Bass' Climate Action Plan

CAP Objective	Proposed Plans Consistency
Objective 1: Deliver clean, affordable energy to every Angeleno by expanding renewable energy, rooftop solar, community solar, and battery storage to lower utility bills, improve reliability, and cut emissions.	**Consistent.** Implementation of the Proposed Plans would not interfere with LADWP's ability to meet these accelerated renewable energy targets. Land use development would be limited to the Southwest Valley CPAs and would not constrain LADWP's renewable infrastructure or local solar expansion. As discussed above regarding SB 100, the electricity supplying future development within the CPAs is anticipated to become increasingly carbon-free over the Proposed Plans' horizon year.
Objective 2: Make buildings carbon-free by improving efficiency, electrifying homes, and setting strong performance standards to cut energy costs, improve indoor air quality, and reduce pollution.	**Consistent.** Following the 2025 repeal of the City's All-Electric Building Ordinance, achievement of this objective relies on state frameworks. New buildings within the CPAs would, at minimum, be subject to Title 24 and CALGreen standards, including "electric-ready" requirements, and to California's broadened embodied carbon framework (effective January 1, 2026, now applying to commercial buildings over 50,000 square feet), supporting the targets of increasing energy efficiency by 15 percent from a 2020 baseline by 2030 and reducing the average carbon intensity of the materials used in new building construction by 40 percent by 2035.

CAP Objective	Proposed Plans Consistency
Objective 4: Reduce transportation-related emissions by promoting walkable neighborhoods and alternate forms of transportation to reduce car trips.	**Consistent.** As detailed in Section 4.15, Transportation & Traffic, implementation of the Proposed Plans would decrease VMT per service population within the CPAs from 26.0 to 21.8, a 16.2 percent decrease, which also represents a 22.9 percent decrease relative to the 2024 SCAG Region average of 28.3 VMT per service population, which exceeds the proportional intent of Target 4a. The CAP explicitly identifies Community Plan Updates as a mechanism supporting Target 4a by bringing housing, jobs, schools, and services closer together, and the Proposed Plans directly implement this strategy through infill development concentrated near the Metro G Line Busway stations and along commercial corridors such as Ventura Boulevard.
Objective 6: Enhance and connect green spaces and ecosystems across the city to strengthen neighborhood resilience, restore biodiversity, and promote wellbeing for people and nature.	**Consistent.** As previously noted, the CPAs already benefit from targeted green-connectivity investment such as the Upper LA River and Tributaries Revitalization Plan, the Cabrillo Creek and Aliso Creek Confluence Park projects, and the Reimagine Ventura Boulevard streetscape effort, all of which directly enhance and connect green spaces and ecosystems. Furthermore, the Proposed Plans support the 2024 Sepulveda Basin Vision Plan's focus on the LA River's natural systems, and integrate the environmental protections of the River Improvement Overlay (RIO) directly into the New Zoning Code.
Objective 7: Reduce risks from extreme heat, drought, wildfire, and flooding by scaling nature-based solutions, green infrastructure, and community-driven strategies that make neighborhoods safer, healthier, and more resilient.	**Partially Consistent.** New development within the CPAs would be required to comply with the 2025 California Building Code (Title 24, Part 7), the California Wildland-Urban Interface Code, and defensible space requirements applicable to construction within Very High Fire Hazard Severity Zones (VHFHSZ), consistent with the intent of this objective's target. However, as detailed in Section 4.18, Wildfire, Threshold 4.18-2, implementation of the Proposed Plans would increase development intensity within portions of the Ventura Boulevard corridor now mapped as VHFHSZ under CAL FIRE's 2025 updated Local Responsibility Area maps, and this impact is identified as potentially significant and unavoidable notwithstanding compliance with applicable fire-resistant construction standards. Future discretionary development projects within hillside areas of the CPAs would additionally be subject to Mitigation Measure WF-1, requiring a Hillside Construction Staging and Parking Plan reviewed by the Los Angeles Fire Department and construction traffic management plans for qualifying projects.. By-right hillside development, including projects processed under SB 9, is not subject to Mitigation Measure WF-1 (see Section 4.18, Wildfire), as the City cannot impose discretionary conditions of approval on such projects. These projects remain subject only to applicable building and fire code requirements, including defensible space and ignition-resistant construction standards.
Objective 9: Ensure sustainable and equitable water systems through conservation, stormwater capture, and recycled water to secure local and reliable supplies, protect ecosystems, and support community resilience.	**Consistent.** As discussed above, new development resulting from the Proposed Plans would be required to comply with the City's water conservation ordinances, Green Building Code provisions, and Model Water Efficient Landscape Ordinance, supporting the City's per capita water use reduction target.

Source: Office of Mayor Karen Bass, Climate Action Plan for Los Angeles, 2026, and Impact Sciences, Inc., 2026.

Consistency with Los Angeles Green Building Code

Individual development projects constructed within the Southwest Valley CPAs, including future infill and mixed-use development anticipated in Warner Center, along the Ventura-Cahuenga Boulevard Corridor, and near Metro G Line station areas that include Canoga Park and Reseda Stations would be required to comply with the Los Angeles Green Building Code (CALGreen), codified as Chapter 9, Article 9 of the LAMC and consistent with Title 24, Part 11 of the California Code of Regulations. The City's Green Building Code includes energy and water saving measures that reduce GHG emissions below the current 2022 Title

24 Energy Code baseline (with the 2025 edition anticipated for permits issued 2026 through 2028). It promotes sustainable building practices by creating a series of requirements and incentives for developers to align with the U.S. Green Building Council's LEED standards. The Green Building Code includes the following key mandatory measures for non-residential and high-rise residential buildings related to GHG reduction, which would apply to qualifying future development throughout the Plan Areas, including higher-intensity development anticipated near Warner Center and the Sherman Way transit corridor:

- **Short-Term Bicycle Parking:** If a development project is anticipated to generate visitor traffic, then the development must provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passersby, for five percent of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack.

- **Long-Term Bicycle Parking:** For buildings with over 10 occupants, the building must provide secure bicycle parking for five percent of motorized vehicle parking capacity, with a minimum of one space, via covered lockable enclosures, lockable bicycle rooms, or lockable bicycle lockers convenient to the street, which would complement the existing Metro G Orange Line Bikeway and Class I/II/III/IV bicycle facilities already present throughout the CPAs.

- **Designated Parking:** Provide designated parking, by permanent marking or sign, for low-emitting, fuel-efficient, and carpool/vanpool vehicles per Table 5.106.5.2 of the Green Building Code.

- **Electric Vehicle (EV) Charging:** Provide EV-capable, EV-ready, and EVSE-installed parking spaces consistent with the applicable CALGreen compliance tier at the time of permit issuance, currently 15 percent EV Capable and 5 percent EVSE Installed for non-residential projects, and 40 percent EV Ready and 10 percent EVSE Installed for multifamily projects, increasing to 100 percent EV Ready and 25 percent EVSE Installed for multifamily common parking under the 2025 CALGreen cycle.

- **Energy Conservation:** A project must exceed the applicable California Energy Code requirements in effect at the time of permit issuance, currently based on the 2022 Title 24 Energy Efficiency Standards by the applicable percentage using an Alternative Calculation Method approved by the California Energy Commission.

- **Energy Conservation:** Each appliance provided and installed shall meet Energy Star requirements if an Energy Star designation is applicable for that appliance.

- **Energy:** Provide future access, off-grid pre-wiring, and space for electrical solar systems.

Since the Proposed Plans would be consistent with the goals of the Sustainable City pLAn including its urban greening, transit-oriented infill, and heat-island reduction strategies that are directly applicable to the Warner Center 2035 Specific Plan area and Metro G (Orange) Line station areas within the Southwest Valley CPAs, and because future development projects within the CPAs would be required to comply with the City's Green Building Code at whatever CALGreen compliance tier is in effect at the time of permitting, the Proposed Plans would be consistent with the City's strategies for reducing GHG emissions.

Consistency with City of Los Angeles General Plan

Framework Element. As part of the Proposed Plans, General Plan designations in the Southwest Valley CPAs would be updated to allow for a range of uses that improve the link between land use and transportation in a manner consistent with the citywide comprehensive growth strategy identified in the City's General Plan Framework Element. As shown in **Table 4.8-13, Consistency Analysis of the Proposed Plans with the City of Los Angeles General Plan Framework Element**, the Proposed Plans would be consistent.

Table 4.8-13
Consistency Analysis of the Proposed Plans with the City of Los Angeles General Plan Framework Element

Objective	Proposed Plans Consistency
Objective 3.15: Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.	**Consistent.** The Proposed Plans allow infill residential and job-related uses near the existing Metro G Line stations, including the Canoga and Reseda Stations. The Proposed Plans encourage mixed-use development projects that provide community benefits, while generally preserving the majority of existing lower-density residential neighborhoods by maintaining their current low-scale land use designations and restricting incompatible land uses.
Objective 3.16: Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.	**Consistent.** The Proposed Plans support mobility and connectivity in the Southwest Valley CPAs by implementing pedestrian-oriented development standards, building on existing streetscape investments such as the Reimagine Ventura Boulevard project, Reseda Boulevard Complete Streets project, and Sherman Way streets initiative.
Objective 4.2: Encourage the location of new multi- family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.	**Consistent.** The Proposed Plans provide opportunities for residential development near transit, including along the Ventura-Cahuenga Boulevard Corridor, and Metro G Line stations, and increase opportunities for mixed-use and increased-density development with affordable housing incentives through community benefit systems. As discussed in Section 4.11, Land Use and Planning, form districts with higher-density development would be targeted to specific areas of the Southwest Valley CPAs near transit and along major corridors, and propose 'missing middle' housing strategies through proposed land use designations (such as Low Neighborhood Residential) to create complete neighborhoods through additional housing opportunities. These 'missing middle' designations (including Low Neighborhood Residential and Low Medium Residential), along with transitional height regulations, are applied specifically to provide a graduated transition (such as stepping down in scale from higher-intensity development immediately surrounding transit stations and corridors to the lower-scale, primarily single-family neighborhoods at the outskirts) acting as a physical buffer consistent with Objective 4.2.
Objective 9.40: Ensure efficient and effective energy management in providing appropriate levels of lighting for private outdoor lighting for private streets, parking areas, pedestrian areas, security lighting, and other forms of outdoor lighting and minimize or eliminate the adverse impact of lighting due to light pollution, light trespass, and glare.	**Consistent.** Future development within the Southwest Valley CPAs would be required to comply with Title 24, CALGreen, the Los Angeles Building Code, and the Los Angeles Green Building Code (LAMC Chapter IX), including Subsection A5.209.3.1 restrictions on residential outdoor lighting and LAMC Section 93.0117's 2 fc exterior lighting limit on residential properties. The New Zoning Code would update and incorporate these lighting standards into Southwest Valley development regulations.

Source: City of Los Angeles, General Plan Framework Element, 1995, and Impact Sciences, Inc., 2026.

Air Quality Element. The Air Quality Element aims to guide the City's air quality strategies and their integration with land use and transportation decisions. As shown in **Table 4.8-14, Consistency Analysis of the Proposed Plans with the City of Los Angeles Air Quality Element**, the Proposed Plans would be consistent.

Table 4.8-14
Consistency Analysis of the Proposed Plans with the City of Los Angeles General Plan Air Quality Element

Objective	Proposed Plans Consistency
Objective 1.1: Reduce air pollutants consistent with the Regional Air Quality Management Plan (AQMP), increase traffic mobility, and sustain economic growth citywide.	**Consistent.** As discussed in Section 4.3, Air Quality, the Proposed Plans would generate emissions exceeding SCAQMD significance thresholds, but reasonably anticipated development in the Southwest Valley CPAs would remain consistent with SCAG regional emissions reduction and transit-oriented infill strategies, despite exceeding localized population forecasts to accommodate RHNA housing requirements. The Proposed Plans establish pedestrian-oriented standards to promote alternative transportation and allow infill near Metro G Line stations, improving transit mobility while sustaining projected economic growth by focusing development in established transit corridors.
Objective 2.1: Reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.	**Consistent.** The proposed land use and zone changes increase job/housing proximity to transit near Warner Center, Ventura Boulevard, and Metro G Line stations, reducing vehicle work trips. While total daily VMT would inherently increase due to projected population and employment growth by 2050, the Proposed Plans successfully reduce the daily VMT per service population by approximately 16.1 percent compared to existing conditions, as detailed in Section 4.15, Transportation & Traffic.
Objective 2.2: Increase vehicle occupancy for non-work trips by creating disincentives for single passenger vehicles and incentives for high occupancy vehicles.	**Consistent.** The Proposed Plans focus growth in transit-served areas around Metro G Line stations to encourage ridership and reduce single-passenger vehicle trips among residents, employees, and visitors.
Objective 3.1: Increase the portion of work trips made by transit to levels that are consistent with the goals of the AQMP and Congestion Management Plan (CMP).	**Consistent.** Increased job/housing proximity to Metro G Line stations, Ventura Boulevard, and Warner Center reduces vehicle work trips and lowers the VMT per service population below baseline conditions by integrating housing and employment opportunities along high-quality transit corridors.
Objective 3.2: Reduce vehicular traffic during peak periods.	**Consistent.** Increased job/housing proximity to transit in the Southwest Valley CPAs would reduce peak-period vehicle trips.
Objective 4.2: Reduce vehicle trips and vehicle miles traveled associated with land use patterns.	**Consistent.** Reasonably anticipated development from the Proposed Plans would include a mix of residential and job-generating uses that would encourage transit use and walking while minimizing travel distances and VMT. The Proposed Plans should substantially reduce the daily VMT per service population compared to existing conditions (from 26.0 to 21.8) by promoting compact, transit-oriented land use patterns.
Objective 5.1: Increase energy efficiency of City facilities and private developments.	**Consistent.** As discussed in Sections 4.6, Energy, and above, the LAMC enforces CALGreen standards for new buildings, additions, and alterations valued over $200,000, which would be applicable to future development throughout the Southwest Valley CPAs to guide lasting development that minimizes the adverse effects on the environment.

Source: City of Los Angeles, General Plan Air Quality Element, 1992, and Impact Sciences, Inc., 2023.

Mobility Plan 2035. As discussed in **Section 4.15, Transportation & Traffic**, the citywide Ordinance on TDM and Trip Reduction Measures (Ordinance No. 168,700) would continue to be implemented within the CPAs. This Ordinance calls for several measures to be taken by non-residential developments in an effort to reduce single-occupancy vehicle trips. As shown in **Table 4.8-15, Consistency Analysis of the Proposed Plans with the City of Los Angeles Mobility Plan 2035**, the Proposed Plans would be consistent.

Table 4.8-15
Consistency Analysis of the Proposed Plans with the City of Los Angeles Mobility Plan 2035

Objective	Proposed Plans Consistency
Objective 4.2: Meet a 9 percent per capita GHG reduction for 2020 and a 16 percent per capita reduction for 2035.	**Consistent**. As shown in **Table 4.8-8**, GHG Emissions, mobile-source GHG emissions per service population in the Southwest Valley CPAs would decrease by approximately 34 percent by 2050 under the Proposed Plans compared to existing 2024 conditions, substantially exceeding this Mobility Plan 2035 objective. Implementation of the Proposed Plans would not obstruct citywide efforts to meet this target and actively supports it through transit-oriented land use patterns that reduce regional vehicle reliance.
Objective 4.3: Convert 100 percent of City General Services Division vehicle fleet to alternative fuels and/or zero emission vehicles by 2035.	**Consistent**. Although the Proposed Plans do not include specific elements to implement this municipal operations objective, they would not preclude or obstruct the conversion of the City's vehicle fleet to alternative fuels or zero-emission vehicles.
Objective 4.4: Convert 100 percent of City refuse collection trucks and street sweepers to alternative fuels by 2020.	**Consistent**. Although the Proposed Plans do not include specific elements to implement this municipal operations objective, they would not obstruct the conversion of the City's refuse collection trucks and street sweepers.
Objective 4.5: Reduce transportation-related energy use by 95 percent and reduce maintenance requirements of City vehicle fleet.	**Consistent**. The Proposed Plans encourage transit ridership, walking, and bicycling in the Southwest Valley CPAs by focusing growth near Metro G Line stations and establishing pedestrian-oriented standards, complementing the existing Class I–IV bicycle network, and would not obstruct fleet longevity efforts. By significantly reducing the VMT per service population compared to existing conditions, the Proposed Plans directly support the reduction of transportation-related energy use.

Source: City of Los Angeles, Mobility Plan 2035, 2016, and Impact Sciences, Inc., 2026.

Summary of Consistency Analysis

As discussed above, the Proposed Plans would be consistent with AB 32, SB 32, and AB 1279 (through demonstration of conformance with the 2022 Scoping Plan), SB 375 (through demonstration of conformance with Connect SoCal 2024, the Sustainable City pLAn, Mayor Bass' Climate Action Plan for Los Angeles, and relevant components of the City's General Plan, including the Framework Element, Air Quality Element, and Mobility Plan 2035. As shown in Table 4.8-8, implementation of the Proposed Plans would result in an approximately 34 percent reduction in mobile-source GHG emissions per service population in the Southwest Valley CPAs by 2050 compared to existing 2024 conditions, substantially exceeding Mobility Plan 2035's per capita GHG reduction objectives. Reasonably anticipated development in the

Southwest Valley CPAs under the Proposed Plans would also remain consistent with SCAG's regional emissions reduction and transit-oriented infill strategies, despite exceeding localized population forecasts to accommodate RHNA housing requirements, and would direct the majority of new housing and employment to areas within a half mile of the Metro G Line stations and other high-quality transit corridors, consistent with SCAG's Connect SoCal 2024 and its emphasis on transit-oriented infill to reduce regional VMT and associated GHG emissions. Therefore, impacts with respect to GHG emissions would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.8.7 CUMULATIVE IMPACTS

The analysis above evaluates GHG emissions consistent with *State CEQA Guidelines* Section 15064.4(b) and considers whether the incremental contribution of the Proposed Plans to global climate change could be cumulatively considerable when combined with past, present, and reasonably foreseeable future projects. As GHG emissions and their contribution to global climate change are inherently cumulative, no individual project is large enough to result in a noticeable change in global GHG concentrations. Thus, the cumulative analysis for GHG emissions is the same geographic scope used to evaluate the Proposed Plans' direct impacts; that is, statewide, regional, and citywide plans, policies, and regulations, rather than a defined list of nearby cumulative projects.

The Southwest Valley CPAs comprise three of several Community Plan Areas within the City of Los Angeles concurrently undergoing updates as part of the Department of City Planning's Community Plan Update Program, including recently adopted Community Plans (Downtown and Boyle Heights Community Plans) or pending updates such as the Harbor LA Community Plan. Each of these plan updates, like the Proposed Plans, is required to demonstrate consistency with the same statewide and regional GHG frameworks (i.e., AB 32, SB 32, AB 1279, the 2022 Scoping Plan, SB 375, and Connect SoCal 2024) such that citywide growth is directed cumulatively toward transit-served, infill locations consistent with SCAG's regional growth forecasts rather than toward undeveloped or auto-dependent areas.

As shown in **Table 4.8-8**, implementation of the Proposed Plans would result in an approximately 34 percent reduction in mobile-source GHG emissions per service population in the Southwest Valley CPAs by 2050 compared to existing 2024 conditions, even as the Plan Areas' service population grows by approximately 56 percent. This pattern, accommodating substantial population, housing, and employment growth while reducing per capita and per service population GHG emissions, reflects the same sustainable growth strategy applied consistently across the City's other concurrent Community Plan Updates, and is the basis for determining that the Southwest Valley CPAs' incremental contribution to cumulative GHG emissions is not cumulatively considerable.

While global GHG emissions continue to be substantial, and the State, Region, and City continue to face challenges in meeting long-term GHG reduction targets, the Proposed Plans' consistency with adopted State, Regional, and City climate frameworks, together with the reasonably anticipated development's location within the Southwest Valley CPAs' existing transit corridors and Metro G Line station areas, supports a finding that the Proposed Plans represent a sustainable development pattern producing per capita and per service population reductions in GHG emissions. Therefore, GHG impacts of the Proposed Plans are considered less than significant, and the Proposed Plans' contribution to cumulative GHG emissions, when considered together with concurrent citywide Community Plan Updates and other reasonably foreseeable development consistent with the City's General Plan Framework, is not cumulatively considerable.

4.8.8 REFERENCES

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4.9 HAZARDS AND HAZARDOUS MATERIALS

INTRODUCTION

This section provides an overview of hazardous conditions within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area, the Encino-Tarzana Community Plan Area, and the Reseda-West Van Nuys-Lake Balboa Community Plan Area, collectively identified as the Southwest Valley Community Plans Areas (CPAs), and evaluates potential impacts resulting from the Southwest Valley Community Plans Update hereinafter, collectively referred to as the "Southwest Valley Community Plans" or "Proposed Plans." Topics addressed include the transport, use, disposal, and/or release of hazardous materials, hazardous materials sites, consistency with evacuation plans, and airport hazards. Emergency response is discussed in **Section 4.15, Transportation & Traffic,** and wildland fire is discussed in **Section 4.18, Wildfire**. This section was prepared using data from Envirostor, Geotracker, and Superfund Enterprise Management System (SEMS) which provide information regarding the contaminated sites within the Southwest Valley Community Plans.

4.9.1 EXISTING ENVIRONMENTAL SETTING

Overview

Hazard versus Risk. Workers' health and general public health are potentially at risk whenever hazardous materials have been used or where there could be an exposure to such materials. Inherent in the setting and analyses presented in this section are the concepts of the "hazard" of these materials and the "risk" they pose to human health. Exposure to some chemical substances may harm internal organs or systems in the human body, ranging from temporary effects to permanent disability, or death. Hazardous materials that result in adverse effects are generally considered "toxic." Other chemical materials, however, may be corrosive, or react with other substances to form other hazardous materials, but they are not considered toxic because organs or systems are not affected. Because toxic materials can result in adverse health effects, they are considered hazardous materials, but not all hazardous materials are necessarily "toxic." For purposes of the information and analyses presented in this section, the terms hazardous substances or hazardous materials are used interchangeably and include materials that are considered toxic.

The risk to human health is determined by the probability of exposure to a hazardous material and the severity of harm such exposure would pose. That is to say, the likelihood and means of exposure, in addition to the inherent toxicity of a material, are used to determine the degree of risk to human health. For example, a high probability of exposure to a low toxicity chemical would not necessarily pose an unacceptable human health or ecological risk, whereas a low probability of exposure to a very high toxicity chemical might. Various regulatory agencies, such as the U.S. Environmental Protection Agency (U.S. EPA), California Environmental Protection Agency's (Cal/EPA), State Water Resources Control Board (SWRCB), Cal/EPA Department of Toxic Substances Control (DTSC), and state and federal Occupational Safety and Health Administration (OSHA) are responsible for developing and/or enforcing risk-based standards to protect the public and the environment.

Hazardous Materials. The term "hazardous material" can have varying definitions for different regulatory programs. For the purpose of the Proposed Plans, the term "hazardous materials" refers to both hazardous materials and hazardous waste. The California Health and Safety Code Section 25501(n)(1) defines hazardous materials as any material that "because of its quantity, concentrations, 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 which a handler or the administering agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or environment.

A material is hazardous if it exhibits one or more of the following characteristics: toxicity, ignitability, corrosivity, and reactivity.[1] These types of hazardous materials are defined below:

- **Toxic Substances:** Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability, or even death. For example, such substances can cause disorientation, acute allergic reactions, asphyxiation, skin irritation, or other adverse health effects if human exposure exceeds certain levels (the level depends on the substances involved and is chemical-specific). Carcinogens (substances that can cause cancer) are a special class of toxic substances. Examples of toxic substances include benzene (a component of gasoline and suspected carcinogen) and methylene chloride (a common laboratory solvent and a suspected carcinogen).

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1 California Code of Regulations, Title 22, Division 4.5, Chapter 11, Article 3, Section 66261.20-66261.24, available online at: https://www.law.cornell.edu/regulations/california/title-22/division-4-5/chapter-11/article-3, accessed August 12, 2025.

- **Ignitable Substances**: Ignitable substances are hazardous because of their ability to burn. Gasoline, hexane, and natural gas are examples of ignitable substances.

- **Corrosive Materials**: Corrosive materials can cause severe burns. Corrosives include strong acids and bases such as sodium hydroxide (lye) or sulfuric acid (battery acid).

- **Reactive Materials**: Reactive materials may cause explosions or generate toxic gases. Explosives, pure sodium or potassium metals (which react violently with water), and cyanides are examples of reactive materials.

Soil and groundwater can become contaminated by hazardous material releases in a variety of ways, including permitted or illicit use and accidental or intentional disposal or spillage. Before the 1980s, most land disposal of chemicals was unregulated, with the result that numerous industrial properties and public landfills became dumping grounds for unwanted chemicals. The largest and most contaminated of these sites became Superfund sites, so named for their eligibility to receive cleanup money from a federal fund established under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). The National Priorities List (NPL) is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. The NPL is intended primarily to guide the U.S. EPA in determining which sites warrant further investigation. Sites are added to the NPL following a hazard ranking system.

As discussed further below, under "Hazardous Materials Sites," numerous smaller properties have been designated as contaminated sites. Often these are gas station sites where leaking Underground Storage Tanks (USTs) were upgraded under a federal requirement in the late 1980s. Another category of sites (which may overlap with the site types already mentioned) is "brownfield." A brownfield is a previously used and often abandoned site that is undeveloped or underused because of actual or suspected contamination. Both the U.S. EPA and DTSC maintain lists of known brownfield sites. These sites are often difficult to inventory due to their owners' reluctance to publicly label their property as potentially contaminated.

Asbestos Containing Materials (ACMs). Asbestos is a naturally occurring fibrous material that was widely used in structures built between 1945 and 1978 for its fireproofing and insulating properties. ACMs were banned by USEPA between the early 1970s and 1991 under the authority of the federal Clean Air Act (CAA) and Toxic Substance Control Act (TSCA). Asbestos has been linked to various human lung diseases, including lung cancer. Common ACMs include vinyl flooring and associated mastic, wallboard and associate joint compound, plaster, stucco, acoustic ceiling spray, ceiling tiles, heating system components, and roofing materials. Commercial/industrial structures are affected by asbestos regulations if damage

occurs or if remodeling, renovation, or demolition activities disturb ACMs. Because many structures within the Southwest Valley Community Plans were constructed before 1978, there is a potential for the presence of ACMs to exist in a wide variety of buildings.

Lead and Lead-Based Paint (LBP). Lead is a naturally occurring metallic element. Because of its toxic properties, lead is regulated as a hazardous material. Excessive exposure to lead can result in the accumulation of lead in the blood, soft tissues, and bones.

Children are particularly susceptible to potential lead-related health problems because it is easily absorbed into developing systems and organs. Lead can affect almost every organ and system in the body and can result in behavior and learning problems, lower IQ and hyperactivity, hearing problems, and anemia in children, and cardiovascular effects, decreased kidney function, and reproductive problems in adults.[2] Among its numerous uses and sources, lead can be found in paint, water pipes, solder in plumbing systems, and in soils around buildings and structures painted with LBP. LBP was primarily used during the same time period as ACMs. Commercial/industrial structures are affected by lead-based paint regulations if the paint is in a deteriorated condition or if remodeling, renovation, or demolition activities disturb LBP surfaces. Since many structures within the Southwest Valley CPAs were constructed before 1978, there is potential for structures within the CPAs to contain paints and coatings with detectable or elevated concentrations of lead.

Polychlorinated Biphenyls (PCBs). PCBs are mixtures of up to 209 individual chlorinated compounds. There are no known natural sources of PCBs. PCBs have been used as coolants and lubricants in transformers, capacitors, and other electrical equipment because they do not burn easily and are good insulators. The manufacture of PCBs was stopped in the United States in 1977 because of evidence that they build up in the environment and can cause harmful health effects such as liver damage and skin rashes. Health risks include cancer as well as non-cancer effects on the immune system, reproductive system, nervous system, endocrine system, such as a decrease in the size of the thymus gland, decreased birth weight and gestational age for children born to women exposed to PCBs, and decreased thyroid hormone levels.[3] Products made before 1977 that may contain PCBs include old fluorescent lighting fixtures and electrical devices containing PCB capacitors, and old microscope and hydraulic oils.

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2 U.S. Environmental Protection Agency, "Learn About Lead," available online at: https://www.epa.gov/lead/learn-about-lead#effects, accessed July 15, 2025.

3 U.S. EPA, "Polychlorinated Biphenyls (PCBs)," available online at: https://www.epa.gov/pcbs/learn-about-polychlorinated-biphenyls-pcbs#healtheffects, accessed July 15, 2025.

Environmental Setting

Hazardous Materials Sites

The locations where hazardous materials are used, stored, treated, and/or disposed of comes to the attention of regulatory agencies through various means, including licensing and permitting, enforcement actions, and anonymous tips. To the extent possible, the locations of these businesses and operations are recorded in several database lists maintained by various state, federal, and local regulatory agencies. In some cases, businesses that use hazardous materials in quantities greater than certain established thresholds are required to file business plans with the Los Angeles Fire Department (LAFD). Other businesses that engage in the transport, storage, treatment, or disposal of hazardous materials are required to maintain detailed records of all their hazardous materials-related activities. Federal, state, and local agencies enforce regulations applicable to hazardous waste generators and users, and the Los Angeles County Fire Department Health Hazardous Materials Division tracks and inspect hazardous materials handlers to ensure appropriate reporting and compliance.

Permitted uses of hazardous materials include those facilities that use hazardous materials or handle hazardous wastes in accordance with current hazardous materials and hazardous waste regulations. The potential risk of hazardous release from the use and handling of hazardous materials from these sites is considered low, although there can be instances of unintentional chemical releases. In such cases, the site would be tracked in environmental databases as an environmental case. Permitted sites without documented releases are, nevertheless, potential sources of hazardous materials in the soil and/or groundwater (compared to sites where there are no hazardous materials used or stored) because of accidental spills, incidental leakage, or spillage that may have gone undetected. Many of the facilities are permitted for more than one hazardous material use and, therefore, could appear in more than one database.

The potential to encounter hazardous materials in soil and groundwater in the Southwest Valley CPAs was based on a search of federal, State, and local regulatory databases that identify permitted hazardous materials uses, environmental cases, and spill sites. The following sources were reviewed to identify contaminated sites:

- California Department of Toxic Substances Control (DTSC) EnviroStor Database
- State Water Resources Control Board (SWRCB) GeoTracker Database
- U.S. EPA Superfund Enterprise Management Systems (SEMS) Database

The records search reviewed federal, state, and local databases to characterize the general environmental regulatory status of properties within and in the vicinity of the Southwest Valley CPAs. The EnviroStor database contains information on properties in California where hazardous substances have been released or where the potential for a release exists. The GeoTracker database contains information on properties in California for sites that require cleanup, such as leaking underground storage tank (LUST) sites, which may impact, or have potential impacts, to water quality, with emphasis on groundwater. The SEMS database lists Superfund sites that are found on the NPL.

EnviroStor Database

A search was conducted in July 2025 for the Hazardous Waste and Substances Sites List through the EnviroStor database which identified 63 cleanup sites within the Southwest Valley CPAs and surrounding areas. The database search identified eight "Active" cleanup sites in the Southwest Valley CPAs. An "Active" site indicates that an investigation and/or remediation is currently in progress and that the DTSC is actively involved, either in a lead or support capacity. **Table 4.9-1, EnviroStor (DTSC) Identified Cleanup Sites in the Southwest Valley CPAs,** lists DTSC cleanup sites in the Southwest Valley CPAs, including the aforementioned eight active sites as well as a number of sites that are inactive or do not require further action. **Figure 4.9-1, EnviroStor Sites in the Southwest Valley CPAs,** maps the DTSC sites in the Southwest Valley CPAs.

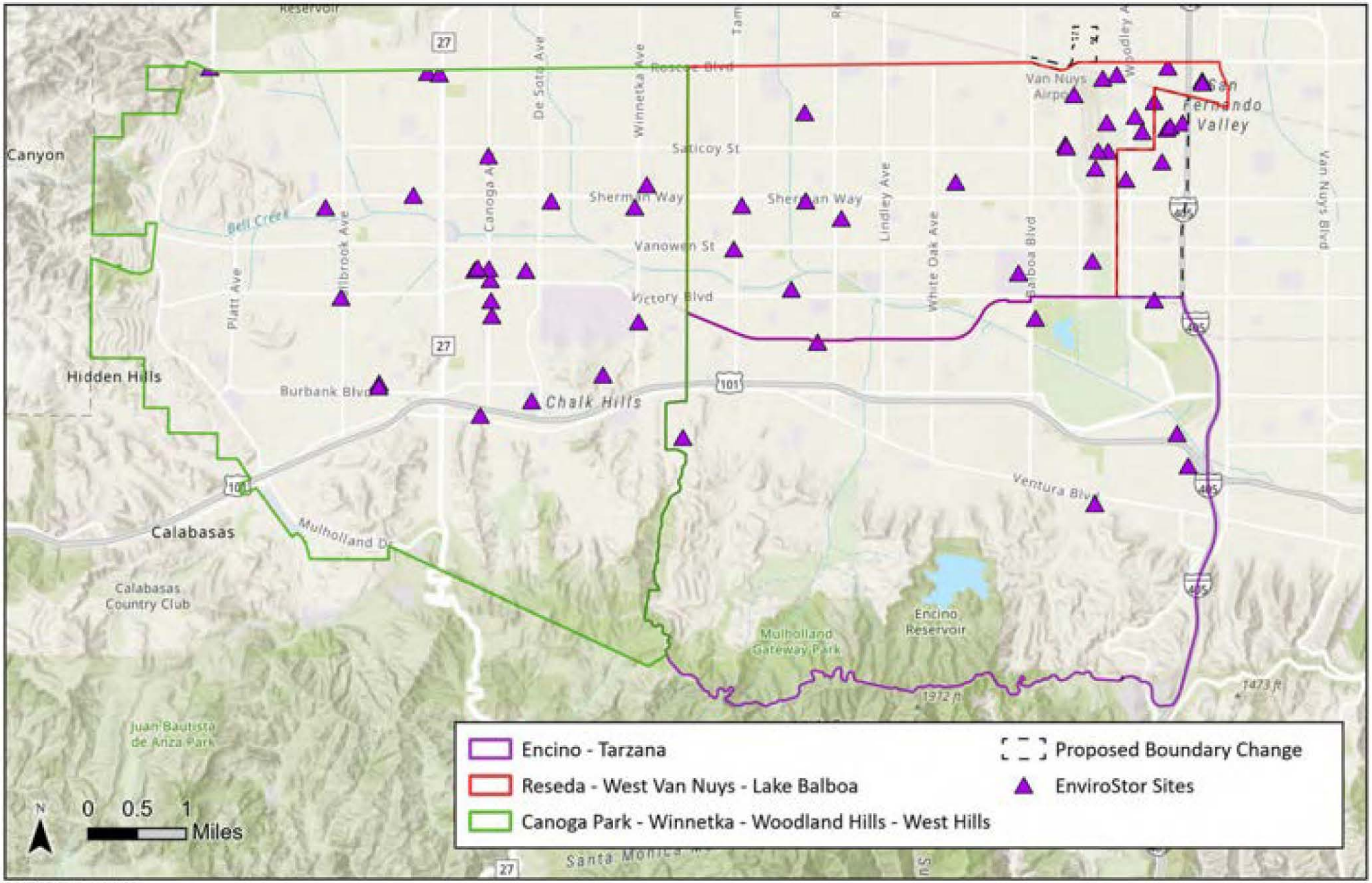
Table 4.9-1
EnviroStor (DTSC) Identified Cleanup Sites in the Southwest Valley CPAs

Program Type	Site / Facility Name	Address Description	Status
Historical	The Plaza At Warner Center	21501 Ventura Boulevard.	Refer: RWQCB
School Investigation	Sepulveda Flood Control Basin (FCB)	7364 Anatola Avenue	Inactive - Needs Evaluation
Historical	Sepulveda Air National Guard	6633 Canoga Avenue	Refer: RCRA / Hazardous Waste Management Program (HWMP)
Evaluation	Hesby Street Elementary School	7027 Canby Avenue	Inactive - Action Required
School Investigation	Boeing North American, Inc.	5607 Capistrano Avenue	Inactive - Action Required
Evaluation	Canoga Avenue Facility	16300 Stagg Street	Refer: EPA
Historical	Marquardt Ramjet Development Facility-J09CA0122	16555 Saticoy Street	Refer: RCRA / HWMP
Historical	Canoga Park Primary Center	15800 Roscoe Boulevard	Refer: Other Agency
Tiered Permit	Woodland Hills Strip Mall	7800 Woodley Avenue	Refer: Other Agency
School Cleanup	LA Jewish Home For The Aging-Grancell Village	18730 Blythe Street	Certified

Program Type	Site / Facility Name	Address Description	Status
Calmortgage	LA Jewish Home For The Aging-Eisenberg Village	22141 Roscoe Boulevard	No Action Required
School Investigation	El Proyecto Del Barrio-Canoga Park Clinic	19722 Collier Street	No Further Action
Evaluation	Pratt & Whitney Rocketdyne Inc	6200-6250 Canoga Avenue	Refer: 1248 Local Agency
Military Evaluation	Van Nuys Airport Ang	N/A	Inactive - Needs Evaluation
Military Evaluation	Van Nuys Metropolitan Airport	15900 Victory Boulevard.	Refer: RWQCB
School Investigation	MTA Orange Line	15530 Hesby Street	No Action Required
Tiered Permit	Van Nuys Aaf	6633 Canoga Avenue	Refer: Other Agency
Military Evaluation	Litton Systems, Inc., Data Systems Div.	N/A	Inactive - Needs Evaluation
Military Evaluation	Marquardt Co The	16555 Saticoy Street	Inactive - Needs Evaluation
School Investigation	Birmingham Army Hospital	7505 Canoga Avenue	No Further Action
Voluntary Cleanup	Former After Hours Formalwear Facility	22800 Victory Boulevard	No Further Action
Calmortgage	Enadia Way Es Re-Opening 5460038	7150 Tampa Avenue	No Action Required
Calmortgage	Kaiser Permanente - Woodland Hills	18855 Victory Boulevard.	No Action Required
Calmortgage	Delta Circuits Technology, Inc.	20800 Sherman Way	No Action Required
Corrective Action	ITT Gilfillan	6633 Canoga Avenue	Refer: RWQCB
Military Evaluation	San Fernando Valley Airport	N/A	Inactive - Needs Evaluation
Military Evaluation	Metropolitan Airport	N/A	Inactive - Needs Evaluation
Voluntary Cleanup	Hughes Middle School	Right Of Way From Lankershim Blvd/Chandler Boulevard To Canoga Park Ave/Victory Boulevard	No Further Action
Military Evaluation	Oso Avenue Elementary School	(N/A) At Van Nuys Municipal Airport	Inactive - Needs Evaluation
Tiered Permit	Encino Center Cleaners	15901 Strathern Street	Refer: Other Agency
Corrective Action	Trillium Cleaners(Former)	16555 Saticoy Street	Active
Military Evaluation	Golden Cleaners		Inactive - Needs Evaluation
Voluntary Cleanup	Exclusive Auto	6701 & 6711 Odessa Avenue	Certified
School Investigation	West Valley Cleaners(Former)	22944 Enadia Way	No Action Required
Tiered Permit	Viking Electronics, Inc.	5601 De Soto Avenue	Refer: Other Agency
Tiered Permit	Valley Region Elementary School #10 Site 6, 5640046	16028 Arminta Street	Refer: Other Agency
Tiered Permit	Crown Cork & Seal Co Inc	7821 Orion Avenue	Refer: Other Agency
Military Evaluation	Rocksy	N/A	Inactive - Needs Evaluation
Military Evaluation	Los Angeles Pierce College	N/A	Inactive - Needs Evaluation
School Investigation	Columbia College Of Hollywood (Former Bodycote Facility)	5607 Capistrano Avenue	Inactive - Withdrawn
School Investigation	Former Bodycote Thermal Processing West Inc	5724 Oso Avenue	Inactive - Withdrawn

Program Type	Site / Facility Name	Address Description	Status
Evaluation	Van Nuys Airport Industrial Center	16342 Ventura Boulevard.	Refer: 1248 Local Agency
Evaluation	Reseda Tires Center / Consumer Tire Inc.	6326 Canoga Avenue.	Refer: 1248 Local Agency
Evaluation	Oxnard Storage	8225 Topanga Canyon Boulevard.	Refer: 1248 Local Agency
Evaluation	Magnolia Science Academy 5	22217 Sherman Way	Refer: 1248 Local Agency
Evaluation	The Plaza At Warner Center	19308-19310 Vanowen Street.	Refer: 1248 Local Agency
Tiered Permit	Sepulveda FCB	15521 Lanark Street	Refer: Other Agency
School Cleanup	Sepulveda Air National Guard	Valerio Street/Lubao Avenue	Certified O&M - Land Use Restrictions Only
Corrective Action	Hesby Street Elementary School	8201 Woodley Avenue	Active
Voluntary Cleanup	Boeing North American, Inc.	15519 - 15541 Lanark Street	Active
Voluntary Cleanup	Canoga Avenue Fac	6201 Winnetka Avenue	No Further Action
Voluntary Cleanup	Marquardt Ramjet Development Facility-J09CA0122	18600 Oxnard Street	Active
Corrective Action	Canoga Park Primary Center	18600 Oxnard Street	Active
Voluntary Cleanup	Woodland Hills Strip Mall	16345 Raymer Street	Active
Voluntary Cleanup	LA Jewish Home For The Aging-Grancell Village	18722 Sherman Way	No Further Action
Voluntary Cleanup	LA Jewish Home For The Aging-Eisenberg Village	18618 West Oxnard Street	Active
School Investigation	El Proyecto Del Barrio-Canoga Park Clinic	7111 Winnetka Ave	No Further Action
Voluntary Agreement	Oxnard Storage	18618 West Oxnard Street	Active
Tiered Permit	Easton Sports, Inc	7800 Haskell Avenue	Refer: Other Agency
Tiered Permit	Syncom Engrg., Inc.	15749 Stagg Street	Refer: Other Agency
Tiered Permit	DVH Circuits	16117 Leadwell Street	Refer: Other Agency
Military Evaluation	San Fernando Valley Airport	N/A	Inactive - Needs Evaluation
Tiered Permit	G & L Plating Co.	7752 Densmore Avenue	Inactive - Needs Evaluation

Source: EnviroStor Database, July 2025



SOURCE: Envirostor 2025

FIGURE **4.9-1**

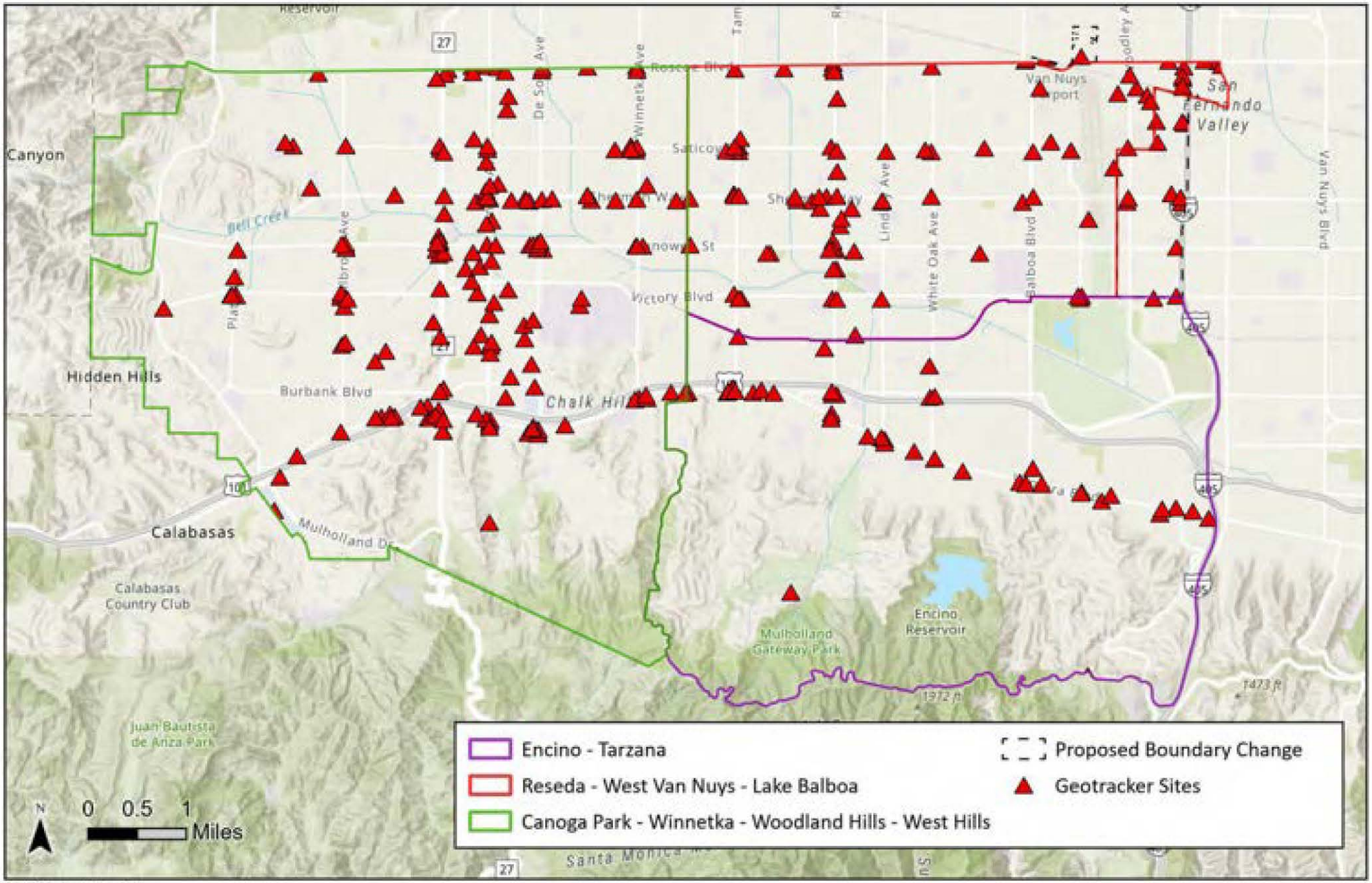
IMPACT SCIENCES

Envirostor Sites in the Southwest Valley CPAs

1264.015•7/25

California State Water Resources Control Board (SWRCB) GeoTracker Database

A search of the GeoTracker database was conducted in July 2025 and identified 305 cleanup sites in the Southwest Valley CPAs, including 29 "Open" cleanup sites. Open sites are categorized as "Assessment and Interim Remedial Action," "Remediation," "Site Assessment," "Verification Monitoring," "Reopen Case," "Eligible for Closure," or "Inactive" for sites where no regulatory oversight activities are being conducted by the Lead Agency. A completed and closed site indicates that a closure letter or other formal decision document has been issued for the site. There are 270 cleanup sites listed as "Completed – Case Closed." **Table 4.9-2** lists GeoTracker cleanup sites in the Southwest Valley CPAs and **Figure 4.9-2** presents these sites on a map.



SOURCE: Geotracker, 2025

FIGURE 4.9-2

IMPACT SCIENCES

Geotracker Sites in the Southwest Valley CPAs

1264.015•7/25

Table 4.9-2
GeoTracker (SWQCB) Identified Cleanup Sites
within and in the Vicinity of the Southwest Valley CPAs

Site Type	Site / Facility Name	Address Description	Status
LUST Cleanup Site	7-11 #18788 (T0603702246)	17710 Saticoy St, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	7-11 #18919 (T0603702226)	19259 Saticoy St, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	76 Products Station #4682 (T0603702399)	23706 Victory Blvd, Woodland Hills, CA 91367	Completed - Case Closed
LUST Cleanup Site	76 Station #254488 (T10000000494)	20105 Vanowen St., Canoga Park, CA 91306	Completed - Case Closed
LUST Cleanup Site	76 Station #255973 (T10000000209)	20905 Ventura Blvd, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	76 Station #256963 (T10000000380)	22753 Oxnard St, Woodland Hills, CA 91367	Completed - Case Closed
LUST Cleanup Site	76 Station #3489 (T0603766667)	18524 Ventura Blvd., Tarzana, CA 91356	Completed - Case Closed
LUST Cleanup Site	76 Station 6963 (T10000000344)	22753 Oxnard Street, Woodland Hills, CA 91364	Completed - Case Closed
Cleanup Program Site	A-American Storage (SLT43637635)	7900 Deering Ave, Canoga Park, CA 91304	Completed - Case Closed
LUST Cleanup Site	ABF Incorporated (Body Shop) (T0603702119)	20256 Saticoy St, Canoga Park, CA 91306	Completed - Case Closed
LUST Cleanup Site	ADAIR'S Automotive & Towing (T0603793000)	21024 Sherman Way, Canoga Park, CA 91303	Completed - Case Closed
LUST Cleanup Site	Anchor (T0603764849)	6616 Reseda Blvd, Reseda, CA 91335	Completed - Case Closed
Cleanup Program Site	Anheuser-Busch (Slt43217215)	15800 Roscoe Blvd, Van Nuys, CA 91406	Completed - Case Closed
LUST Cleanup Site	ARCO #3073 (T0603702084)	22375 Sherman Wy, Los Angeles, CA 91303	Completed - Case Closed
LUST Cleanup Site	ARCO #5041 (FORMER) (T0603702220)	6801 Reseda Blvd, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	ARCO #6034 (T0603710384)	20250 Sherman Way, Canoga Park, CA 91306	Completed - Case Closed
LUST Cleanup Site	ARCO #6063 (T0603702385)	22004 Clarendon St, Woodland Hills, CA 91367	Completed - Case Closed
LUST Cleanup Site	ARCO #9622 Former Thrifty #220 (T0603702396)	6310 Fallbrook Ave, Woodland Hills, CA 91367	Completed - Case Closed
LUST Cleanup Site	ARCO #9631 (T0603791747)	6000 Canoga Ave., Woodland Hills, CA 91367	Completed - Case Closed
LUST Cleanup Site	ARCO Service Station (T0603742460)	22455 Ventura BL, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Auto Rite (T0603790746)	20952 W Sherman Wy, Canoga Park, CA 91303	Completed - Case Closed
LUST Cleanup Site	Beverly Hills Transfer CO (T0603702491)	15701 Ventura Blvd, Los Angeles, CA 91436	Completed - Case Closed

Site Type	Site / Facility Name	Address Description	Status
LUST Cleanup Site	Blue Cross Of California (T0603702393)	21555 Oxnard St, Woodland Hills, CA 91367	Completed - Case Closed
LUST Cleanup Site	Bob Smith BMW (T0603702082)	7050 Topanga Canyon Blvd, Canoga Park, CA 91303	Completed - Case Closed
LUST Cleanup Site	Braemar Country Club (T0603702347)	4001 Reseda Blvd, Tarzana, CA 91356	Completed - Case Closed
LUST Cleanup Site	Brake Master (T0603775741)	16940 Sherman Way, Van Nuys, CA 91405	Completed - Case Closed
LUST Cleanup Site	California Highway Patrol West Valley Area Office (580) (T10000002622)	5825 De Soto Ave., Woodlands Hills, CA 91367	Completed - Case Closed
LUST Cleanup Site	Calmat Facility Former (Dba Canoga Park Batch Plant) (T0603702079)	7001 Deering Ave, Los Angeles, CA 91303	Completed - Case Closed
LUST Cleanup Site	Canoga Park Car Wash (T0603702101)	21004 Sherman Wy, Canoga Park, CA 91304	Completed - Case Closed
LUST Cleanup Site	Canoga Park Dist. St. Maint.Yd (T0603702092)	7453 Canoga Ave, Los Angeles, CA 91303	Completed - Case Closed
LUST Cleanup Site	Casino Tire (Former) (T0603702106)	20104 Saticoy Ave, Canoga Park, CA 91304	Completed - Case Closed
LUST Cleanup Site	Chevron #20-2018 (T0603742630)	21403 Sherman Way, Canoga Park, CA 91303	Completed - Case Closed
LUST Cleanup Site	Chevron #9-0061 (T0603702127)	22756 Vanowen St, West Hills, CA 91307	Completed - Case Closed
LUST Cleanup Site	Chevron #9-0218 (T0603799276)	6061 Topanga Canyon Blvd, Woodland Hills, CA 91367	Completed - Case Closed
LUST Cleanup Site	Chevron #9-1925 (T0603713536)	5356 Canoga Ave., Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Chevron #9-3027 (T0603790012)	5960 Canoga Ave, Woodland Hills, CA 91367	Completed - Case Closed
LUST Cleanup Site	Chevron #9-3027 (T0603702382)	5960 Canoga Ave, Woodland Hills, CA 91367	Completed - Case Closed
LUST Cleanup Site	Chevron #9-3113 (T0603702103)	7607 Woodlake Ave, West Hills, CA 91304	Completed - Case Closed
LUST Cleanup Site	Chevron #9-3187 (T0603702153)	18081 Ventura Blvd, Encino, CA 91316	Completed - Case Closed
LUST Cleanup Site	Chevron #9-3236 (T0603702117)	20860 Sherman Wy, Los Angeles, CA 91306	Completed - Case Closed
LUST Cleanup Site	Chevron #9-4969 (T0603702354)	19156 Ventura Blvd, Tarzana, CA 91356	Completed - Case Closed
LUST Cleanup Site	Chevron #9-5249 (T10000005326)	21937 Sherman Way, Canoga Park, CA 91303	Completed - Case Closed
LUST Cleanup Site	Chevron #9-6510 (Former) (T0603702387)	6361 Fallbrook Ave, Woodland Hills, CA 91367	Completed - Case Closed
LUST Cleanup Site	Chevron #9-7220 (Former) (T0603702111)	20860 Roscoe Blvd, Canoga Park, CA 91306	Completed - Case Closed
LUST Cleanup Site	Chevron #9-8982 (T0603702381)	24336 Victory Blvd, Woodland Hills, CA 91367	Completed - Case Closed
LUST Cleanup Site	Chevron #9-9460 (Former) (T0603702363)	5550 Winnetka Ave, Woodland Hills, CA 91367	Completed - Case Closed
LUST Cleanup Site	Chevron 111133 Gulf 1284 Formr (T0603702364)	22406 Ventura Blvd, Woodland Hills, CA 91364	Completed - Case Closed

Site Type	Site / Facility Name	Address Description	Status
LUST Cleanup Site	Circle K #2709454 (Former Mobil 18-Aj5) (T0603753550)	5553 White Oak Ave, Encino, CA 91318	Completed - Case Closed
LUST Cleanup Site	City of LA Fire Station #72 (T0603702089)	6811 De Soto Ave, Canoga Park, CA 91303	Completed - Case Closed
Cleanup Program Site	Clarendon Apartments (T10000011930)	22055 Clarendon Street, Woodland Hills, CA 91301	Completed - Case Closed
LUST Cleanup Site	Clay Lacy Aviation (T0603702455)	7435 Valjean Ave, Van Nuys, CA 91406	Completed - Case Closed
Cleanup Program Site	Commercial Properties (Sl2046x1658)	7215-7227 Tampa Ave, Reseda, CA 91135	Completed - Case Closed
LUST Cleanup Site	Commercial Property (T10000008974)	21401 Vanowen St, Canoga Park, CA 91303	Completed - Case Closed
LUST Cleanup Site	Commercial Property (T0603792988)	5585 Reseda Blvd, Tarzana, CA 91356	Completed - Case Closed
LUST Cleanup Site	Commercial Property (T0603702401)	21335 Ventura Blvd, Woodland Hills, CA 91367	Completed - Case Closed
Cleanup Program Site	Commercial Property (Sl2044t1600)	8020 Deering Ave, Canoga Park, CA 91304	Open - Remediation
Cleanup Program Site	Corbin Village Cleaners (Sl0603701032)	19812 Ventura Blvd., Woodland Hills, CA 91364	Open - Verification Monitoring
Cleanup Program Site	Crest Cleaners (Sl1847614S9)	22323 Sherman Way, Canoga Park, CA	Completed - Case Closed
LUST Cleanup Site	Crown Cork & Seal Company Inc (T0603702447)	8201 Woodley Ave, Van Nuys, CA 91406	Open - Site Assessment
Cleanup Program Site	Curran Dry Cleaners (Sl2045p1626)	22062 Ventura Blvd, Woodland Hills, CA 91364	Open - Inactive
Cleanup Program Site	Data Products Corporation (Slt43139137)	6200 Canoga Ave, Woodland Hills, CA 91365	Completed - Case Closed
LUST Cleanup Site	Deals on Wheels (T0603702229)	18804 Sherman Wy, Reseda, CA 91335	Completed - Case Closed
Cleanup Program Site	Dod - Sepulveda Ang (SLT43187185)	15980 Victory Blvd, Van Nuys, CA 91406	Completed - Case Closed
LUST Cleanup Site	Don Thio Property (Former) (T0603702224)	18541 Sherman Wy, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Doug's U Rent (T0603702365)	20956 Ventura Blvd, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Doug's U-Rent (T0603773165)	20956 Ventura Blvd, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Encino Center Car Wash (T0603791346)	16300 Ventura Blvd, Encino, CA 91436	Completed - Case Closed
Cleanup Program Site	Encino Dry Cleaners (T10000014019)	16946 Ventura Blvd, Encino, CA 91316	Open - Site Assessment
LUST Cleanup Site	Encino Hospital (T0603702492)	16237 Ventura Blvd, Encino, CA 91436	Completed - Case Closed
LUST Cleanup Site	Encino-Spectrum/Former Texaco (T0603702490)	15503 Ventura Blvd, Encino, CA 91436	Completed - Case Closed
LUST Cleanup Site	Erich's Automotive Service (T0603780785)	7140 Remmet Ave., Canoga Park, CA 91303	Completed - Case Closed
LUST Cleanup Site	ExxonMobil #18bvw (T10000000343)	17661 Ventura Blvd, Encino, CA 91316	Completed - Case Closed

Site Type	Site / Facility Name	Address Description	Status
LUST Cleanup Site	Exxon #7-2949 (Former) (T0603702109)	6750 De Soto Ave, Canoga Park, CA 91306	Completed - Case Closed
LUST Cleanup Site	Exxon #7-3122 (T0603702107)	8230 Topanga Canyon Blvd, Los Angeles, CA 91304	Completed - Case Closed
LUST Cleanup Site	Exxon #7-3266 (T0603702373)	21405 Ventura Blvd, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Exxon #7-3612 (T0603702152)	17661 Ventura Blvd, Encino, CA 91316	Completed - Case Closed
LUST Cleanup Site	Exxon #7-3677 (T0603702215)	8000 Reseda Blvd, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Exxon #7-3733 Former (T0603702379)	6000 Canoga Ave, Woodland Hills, CA 91367	Completed - Case Closed
LUST Cleanup Site	Exxon #7-3830 (T0603702077)	21401 Sherman Wy, Canoga Park, CA 91303	Completed - Case Closed
LUST Cleanup Site	Exxon #7-4757 (T0603702221)	18056 Saticoy St, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Exxon Service Station (T0603702222)	6756 Reseda Blvd, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	ExxonMobil #18-Fmw (T0603719847)	19304 Saticoy St., Reseda, CA 91335-2329	Completed - Case Closed
Cleanup Program Site	Fazio Cleaners (Sl184861469)	23383 Mulholland Dr, Woodland Hills, CA 91364	Open - Remediation
LUST Cleanup Site	Fire Station #83 (T10000002040)	4960 Balboa Blvd, Encino, CA 91316	Completed - Case Closed
Cleanup Program Site	Former Cavalier Cleaners (T10000016710)	7155 Lindley Avenue, Reseda, CA 91335	Open - Site Assessment
LUST Cleanup Site	Former ExxonMobil 14FY9 (T10000004211)	19648 Ventura Boulevard, Tarzana, CA 91356	Completed - Case Closed
LUST Cleanup Site	Former ExxonMobil Station No. 14518 (T10000001494)	7155 Lindley Ave, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Former Service Station (T0603702173)	17700 Rosecse Blvd, Northridge, CA 91324	Completed - Case Closed
Cleanup Program Site	Former Standard Brands Store (Slt43340338)	22050 Ventura Blvd, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Former Texaco (T0603702372)	22401 Ventura Blvd, Woodland Hills, CA 91367	Completed - Case Closed
Cleanup Program Site	Former Thrifty Cleaners (Slt43617615)	17253 Saticoy Ave, Van Nuys, CA 91406	Completed - Case Closed
Cleanup Program Site	Former Town & Country Cleaners (Sl0603750459)	17725 W. Saticoy Street, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Formerly Chevron Station 9-4957 (Loehmann's) (T0603718802)	19305 Victory Boulevard, Reseda, CA 91335	Completed - Case Closed
Cleanup Program Site	Gary's Union Service (T10000005171)	7606 Fallbrook Avenue, West Hills, CA 91304	Open - Site Assessment
LUST Cleanup Site	GASOLINE SERV. STATION FORMER (T0603702367)	20641 Ventura Blvd, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	GASOLINE STATION (FORMER) (T0603744386)	7550 Tampa Ave., Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Gelb Enterprises (T0603702369)	22021 Ventura Blvd, Woodland Hills, CA 91364	Completed - Case Closed

Site Type	Site / Facility Name	Address Description	Status
Cleanup Program Site	Golden Cleaners (Slt43722720)	8225 Topanga Canyon Blvd, Canoga Park, CA 91304	Open - Site Assessment
LUST Cleanup Site	Hull Brothers Lumber Co (T0603702094)	21350 Sherman Wy, Canoga Park, CA 91303	Completed - Case Closed
LUST Cleanup Site	Humana Hospital (T0603702126)	7300 Medical Center Dr, West Hills, CA 91307	Completed - Case Closed
LUST Cleanup Site	Int'l Motor Cycles Inc (T0603702081)	7233 Canoga Ave, Canoga Park, CA 91303	Completed - Case Closed
LUST Cleanup Site	Interstate Brands Corporation (T0603743176)	15640 Roscoe Boulevard, Van Nuys, CA	Completed - Case Closed
LUST Cleanup Site	Irving Levine (T0603702386)	6033 De Soto Ave, Warner Center, CA 91367	Completed - Case Closed
LUST Cleanup Site	Jacobi Building Materials (T0603702095)	21341 Vanowen St, Canoga Park, CA 91303	Completed - Case Closed
LUST Cleanup Site	Jamison Properties (T0603702493)	16501 Ventura Blvd, Encino, CA 91436	Completed - Case Closed
Cleanup Program Site	Jc Penny Co (T0603702400)	21500 Victory Blvd, Woodland Hills, CA 91367	Completed - Case Closed
LUST Cleanup Site	Jim Bess Chevrolet (Former) (T0603702080)	21100 Sherman Wy, Los Angeles, CA 91303	Completed - Case Closed
Cleanup Program Site	Joseph Chahanna Property (Sl204ax1758)	6100-6120 Reseda Blvd, Reseda, CA	Completed - Case Closed
LUST Cleanup Site	Kaiser Permanente W.H. Med.Ctr (T0603702388)	20940 Burbank Blvd, Woodland Hills, CA 91367	Completed - Case Closed
LUST Cleanup Site	Kohanoff Arco Service Station (T0603702076)	20951 Vanowen St, Canoga Park, CA 91303	Completed - Case Closed
LUST Cleanup Site	L. A. Auto Care (T0603726662)	20460 Sherman Way W., Canoga Park, CA 91306	Completed - Case Closed
LUST Cleanup Site	L. A. Pierce College (T0603782909)	6201 Winnetka, Woodland Hills, CA 91371	Completed - Case Closed
LUST Cleanup Site	LA City Fire Station #106 (T0603793051)	23004 Roscoe Blvd, Canoga Park, CA 91304	Completed - Case Closed
LUST Cleanup Site	LA City Fire Station #72 (T0603793042)	6811 De Soto Ave, Canoga Park, CA 91303	Completed - Case Closed
LUST Cleanup Site	LA City Fire Station #84 (T0603793044)	5340 Canoga Ave, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	LA City Fire Station #93 (T0603793046)	19059 Ventura Blvd, Tarzana, CA 91356	Completed - Case Closed
LUST Cleanup Site	LAFD Fire Station 100 (T0603788067)	6751 Louise Ave N, Van Nuys, CA 91406	Completed - Case Closed
LUST Cleanup Site	Land Rover Encino (T10000000065)	15800 Ventura Boulevard, Encino, CA 91436	Completed - Case Closed
LUST Cleanup Site	Land Rover Encino (T10000000419)	15800 Ventura Blvd, Encino, CA 91436	Completed - Case Closed
LUST Cleanup Site	Leon Automotive Center Inc. (T0603779044)	18102 W Victory Blvd, Reseda, CA 91335	Completed - Case Closed
Cleanup Program Site	Litton Data Systems (Sl204101492)	8000 Woodley Avenue, Van Nuys, CA	Open - Assessment & Interim Remedial Action
Cleanup Program Site	Litton Guidance & Control Systems (Slt412771795)	5500 Canoga Ave., Woodland Hills, CA 91367	Open - Assessment & Interim Remedial Action

Site Type	Site / Facility Name	Address Description	Status
LUST Cleanup Site	Livingston Motor Car Co (T0603702380)	6133 Topanga Canyon Rd, Woodland Hills, CA 91367	Completed - Case Closed
Cleanup Program Site	Lnr Warner Center LLC (T0603793102)	21261 Burbank Blvd, Woodland Hills, CA	Completed - Case Closed
Cleanup Program Site	Loehmann's Plaza (SL204441580)	19333 Victory Blvd, Reseda, CA	Completed - Case Closed
Cleanup Program Site	Marquart Company (T0603702444)	16555 Saticoy St, Van Nuys, CA 91406	Open - Transferred to Other Agency
LUST Cleanup Site	Mary Masellis Property (T0603702394)	5955 Fallbrook Ave, Woodland Hills, CA 91367	Completed - Case Closed
LUST Cleanup Site	Michaelson Construction Inc. (T0603702236)	18446 Hart St, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Mobil #11-F3b (T0603702219)	19650 Sherman Wy, Reseda, CA 91335	Open - Remediation
LUST Cleanup Site	Mobil #11-Fil (T0603702086)	20910 Vanowen St, Canoga Park, CA 91303	Completed - Case Closed
LUST Cleanup Site	Mobil #11-Fmw(14-140) (T0603702218)	19304 Saticoy St, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Mobil #11-Kvf (T0603702110)	20505 Sherman Wy, Los Angeles, CA 91306	Completed - Case Closed
LUST Cleanup Site	Mobil #11-Lbf (T0603702233)	19236 Victory Blvd, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Mobil #11-Lbf (T0603702234)	19248 Victory Blvd, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Mobil #18-F0l (T0603702353)	18468 Burbank Blvd, Tarzana, CA 91356	Completed - Case Closed
LUST Cleanup Site	Mobil #18-F17 (T0603776248)	6350 Fallbrook Ave, Woodland Hills, CA 91367	Completed - Case Closed
LUST Cleanup Site	Mobil #18-Frn (Former 11-Frn) (T0603702489)	16461 Ventura Blvd, Los Angeles, CA 91436	Completed - Case Closed
LUST Cleanup Site	Mobil #18-Ftl (Former) (T0603702069)	7553 Topanga Canyon Blvd, Los Angeles, CA 91303	Completed - Case Closed
LUST Cleanup Site	Mobil #18-Jt6 (T0603793071)	6423 Topanga Canyon Blvd, Canoga Park, CA 91303	Completed - Case Closed
LUST Cleanup Site	Mobil #18-Kvf (Former) (T0603791343)	20505 Sherman Way, Canoga Park, CA 91306	Completed - Case Closed
LUST Cleanup Site	Mobil #18-Lbf (T0603785662)	19248 Victory Blvd., Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Mobil #18-Lpm (Former #11-Lpm) (T0603702244)	18455 Sherman Way, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Mobil 18-183 (T0603740690)	20101 Ventura, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Mobil 18-Kmm 12567 (T0603731796)	18510 Victory Blvd, Reseda, CA 91335	Completed - Case Closed
Cleanup Program Site	Montgomery Ward (SL204071489)	6601 Owensmouth Avenue, Canoga Park, CA	Completed - Case Closed
Cleanup Program Site	Montgomery Wards Auto Svc Ctr (T0603702093)	6601 Owensmouth Ave, Canoga Park, CA 91303	Completed - Case Closed
LUST Cleanup Site	Motion Picture & Television (T0603702359)	23388 Mulholland Dr, Woodland Hills, CA 91364	Completed - Case Closed

Site Type	Site / Facility Name	Address Description	Status
LUST Cleanup Site	Motion Picture And Television Fund (T0603790772)	23388 Mulholland Drive, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Neil Langan (T0603793028)	7400 Reseda Blvd, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	New Tierra Del Sol, L.P. (T0603776884)	7505 Canoga, Canoga Park, CA 91303	Completed - Case Closed
LUST Cleanup Site	Nix Auto Services (T0603702378)	20032 Ventura Blvd, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Nordskog Industries Inc. (T0603702448)	15915 Strathern St, Van Nuys, CA 91406	Completed - Case Closed
Cleanup Program Site	P. L. Porter Company (Sl204ab1741)	6355 De Soto Avenue, Woodland Hills, CA	Completed - Case Closed
LUST Cleanup Site	Pacific Bell (T0603702213)	18333 Gault St, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Pacific Bell (T0603702239)	6827 Reseda Blvd, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Pacific Bell (B1-100) (T0603702083)	22012 Vanowen St, Los Angeles, CA 91303	Completed - Case Closed
LUST Cleanup Site	Pacific Bell (B1-320) Cnpk CA (T0603702071)	6685 Topanga Canyon Blvd, Canoga Park, CA 91303	Completed - Case Closed
LUST Cleanup Site	Parking Area (T10000005383)	18408 Oxnard St, Tarzana, CA 91356	Completed - Case Closed
LUST Cleanup Site	Phil's Car & Truck Rental (T0603702121)	20112 Sherman Way, Winnetka, CA 91306	Completed - Case Closed
LUST Cleanup Site	Pierce College (T0603702390)	6201 Winnetka Ave, Warner Center, CA 91367	Completed - Case Closed
LUST Cleanup Site	Pinecrest School (T0603702397)	5975 Shoup Ave, Woodland Hills, CA 91367	Completed - Case Closed
Cleanup Program Site	Platt Village Quality Cleaners (Sl0603767851)	6528 Platt Ave, West Hills, CA 91307	Completed - Case Closed
Cleanup Program Site	Pratt &Whitney - Canoga Facility, Building 038 (T10000003103)	21600 Vanowen Street, Canoga Park, CA 91303	Completed - Case Closed
LUST Cleanup Site	Precision Auto (T0603702217)	7654 Tampa Ave, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Premier Car Wash (T0603735385)	17432 Ventura Blvd., Encino, CA 91316	Completed - Case Closed
Cleanup Program Site	Pride Professional Dry Cleaners (Sl2049n1731)	22904 Victory Blvd, Woodland Hills, CA 91367	Completed - Case Closed
LUST Cleanup Site	Private Residence (T0603724710)	Private Residence, Tarzana, CA 91356	Completed - Case Closed
Cleanup Program Site	Prudential Overall Supply (T10000019952)	8144 Haskell Avenue, Van Nuys, CA 91406	Completed - Case Closed
LUST Cleanup Site	Prudential Overall Supply (T0603702440)	8144 Haskell Ave, Van Nuys, CA 91406	Completed - Case Closed
LUST Cleanup Site	R & S Oil Company (T0603777619)	18076 Ventura Blvd, Encino, CA 91316	Completed - Case Closed
LUST Cleanup Site	Rawa And Sons Site (T0603702085)	21404 Sherman Wy, Los Angeles, CA 91303	Open - Remediation
LUST Cleanup Site	Rayne Softwater Of The Valley (T0603702091)	6953 Canoga Ave, Canoga Park, CA 91303	Completed - Case Closed

Site Type	Site / Facility Name	Address Description	Status
LUST Cleanup Site	Realty World Property (T0603702087)	20935 Vanowen St, Canoga Park, CA 91303	Completed - Case Closed
Cleanup Program Site	Rentec Division (Slt412751794)	7647 Alabama St, Canoga Park, CA 91304	Open - Inactive
LUST Cleanup Site	Reseda Dist Maintenance Yard (T0603702346)	6015 Baird Ave, Tarzana, CA 91356	Completed - Case Closed
LUST Cleanup Site	Reseda Dodge (T0603790019)	6625 Reseda Blvd, Reseda, CA 91335	Completed - Case Closed
Cleanup Program Site	Reseda Marketplace (T10000004829)	18300 Vanowen Street, Reseda, CA 91335	Completed - Case Closed
Cleanup Program Site	Reseda Properties Group (Slt43196194)	7027 Canby Ave, Reseda, CA 91335	Open - Inactive
LUST Cleanup Site	Reseda-Saticoy Carwash (T0603702240)	7601 Reseda Blvd, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Richmore Station #1 (T0603702088)	20901 Vanowen St, Canoga Park, CA 91303	Completed - Case Closed
Cleanup Program Site	Rockwell - Best Buy (Slt43134132)	21601 Victory Blvd, Woodland Hills, CA 91367	Completed - Case Closed
Cleanup Program Site	Rockwell - Catalina Yachts (Slt43135133)	21200 Victory Blvd, Woodland Hills, CA 91304	Completed - Case Closed
Cleanup Program Site	Rockwell International Corp. (Sl204281528)	6633 Canoga Ave., Canoga Park, CA	Open - Remediation
LUST Cleanup Site	Romance Photography (T0603743000)	6800 Balboa Blvd, Los Angeles, CA 90003	Completed - Case Closed
Cleanup Program Site	Saticoy Cleaners (Former) (Sl0603771733)	20175 Saticoy St., Canoga Park, CA 91306	Completed - Case Closed
LUST Cleanup Site	Saticoy Limited (T0603702227)	19350 Saticoy St, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Sears Automotive Center #1308 (T0603702124)	6433 Fallbrook Ave, Canoga Park, CA 91307	Completed - Case Closed
Cleanup Program Site	Sebastian International Inc. (Slt4307270)	6109 Desoto Ave, Woodland Hills, CA 91367	Completed - Case Closed
Cleanup Program Site	Sepulveda Ang (Missile Silo) (T10000005903)	15900 Victory Boulevard, Van Nuys, CA 91406	Completed - Case Closed
Cleanup Program Site	Sg Housing Project (Sl204521606)	6625 Variel Avenue, Canoga Park, CA	Completed - Case Closed
LUST Cleanup Site	Shell (T0603702443)	8100 Haskell Ave, Van Nuys, CA 91406	Completed - Case Closed
LUST Cleanup Site	Shell (T0603702223)	6761 Reseda Blvd, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Shell (T0603702392)	23650 Victory Blvd, Woodland Hills, CA 91367	Completed - Case Closed
LUST Cleanup Site	Shell (T0603707591)	23201 Ventura Blvd., Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Shell (T0603702243)	6360 Reseda Blvd, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Shell (T0603702368)	22330 Ventura Blvd, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Shell #204-1242-0604 (T0603702075)	22001 Vanowen St, Los Angeles, CA 91303	Completed - Case Closed

Site Type	Site / Facility Name	Address Description	Status
LUST Cleanup Site	Shell #204-1242-0703 (T0603702112)	7601 Winnetka Ave, Canoga Park, CA 91306	Completed - Case Closed
LUST Cleanup Site	Shell #204-6420-0201 (T0603702212)	19309 Sherman Wy, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Shell #204-8593-0902 (T0603702362)	20900 Ventura Blvd, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Shell Oil Co (T0603702149)	17660 Burbank Blvd, Encino, CA 91316	Completed - Case Closed
LUST Cleanup Site	Shell Oil Station (T0603729414)	22330 Ventura Blvd., Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Shell Service Station (T0603706188)	23650 Victory Blvd., Woodland Hills, CA 91367	Completed - Case Closed
LUST Cleanup Site	Shell Service Station (T0603711858)	7601 Topanga Canyon Blvd., Canoga Park, CA 91304	Open - Verification Monitoring
LUST Cleanup Site	Shell Service Station (T0603731887)	16801 Ventura Blvd., Encino, CA 91436	Completed - Case Closed
LUST Cleanup Site	Shell Service Station (Former) (T0603780068)	19706 Ventura Blvd, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Shell Service Station (Former) (T0603702097)	22761 Vanowen St, Canoga Park, CA 91304	Completed - Case Closed
LUST Cleanup Site	Shell Service Station Former (T10000001665)	18500 Ventura Blvd, Tarzana, CA 91356	Open - Remediation
LUST Cleanup Site	Shell Services Station (T0603757647)	17660 Burbank Blvd., Encino, CA 91316	Completed - Case Closed
LUST Cleanup Site	Shell Services Station (T0603736368)	18101 Ventura Blvd, Tarzana, CA 91356	Completed - Case Closed
LUST Cleanup Site	Shell Station #136272 (Former) (T10000003262)	20900 Ventura Blvd, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Sherman Car Wash (T0603702216)	18815 Sherman Wy, Reseda, CA 91335	Completed - Case Closed
Cleanup Program Site	Shoup Cleaners (Former) (Sl204871693)	22330 Sherman Way, Canoga Park, CA	Completed - Case Closed
LUST Cleanup Site	Skytrails Aviation, Rotorcraft Former (T0603755343)	16425 Hart St, Van Nuys, CA 91406	Completed - Case Closed
LUST Cleanup Site	Southern California Gas Company (T0603744212)	16645 Saticoy St., Van Nuys, CA 91406	Completed - Case Closed
LUST Cleanup Site	Southern Pacific Facility (T0603702078)	7258 Canoga Ave, Canoga Park, CA 91303	Completed - Case Closed
Cleanup Program Site	Sun Ray Cleaner (Sl143136134)	6840 Desoto Ave, Canoga Park, CA 91306	Completed - Case Closed
LUST Cleanup Site	Sutter Junior High School (T0603702115)	7330 Winnetka Ave, Canoga Park, CA 91306	Completed - Case Closed
Cleanup Program Site	Swiss Cleaners (Former) (Sl0603710919)	19752 Sherman Way, Canoga Park, CA 91306	Completed - Case Closed
Cleanup Program Site	Tampa Center (Sl0603740449)	8235 Tampa Avenue, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Tampa Plaza Shopping Center (T0603790024)	19307-27 Vetura Blvd, Tarzana, CA 91356	Completed - Case Closed
Cleanup Program Site	Tampa Plaza Shopping Center - Bell Cleaners (Sl0603784936)	19311 Ventura Blvd., Tarzana, CA 91356	Open - Remediation

Site Type	Site / Facility Name	Address Description	Status
Cleanup Program Site	Tampa/Vanowen Shopping Center (Sl204ed2406)	6745 Tampa Ave, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Tarzana Car Wash (T10000001994)	19348 Ventura Blvd., Tarzana, CA 91356	Completed - Case Closed
LUST Cleanup Site	Tarzana Car Wash (T0603702349)	19348 Ventura Blvd, Tarzana, CA 91356	Completed - Case Closed
LUST Cleanup Site	Terry York Motor Care (T0603702494)	15800 Ventura Blvd, Encino, CA 91436	Completed - Case Closed
LUST Cleanup Site	Texaco (T0603702389)	5314 Topanga Canyon Blvd, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Texaco (T0603702361)	23201 Ventura Blvd, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Texaco #0793 (T0603702348)	18968 Ventura Blvd, Tarzana, CA 91356	Completed - Case Closed
LUST Cleanup Site	Texaco (Former) (T0603702214)	19651 Vanowen St, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Texaco Service Station (T0603702371)	19706 Ventura Blvd, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Texaco Service Station (T0603793004)	5314 Topanga Canyon Blvd, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Texaco Service Station (T0603702352)	18101 Ventura Blvd, Tarzana, CA 91356	Completed - Case Closed
Cleanup Program Site	The Boeing Company - Building 009 (Sl0603777226)	6620 Canoga Ave, Canoga Park, CA 91303	Completed - Case Closed
LUST Cleanup Site	The Voit Companies (T0603702383)	21600 Oxnard St, Warner Center, CA 91367	Completed - Case Closed
LUST Cleanup Site	Thrifty #0069 (T0603702162)	18904 Roscoe Blvd, Northridge, CA 91324	Completed - Case Closed
LUST Cleanup Site	Thrifty #132 (T0603702350)	18226 Ventura Blvd, Tarzana, CA 91356	Completed - Case Closed
LUST Cleanup Site	Thrifty #141 (Former) (T0603702074)	6851 Topanga Canyon Blvd, Los Angeles, CA 91303	Completed - Case Closed
LUST Cleanup Site	Thrifty #142 (T0603702116)	20055 Vanowen St, Canoga Park, CA 91306	Completed - Case Closed
LUST Cleanup Site	Thrifty #223/Arco #9625 (T0603702118)	8255 Winnetka Ave, Canoga Park, CA 91306	Completed - Case Closed
LUST Cleanup Site	Thrifty #90 (T0603702459)	16851 Sherman Wy, Los Angeles, CA 91406	Completed - Case Closed
LUST Cleanup Site	Thrifty Station (T0603729300)	22406 Ventura Blvd., Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Topanga Car Wash (T0603702072)	6829 Topanga Canyon Blvd, Los Angeles, CA 91303	Completed - Case Closed
LUST Cleanup Site	TOSCO - 76 Station #3645 (T0603702417)	15410 Ventura Blvd, Sherman Oaks, CA 91403	Completed - Case Closed
LUST Cleanup Site	TOSCO - 76 Station #3692 (T0603702228)	19271 Sherman Wy, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	TOSCO - 76 Station #4648 (T0603702125)	22801 Vanowen St, Canoga Park, CA 91307	Completed - Case Closed
LUST Cleanup Site	TOSCO - 76 Station #6170 (T0603702395)	5601 Topanga Canyon Blvd, Woodland Hills, CA 91367	Completed - Case Closed

Site Type	Site / Facility Name	Address Description	Status
LUST Cleanup Site	TOSCO 76 Station #4757 (T0603727687)	8247 Reseda Blvd, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	TOSCO S.S. #5811 (T0603702105)	21600 Roscoe Blvd, Canoga Park, CA 91304	Completed - Case Closed
LUST Cleanup Site	Trillium Towers (T0603797953)	6320 Canoga Ave, Woodland Hills, CA 91364	Completed - Case Closed
Cleanup Program Site	Trizec Property (Slt4309088)	6200 Desoto Ave, Woodland Hills, CA 91367	Completed - Case Closed
LUST Cleanup Site	Tune-Ups Plus (T0603787881)	7556 N Balboa Blvd, Lake Balboa, CA 91406	Completed - Case Closed
LUST Cleanup Site	United Oil #22 (T0603702225)	7558 Reseda Blvd, Reseda, CA 91335	Open - Remediation
LUST Cleanup Site	United Oil #9 (T0603702445)	16455 Victory Blvd, Van Nuys, CA 91406	Completed - Case Closed
LUST Cleanup Site	United Pacific Station #0634 (T10000022678)	8247 Reseda Blvd, Reseda, CA 91335	Open - Site Assessment
LUST Cleanup Site	United States Post Office (T0603702370)	22121 Clarendon St, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Unocal #1947 (T0603702148)	16900 Ventura Blvd, Encino, CA 91316	Completed - Case Closed
LUST Cleanup Site	Unocal #3562 (T0603702375)	21940 Ventura Blvd, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Unocal #3999 (Former) (T0603702090)	7560 Topanga Canyon Blvd, Canoga Park, CA 91303	Completed - Case Closed
LUST Cleanup Site	Unocal #4240 (T0603702351)	6050 Tampa Ave, Tarzana, CA 91356	Completed - Case Closed
LUST Cleanup Site	Unocal #4488 (T0603702114)	20105 Vanowen St, Canoga Park, CA 91306	Completed - Case Closed
LUST Cleanup Site	Unocal #4571 (Former) (T0603702360)	22801 Ventura Blvd, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Unocal #4683 (Former) (T0603702123)	23644 Vanowen St, Canoga Park, CA 91307	Completed - Case Closed
LUST Cleanup Site	Unocal #4757 (T0603702238)	8247 Reseda Blvd, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Unocal #4844 (T0603702073)	6760 Topanga Canyon Blvd, Los Angeles, CA 91303	Completed - Case Closed
LUST Cleanup Site	Unocal #5513 (T0603702457)	16505 Victory Blvd, Van Nuys, CA 91406	Completed - Case Closed
LUST Cleanup Site	Unocal #5973 (T0603702384)	5303 De Soto Ave, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Unocal #6132 (T0603702150)	17849 Ventura Blvd, Encino, CA 91316	Completed - Case Closed
LUST Cleanup Site	Unocal #6963 (T0603702391)	22753 Oxnard St, Woodland Hills, CA 91367	Completed - Case Closed
Cleanup Program Site	Unocal Station #4682 (Slt4l2191783)	23706 Victory Blvd, Woodland Hills, CA 91367	Open - Inactive
LUST Cleanup Site	US Postal Service (T0603702147)	5823 White Oak Ave, Encino, CA 91316	Completed - Case Closed
LUST Cleanup Site	Valley Canoga Properties (T0603702100)	21222 Roscoe Blvd, Canoga Park, CA 91304	Completed - Case Closed

Site Type	Site / Facility Name	Address Description	Status
LUST Cleanup Site	Valley Korean Catholic Center (T10000002310)	20136 Saticoy St., Canoga Park, CA 91306	Completed - Case Closed
LUST Cleanup Site	Van Nuys Fuel Distribution (T0603721904)	8100 Haskell Avenue, Van Nuys, CA 91406	Completed - Case Closed
LUST Cleanup Site	Van Nuys Heliport (T0603702242)	8060 Balboa Blvd, Lake Balboa , CA 91406	Completed - Case Closed
LUST Cleanup Site	Vanowen Car Wash (T0603702237)	18514 Vanowen St, Reseda, CA 91335	Completed - Case Closed
Cleanup Program Site	Vanowen Plaza (Sl0603768586)	22017 Vanowen Street, Canoga Park, CA 91303	Open - Assessment & Interim Remedial Action
Cleanup Program Site	Ventura Tampa Plaza (Slt43605603)	19307 Ventura Blvd, Los Angeles, CA 91604	Open - Inactive
LUST Cleanup Site	Ventura West Car Wash (T0603702376)	22517 Ventura Blvd, Woodland Hills, CA 91364	Completed - Case Closed
Cleanup Program Site	Village Shopping Ctr. (Slt43643641)	19301 Saticoy St, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Vista Ford/Isuzu (T0603702366)	21505 Ventura Blvd, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Vista Kraft (T0603751292)	22736 Victory Blvd., Woodland Hills, CA 91367	Completed - Case Closed
Cleanup Program Site	West Hills Shopping Center (T10000018573)	23233 Saticoy St, West Hills, CA 91304	Open - Site Assessment
LUST Cleanup Site	West Valley Police Station (T0603791304)	19020 Vanowen St, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	West Valley Police Station (T0603702232)	19020 Vanowen St, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Western Commander, Inc (T0603702454)	16300 Daily Dr, Van Nuys, CA 91406	Completed - Case Closed
LUST Cleanup Site	Winall #16 (T0603702104)	21403 Saticoy St, Canoga Park, CA 91304	Completed - Case Closed
LUST Cleanup Site	Winall Oil Station #15 (T0603702230)	17707 Sherman Way, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	Woodland Hills Auto (Former) (T0603702374)	20021 Ventura Blvd, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	Woodland Hills Country Club (T0603702377)	21150 Dumetz Rd, Woodland Hills, CA 91364	Completed - Case Closed
Cleanup Program Site	Woodland Hills Village #1 (Slt43684682)	20929 Ventura Blvd, Woodland Hills, CA 91364	Completed - Case Closed
Cleanup Program Site	Woodland Hills Village #2 (T10000008420)	20929 Ventura Boulevard, Woodland Hills, CA 91364	Completed - Case Closed
LUST Cleanup Site	World Oil #34 (T0603702355)	5605 Reseda Blvd, Tarzana, CA 91356	Completed - Case Closed
LUST Cleanup Site	World Oil #74 (Former) (T0603702235)	18601 Sherman Way, Reseda, CA 91335	Completed - Case Closed
LUST Cleanup Site	World Savings and Loan (T0603702113)	20800 Sherman Wy, Canoga Park, CA 91306	Completed - Case Closed

Source: State Water Resources Control Board Geo Tracker Database, July 2025.

Hazardous Waste Cases of Local Importance

The Rocketdyne Division Testing and Development Site is located in Canoga Park in the western San Fernando Valley The site originally established in 1955 by North American Aviation, was later owned by Rockwell International, Boeing, United Technologies/Pratt & Whitney, and finally Aerojet Rocketdyne (Rocketdyne). The site is currently vacant and surrounded by commercial uses. The approximately 42-acre site was the primary facility for designing and manufacturing liquid-propellant rocket engines.[4] Rocketdyne relocated operations in 2014, and demolition and site clearing of the complex began in August 2016.[5] In May 2007, chemical solvents, such as perchloroethylene (PCE) and perchloroethylene (PCE) (TPH) were detected in soil samples taken on-site.[6] While remediation did occur within the same year, environmental testing conducted in June 2024 reported elevated concentrations of toxic cleaning solvents, specifically trichloroethylene (TCE) and PCE being present in the soil vapor and groundwater at multiple locations on-site.[7][8] As of September, 2025, remediation activities have not occurred within the site.

U.S. EPA Superfund Enterprise Management System (SEMS) Database

A search of the U.S. EPA database of sites conducted in July 2025 found no existing, deleted, or proposed NPL sites within the Southwest Valley CPAs.[9] However, the following SEMS sites were identified as Superfund Sites within or adjacent to the Southwest Valley CPAs:

- **Ingomar Ammunition Site**--In May of 2009, a fire broke out at a residential ammunition -reloading business on Ingomar Street in Reseda, destroying approximately 200 pounds of black powder

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4 United States Department of Energy. Canoga Avenue Facility. Available online at: https://www.energy.gov/etec/canoga-avenue-facility, accessed August 28, 2025.

5 Los Angeles Daily News. Rocketdyne Plant that Built World's Most Powerful Rocket Engines Being Razed. Available online at: https://www.dailynews.com/2016/08/25/rocketdyne-plant-that-built-worlds-most-powerful-rocket-engines-being-razed/, accessed August 28, 2025.

6 Haley and Aldrich. Report on Site-Wide Soil And Soil Gas Investigation Pratt & Whitney - Rocketdyne De Soto Avenue Facility. Available online at: https://documents.geotracker.waterboards.ca.gov/esi/uploads/geo_report/3766422331/SLT43375373.PDF, accessed September 3, 2025.

7 Los Angeles Times. Toxic chemicals found in soil and groundwater near former Rocketdyne site in Canoga Park. Available online at: https://www.latimes.com/california/story/2024-08-29/toxic-groundwater-stirs-fears-near-westfield-topanga-mall-in-canoga-park, accessed August 28, 2025.

8 Haley and Aldrich. Additional Off-Site Soil Vapor and Groundwater Evaluation Summary Report: RTX Corporation – Former Canoga Avenue Facility. Available online at: https://documents.geotracker.waterboards.ca.gov/esi/uploads/geo_report/9592483401/SL204281528.PDF accessed September 2, 2025.

9 United States Environmental Protection Agency. Superfund National Priorities List (NPL). Available online at: https://www.epa.gov/superfund/search-superfund-sites-where-you-live, accessed July 15, 2025.

along with ammunition, reloading supplies, and various chemical containers.[10] The blaze released a 55-gallon drum of sulfuric acid into the fire suppression water and created a hazardous area of roughly 75 x 50 feet. The EPA's on -scene Coordinator, the Los Angeles County Fire Health Hazmat Division, LAPD, and FBI Bomb Squads responded quickly to assess risks, implement a CERCLA removal action, sample surrounding soils, and manage unstable explosives on the site The response included segregating fire -impacted explosive debris, and coordinating onsite destruction of 200-300 pounds of gunpowder. Thousands of pounds of damaged or off-spec- ammunition—ranging from small arms rounds to landmines, grenades, and large caliber shells—were safely removed and transported to Camp Pendleton for destruction during training burns, effectively mitigating the reactive waste hazard. The site is currently occupied with single-family residential units. While the U.S. EPA initiated an emergency response action to mitigate the threats posed by release (i.e., ammunition, gunpowder) in June 2009, there have been no updates on activities since this action.[11] Because there have not been updates on the remediation activities at this site for more than one year, the U.S. EPA has identified the site as an inactive Superfund Site.

- **Rockwell Intl-Rocketdyne Division Site**- Located in the unincorporated Ventura County, approximately one mile northwest of the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, the Rockwell Intl-Rocketdyne Division Site opened in 1955 and operated as part of the 2,600-acre Santa Susana Field Laboratory (SSFL).[12] The site was used for rocket engine testing and nuclear research from the 1940s through the 1980s for aerospace groups, such as Boeing.[13] Over its decades of operation—spanning nuclear research until 1988 and rocket testing until 2006—the site became heavily contaminated with radionuclides (such as cesium-137, strontium-90, plutonium-239) and chemical pollutants including trichloroethylene (TCE), perchlorate, polychlorinated biphenyls (PCBs), dioxins, and heavy metals in soil and groundwater, and surface water with hazardous chemicals and radioactive materials. Thus, the U.S. EPA designated a site in need of federal-level cleanup due to widespread contamination of these hazardous materials.

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10 United States Environmental Protection Agency On-Scene Coordinator. Ingomar Ammunition. Available online at: https://response.epa.gov/site/site_profile.aspx?site_id=5082, accessed July 24, 2025.

11 United States Environmental Protection Agency. Superfund Site Information-Ingomar Ammunition. Available online at: https://cumulis.epa.gov/supercpad/cursites/cadminrecord.cfm?id=0908769&doc=Y&colid=61201, accessed July 24, 2025.

12 United States Environmental Protection Agency. Superfund Site: Rockwell Intl-Rocketdyne Div. (NASA) Simi Valley, CA. Available online at: https://cumulis.epa.gov/supercpad/CurSites/csitinfo.cfm?id=0903133, accessed July 23, 2025.

13 Boeing. A Rich History at Santa Susana Field Laboratory. Available online at: https://www.boeing.com/sustainability/environment/santa-susana/extraordinary-past, accessed September 3, 2025.

In addition, Cease and Desist Orders and Cleanup and Abatement Orders from the State Water Board Control (SWCB) are listed for the site.[14] In recent years, authorities have accelerated remediation efforts: in 2022, the California Environmental Protection Agency (CalEPA) (through DTSC and the Los Angeles Regional Water Quality Control Board) imposed a framework requiring Boeing to restore the on-site soil to "background" levels and achieve stringent cleanup standards. In 2023–2024, interim measures were taken—such as removing contaminated soil (with PCBs, heavy metals, TCE, dioxins) from the Area I Burn Pit, and cleaning up lead-contaminated soils from a former shooting range north of the site. Additionally, in April 2025, DTSC released a Phase 1 Groundwater Corrective Measures Study and its Statement of Basis under RCRA to address high-TCE concentrations in groundwater, with a public comment period and upcoming decision-making.[15]

Use, Transport, and Disposal of Hazardous Materials

The use of hazardous materials is typically associated with industrial land uses. Activities, such as manufacturing, plating, cleaning, refining, and finishing, frequently involve chemicals that are considered hazardous when accidentally released into the environment. These uses are limited to small-scale manufacturing sites along Canoga Avenue in the Canoga-Winnetka-Woodland Hills-West Hills CPA and various light industrial uses in the areas neighboring Van Nuys Airport in the Reseda-West Van Nuys-Lake Balboa CPA.

To a lesser extent, hazardous materials may also be used by various commercial enterprises, as well as residential uses. Dry cleaners, in particular, use cleaning agents, which are considered to be hazardous materials. Hardware stores typically stock paints and solvents, as well as fertilizers, herbicides, and pesticides. Swimming pool supply stores stock acids, algaecides, and caustic agents. In fact, most commercial businesses occasionally use commonly available cleaning supplies which, when used in accordance with manufacturers' recommendations, are considered safe by the State of California, but when not handled properly can be considered hazardous. Private residences also use and store commonly available cleaning materials, paints, solvents, swimming pool and spa chemicals, as well as fertilizers, herbicides, and pesticides.

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14 CalEPA. Cortese List Data Resources. Available online at: https://calepa.ca.gov/sitecleanup/corteselist/, accessed September 4, 2025.

15 Department of Toxic Substances Control. Santa Susana Field Laboratory NASA Groundwater CMS & SB Phase 1. Available online at: https://dtsc.ca.gov/santa-susana-field-laboratory-nasa-groundwater-cms-sb-phase-1/, accessed September 4, 2025.

If improperly handled, hazardous materials can result in public health hazards through human contact with contaminated soils or groundwater, or through airborne releases in vapors, fumes, or dust. There is also the potential for accidental or unauthorized releases of hazardous materials that would pose a public health concern. The use, transport, and disposal of hazardous materials and wastes are required to occur in accordance with federal, State, and local regulations. In accordance with such regulations, the transport of hazardous materials and waste can only occur with transporters who have received training and appropriate licensing. Additionally, hazardous waste transporters are required to complete and carry a hazardous waste manifest (which is a set of forms, reports, and procedures designed to seamlessly track hazardous waste).

Citywide Use, Transport, and Abatement of Hazardous Materials

Hazardous materials are used in commercial, industrial, institutional, and agricultural operations throughout the City. Hazardous materials are shipped, stored, and used at airports (Van Nuys Airport) within the City boundaries. Hazardous materials are also transported along freeways and highways that route through the City and stored in manufacturing and storage facilities. Identification, handling, storage, and transport of hazardous materials are managed and regulated by federal, state, and City regulations.

Southwest Valley Use, Transport, and Abatement of Hazardous Materials

Hazardous materials use is primarily concentrated in the industrial areas located throughout the Southwest Valley CPAs. Most transportation of hazardous materials through and within the Southwest Valley CPAs consists of trucks that travel along freeways and major thoroughfares in the CPAs. Major corridors which may be used by trucks to transport hazardous materials throughout the Southwest Valley CPAs include Interstate 405 (I-405), Ventura Freeway (U.S. 101) and Topanga Canyon Road (SR-118). Hazardous materials are also moved by rail along the Union Pacific rail lines that traverse the Reseda-West Van Nuys-Lake Balboa CPA.

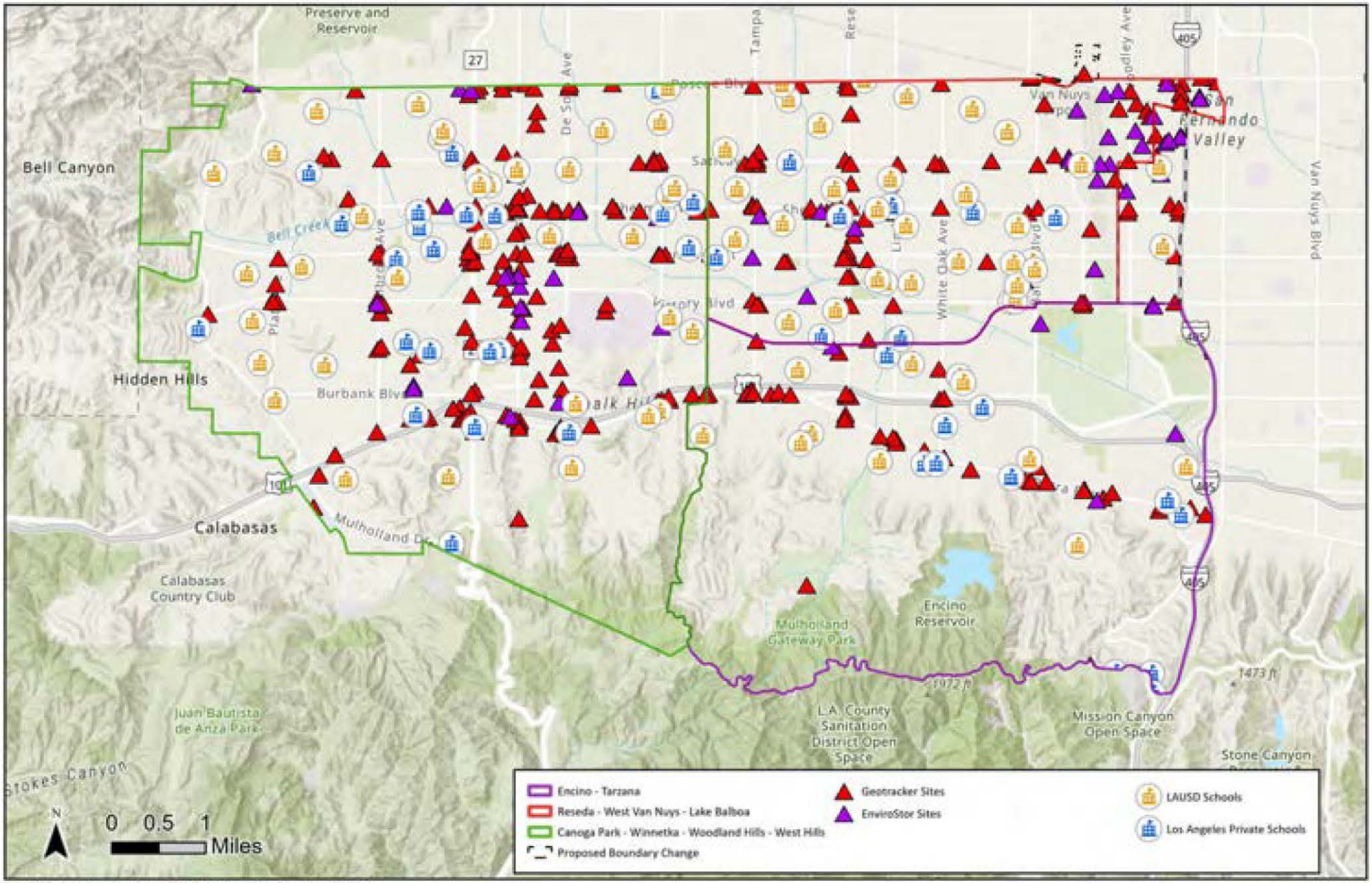
Schools

School locations require consideration because children are particularly sensitive to hazardous materials exposure. Additional protective regulations apply to projects that could use or disturb potentially hazardous materials/wastes near or at schools. The California Public Resources Code Section 21151.4 requires projects that would be located within 0.25 miles of a school and might reasonably be expected to emit or handle hazardous materials to consult with the school district regarding potential hazards.

The Los Angeles Unified School District (LAUSD) is the second largest school district in the nation encompassing over 720 square miles, including the City of Los Angeles as well as all or parts of 31 smaller

municipalities plus several unincorporated sections of Southern California. There are over 900 schools and over 180 public charter schools within LAUSD, which hosts students from kindergarten to 12th grade. In addition to schools within LAUSD, the City of Los Angeles has other educational facilities which include colleges, preschools, nurseries, and private schools. As discussed in **Section 4.14, Public Services and Recreation**, a total of 91 LAUSD public schools serve the Southwest Valley CPAs, including 47 elementary schools, nine middle schools, and seven high schools. There are also four magnet schools, one continuation high school, and one Spanish school. **Figure 4.9-3, Schools and Hazardous Sites in the Southwest Valley CPAs,** shows educational facilities in or near the Southwest Valley CPAs in relation to potential hazardous sites.

For the purposes of this analysis, the Proposed Plans anticipate that all the students residing in Southwest Valley CPAs would attend public schools within the CPAs. However, LAUSD students would have the option of attending public schools outside the Southwest Valley CPAs through the Choices program or the option of private schooling. Schools, in particular high schools, may include use and/or storage of hazardous materials and generation of hazardous wastes and may be listed as large or small generators of hazardous materials. Activities within schools that are associated with hazardous materials include chemistry labs, automobile repair shops, print shops, and photography labs as part of the educational curriculum as well routine maintenance supplies including cleaning and painting materials, herbicides and pesticides. Nonetheless, regulatory compliance for the specialized handling of hazardous materials by school program administrators would ensure that students' exposure to toxins is minimized.



SOURCE: City of Los Angeles, 2025; Envirostor, 2025; Geotracker, 2025

FIGURE **4.9-3**

IMPACT SCIENCES

Schools and Hazardous Sites in the Southwest Valley CPAs

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Oil Fields and Wells

Oil fields and oil production activities present a variety of hazards in urbanized areas, including the potential for toxic air contaminants and dust from oil production, and the potential of contaminant release into an aquatic environment. Unconstrained oil seepage from oil fields and wells can contaminate the soil and groundwater aquifers.

The California Department of Conservation Geologic Energy Management Division (CalGEM) provides information regarding oil and gas wells and other types of related facilities throughout the state. There is one State-designated oil field within the Southwest Valley CPAs.[16] The Canoga Park Oil Field is situated in the northwestern portion of the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, directly south of El Scorpion Park in an open space area.[17] Within the boundaries of the Southwest Valley CPAs, including the oil wells in the Canoga Park Oil Field, there are a total of three idle oil and gas wells as well as three plugged/abandoned oil wells. [18] Plugged wells prevent fluid from migrating between underground rock layers prior to abandonment. Idle wells are identified as not having produced oil or natural gas for six consecutive months of continuous operation during the last five or more years. Buried-idle wells are characterized the same as idle wells and are also buried. The oil and gas wells within the Southwest Valley CPAs are depicted in **Figure 4.6-1, Oil and Gas Wells within the Southwest Valley CPAs.**

The proposed Oil and Gas Drilling Ordinance (Oil Ordinance, Ordinance or Project) would amend Sections 12.03, 12.20, 12.23, 12.24, and 13.01 of Chapter I of the Los Angeles Municipal Code (LAMC) and Sections 1.4.7., 5D.9.7., 8.2.4., 12.1.2., 12.5.4., 13B.2.2., and Division 14.3. of Chapter 1A of the LAMC to prohibit new oil and gas extraction and make existing extraction activities nonconforming use in all zones within the City of Los Angeles (City). Specifically, the proposed Ordinance would amend the LAMC to eliminate the provisions of the LAMC that allow for the creation of new "O" Oil Drilling Supplemental Use Districts, end oil and gas extraction in the M3-Heavy Industrial Zones (including in any Industrial Use District of Chapter 1A of the LAMC), and declare existing oil and gas extraction within the City a nonconforming use. Upon being deemed nonconforming, these uses will be subject to the following limitations: (1) no new Oil Well for the production of oil, gas, or other hydrocarbon substances may be drilled; (2) no existing Oil Well for the production of oil, gas, or other hydrocarbon substances shall be maintained, drilled, re-drilled, or

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16 California Department of Conservation, Geologic Energy Management Division, "Well Finder," available at: https://maps.conservation.ca.gov/doggr/wellfinder/, accessed July 15, 2025.

17 California Department of Conservation, Geologic Energy Management Division, "Well Finder," available at: https://maps.conservation.ca.gov/doggr/wellfinder/, accessed July 15, 2025.

18 California Department of Conservation, Geologic Energy Management Division, "Well Finder," available at: https://maps.conservation.ca.gov/doggr/wellfinder/, accessed July 15, 2025.

deepened; and (3) the Oil Well site and its operations and equipment shall not be expanded or extended in any way, or intensified such that prohibited Oil Well activity under (1) and (2) above, or new permanent or temporary Oil Well site equipment are introduced beyond the limits of what was originally permitted. The proposed Ordinance does include health and safety exceptions that would permit otherwise prohibited activities, equipment, or changes to operations through a separate zoning process to address a threat to public health, safety, or the environment. The proposed Ordinance exempts wells that are operated by a public utility that is regulated by the California Public Utilities Commission from its requirements. Twenty years from the effective date of the Ordinance, all nonconforming non-exempt oil and gas extraction uses will be required to cease operations and terminate, unless required to do so earlier due to idle status and/or inactivity.

In January 2023, the City adopted the original Oil and Gas Drilling Ordinance, Ordinance No. 187,709, to prohibit new oil and gas extraction and phase out existing operations. However, following litigation, a court ruled that state law preempted local municipalities from regulating oil and gas extraction. This legal landscape shifted in late 2024 when the State of California passed two key bills. Assembly Bill (AB) 3233 authorizes local jurisdictions to limit or prohibit oil and gas operations, in favor of protecting public health and the environment, even if state-level approvals have been granted. Separately, Senate Bill (SB) 1137 established 3,200-foot Health Protection Zones around sensitive areas such as homes, schools, and hospitals and prohibits new oil and gas wells within these zones. It also requires operators of existing wells to develop leak detection and response plans. The bill aims to protect public health by reducing pollution from oil and gas operations near communities. In light of AB 3233, the City Council formally rescinded Ordinance No. 187,709 in mid-2025 to comply with the requirements of the stipulation and stipulated judgement following the court's ruling, returning to pre-existing LAMC regulations while simultaneously directing the Department of City Planning to draft this newly proposed Oil and Gas Drilling Ordinance. This newly proposed Oil and Gas Drilling Ordinance is currently undergoing the legislative process and awaits the City Council's consideration for adoption.

This newly proposed Oil and Gas Drilling Ordinance is currently undergoing the legislative process and awaits the City Council's consideration for adoption. Its adoption aligns with several state, regional, and local goals to transition away from fossil fuels and achieve the greenhouse gas (GHG) reductions mandated in AB 32 and SB 32. For example, on December 15, 2022, the California Air Resources Board (CARB) released its 2022 Scoping Plan for Achieving Carbon Neutrality (Scoping Plan), which calls for achieving net neutrality and reducing carbon emissions by 85% by 2045. It anticipates the number of barrels of oil to be extracted in the state will decrease to less than half the production rate in 2020. Specifically, the Scoping Plan references California Energy Commission data showing that total oil extracted in California peaked in 1986 at 402 million barrels. Since then, California's crude oil production has decreased at an average rate

of 6 million barrels per year, reaching a production level of 200 million barrels in 2020. The Scoping Plan references a UC Santa Barbara report that estimated that under business-as-usual conditions, the annual production rate will drop to 97 million barrels in 2045. There are several state, regional, and local goals to move away from reliance on oil and gas energy sources which will serve to reduce long-term GHG emissions and help the State achieve the GHG reductions mandated in AB 32 and SB 32. On December 15, 2022, the California Air Resources Board (CARB) released its 2022 Scoping Plan for Achieving Carbon Neutrality (Scoping Plan). It anticipates the number of barrels of oil to be extracted in the state will decrease to less than half the production rate in 2020. Specifically, the Scoping Plan references California Energy Commission data that shows the total oil extracted in California peaked in 1986 at 402 million barrels. Since then, California's crude oil production has decreased at an average rate of 6 million barrels per year, reaching a production level of 200 million barrels in 2020. The Scoping Plan references a UC Santa Barbara report that estimated that under business-as-usual conditions, the annual production rate will drop to 97 million barrels in 2045.

In recent years, both California and Los Angeles have adopted and/or implemented regulations, policies and initiatives that clearly indicate both the City and state are moving away from petroleum dependence. These include:

- *In 2018, California mandated that new single-family homes, as well as multi-family dwellings up to three stories high, must include solar panels starting in 2020. A second mandate was also voted into law, requiring new commercial buildings to have solar panels and battery storage as well.*[19]

- *California plans to ban the sale of new gasoline powered cars by 2035.*[20]

- *Los Angeles City Council unanimously voted in May 2022 to ban gas stoves in new Los Angeles buildings and require only electric stoves and ovens.*[21]

19 "Energy Commission Adopts Standards Requiring Solar Systems for New Homes, First in Nation". State of California Governor's Office of Planning and Research, California Energy Commission (2018)

20 Advanced Clean Cars II Regulations Resolution 22-12. State of California Air Resources Board (2022)

21 See Council File No. 22-0151 - relative to a plan for the implementation of an Ordinance and/or regulatory framework that will require all new residential and commercial buildings in Los Angeles to be built so that they will achieve zero-carbon emissions. (May 2022)

- *Mayor Bass' Climate Action Plan for Los Angeles*[22] *provides updates and revised targets from the Los Angeles Green New Deal (2019)* [23] *for achieving carbon neutrality by 2045, including:*
  - *Increase renewable energy from 30 percent (2017 baseline) to 80 percent by 2030 and 100 percent clean energy by 2035.*[24]
  - *Work with City Council to develop and adopt new policies to achieve net-zero carbon for new buildings and reduce the carbon footprint of existing buildings by 2026.*
  - *Transition light-duty City-owned fleet vehicles to zero emission by 2030 and convert feasible medium/heavy-duty City-owned fleet vehicles by 2030.*
  - *Electrify 100 percent of LADOT transit buses by 2028, and coordinate with Metro to accelerate its full bus electrification timeline.*
  - *Reduce vehicle miles traveled per capita by 5 percent below the regional average from the 2023 baseline by 2035.*
  - *In 2026, execute and track the Port of Los Angeles (POLA) Clean Air Action Plan (CAAP) with additional quantifiable measures (CAAP-Plus) to reduce port-related GHG emissions to 40 percent below 1990 levels by 2030.*[25]

Each of these policies signal a long-term shift away from petroleum and natural gas resources to renewables and electricity. Further, more recent plans prepared by the City, such as the Safety Element, and the Health, Wellness and Equity Element (Plan for a Healthy Los Angeles), include policies geared toward reducing reliance on petroleum and natural gas.

Methane Gas

Methane Gas is produced by anaerobic decay of organic matter deep under the Earth's surface and is the major component of natural gas, about 87% by volume.[26] In common usage, deposits rich in natural gas (i.e., methane) are called natural gas fields. At room temperature and standard pressure, methane is a colorless, odorless gas. While not toxic, it is highly flammable and may form explosive mixtures with air.

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22 City of Los Angeles, Mayor Bass' Climate Action Plan for Los Angeles, April 16, 2026. Available online at: https://plan.mayor.lacity.gov/sites/g/files/wph2541/files/2026-04/MayorBassClimateActionPlanforLosAngeles_2026_1.pdf, accessed August 19, 2026.

23 City of Los Angeles, Los Angeles' Green New Deal, April 29, 2019. Available online at: https://plan.mayor.lacity.gov/sites/g/files/wph2176/files/2022-12/pLAn_2019_final.pdf, accessed August 19, 2026.

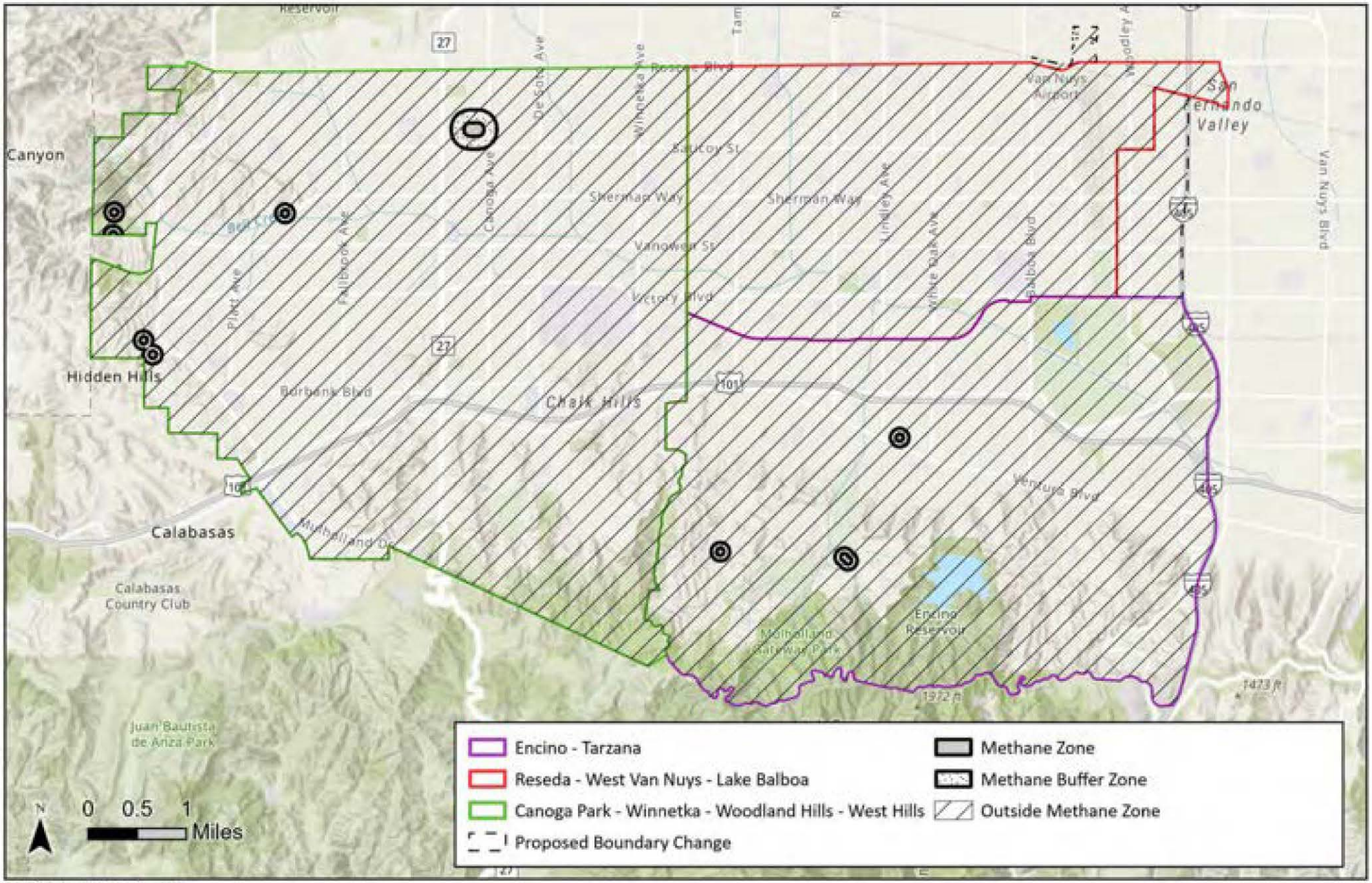
24 In 2026, over 40 percent of the City's electricity comes from renewable sources, and over 60 percent is carbon-free.

25 Since the adoption of the 2006 CAAP, POLA has cut overall emissions of diesel particulate matter by 90 percent, sulfur oxides by 98% percent and nitrogen oxides (NOx) by 73 percent while cargo increased by 38 percent.

26 Anaerobic decay is the process by which microorganisms break down biodegradable material in the absence of oxygen.

Methane is also an asphyxiant and may displace oxygen in an enclosed space. The concentrations at which flammable or explosive mixtures form are much lower than the concentration at which asphyxiation risk is significant. When structures are built on or near landfills or naturally occurring natural gas fields, methane gas can penetrate the buildings' interiors and expose occupants to significant levels of methane.

As shown in **Figure 4.9-4, Methane Zones within the Southwest Valley CPAs**, there are nine Methane Zones and Methane Buffer Zones identified within the Southwest Valley CPAs.



SOURCE: City of Los Angeles, 2025

FIGURE **4.9-4**

IMPACT SCIENCES

Methane Zones within the Southwest Valley CPAs

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In the Canoga Park-Winnetka-Woodland Hills-West Hills CPA four Methane Buffer Zones are located within the open spaces of Bell Canyon, and two within heavily developed areas of the CPA that consist of residential, neighborhood commercial, and light industrial uses. Three Methane Buffer Zones are sprawled out in the open spaces of the Santa Monica Mountains, between the Canoga Park-Winnetka-Woodland Hills-West Hills CPA and the Encino-Tarzana CPA.

Airport

The Van Nuys Airport (VNY) is located within the Reseda-West Van Nuys-Lake Balboa CPA. The VNY is surrounded by single and multi-family residential uses, as well as various professional and light industrial uses, including office spaces, medical facilities, and light manufacturing. The existing buildings of these uses range in height between 15 to 30 feet. Additional nearby public airports located in proximity to the Southwest CPAs include Whiteman Airport, located approximately 4.16 miles northeast, the Hollywood Burbank Airport, located approximately 7.38 miles east, and Point Mugu Naval Air Base, located 25.60 miles southwest.[27][28] To prevent the creation of airport hazard zones, restrictions are placed on development in the immediate vicinity of airport runways where take-off and final approach maneuvers occur. Certain development standards are implemented for development in an Approach Area and Runway Protection Zone of airports that are set forth in the Federal Aviation Regulations (FAR) Part 77, such as height restrictions and development procedures.[29]

Citywide Emergency Response

The City of Los Angeles Emergency Management Department (EMD) is comprised of five divisions and two units including administrative services division, community preparedness and engagement division, operational readiness division, planning division, and training exercise division.[30] The EMD works with City departments, municipalities, and with community-based organizations to ensure that the City and its residents have the resources and information they need to prepare, respond, and recover from emergencies,

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27 Los Angeles County Airport Land Use Commission, "Airports". Available online at: https://case.planning.lacounty.gov/aluc/airports, accessed July 16, 2025.

28 California State Geoportal. "Military Airport". Available online at: https://gis.data.ca.gov/datasets/1927f89a86754849a430c5d9584bf8dd_0/explore?location=34.203680%2C-118.797827%2C10.48, accessed July 16, 2025.

29 Approach areas and Runway Protection Zones On Airport are adjacent to the aircraft movement area protect ascending and descending aircraft from obstructions and provide for safe aircraft movement. Approach areas are restricted to recreational, agricultural and associated commercial activities including unenclosed storage uses, that do not create hazards for landing or taking off aircraft.

30 City of Los Angeles, Emergency Management Department, 2021, available online at: https://emergency.lacity.org/, accessed July 16, 2025.

disasters, and significant events.[31] The Emergency Operations Organization (EOO) is the operational department responsible for the City's emergency preparations (planning, training, and mitigation), response and recovery operations. The EOO centralizes command and information coordination to enable its unified chain-of-command to operate efficiently and effectively in managing the City's resources.

The Emergency Operation Center (EOC) is the focal point for coordination of the City's emergency planning, training, response, and recovery efforts. EOC processes follow the National All-Hazards approach to major disasters such as fires, floods, earthquakes, acts of terrorism, and large-scale events in the City that require involvement by multiple City departments. The EOC is a state-of-the-art facility comprised of a Main Coordination Room (MCR), Media Center, Training Room, Management Section Room, Public Information Officer Room, Executive Conference Room, six flexible use Break Out Rooms (includes Business Operations Center), Amateur Radio Operations Room, and two storage rooms.[32]

Rescue and provision of medical care to victims of fires and other emergencies are the responsibilities of LAFD. However, the Southwest Valley CPAs adjoin other jurisdictions (i.e., the County of Los Angeles, County of Ventura). As such, the City has several joint-use agreements with other jurisdictions for cooperative response and management of fires and other emergency incidences. Under such agreements, the first respondents would usually be the nearest fire or police units, regardless of jurisdictional boundaries. Key to a successful rapid response is LAFD's goal of maintaining adequate response distances from any given fire outbreak to the closest fire station. See **Section 4.14, Public Services and Recreation,** for further discussion about LAFD and emergency response.

Southwest Valley Community Plan Areas Emergency Evacuation Routes

Los Angeles County and City of Los Angeles Safety Elements identify emergency evacuation routes throughout the Southwest Valley CPAs. The emergency evacuation routes typically parallel major north-south and east-west corridors in the Southwest Valley CPAs. Emergency evacuation routes within and adjacent to the Southwest Valley CPAs include U.S. 101; I-405, Ventura Boulevard, Victory Boulevard, Sherman Way, Woodlake Avenue, Platt Avenue, Valley Circle Boulevard, Tampa Avenue, and Balboa Boulevard.[33] During an emergency, coordination for evacuation would occur between the City, Los

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31 City of Los Angeles, Emergency Management Department, Strategic Plan, available online at: https://emergency.lacity.gov/sites/g/files/wph1791/files/2024-10/EMD-strategic-plan-2024-2027.pdf, accessed on July 16, 2025.

32 City of Los Angeles, "Emergency Operations Center," 2021, available online at: https://emergency.lacity.org/about/eoc, accessed July 16, 2025.

33 County of Los Angeles Department of Public Works, *Disaster Route Maps with Road Districts -North Los Angeles*, available online at: https://pw.lacounty.gov/dsg/DisasterRoutes/map/disaster_rdm-North.pdf, accessed July 16, 2025.

Angeles County, California Highway Patrol (CHP), and the California Governor's Office of Emergency Services (Cal OES). However, in localized emergencies, such as hillside wildfires, the LAFD works in coordination with the Los Angeles Department of Transportation and Los Angeles Police Department to identify the most appropriate local egress options and direct individuals to those routes.[34]

4.9.2 Regulatory Framework

There are several agencies, plans, regulations, and programs that include policies, requirements, and guidelines regarding Hazards and Hazardous Materials at the federal, state, regional, and local levels. As described below, these agencies, plans, guidelines, and laws include the following:

- Aboveground Petroleum Storage Act
- California Code of Regulations Title 23, Chapter 15 Discharges of Hazardous Waste to Land Section 2511(b)
- California Code of Regulations, Division 4.5, Title 22
- California Division of Occupational Safety and Health (Cal/OSHA)
- California Fire Code
- California Governor's Office of Emergency Services (Cal OES)
- California Hazardous Materials Release Response Plans and Inventory Law of 1985
- California Health and Safety Code, Title 22, Chapter 20 Hazardous Waste Permit Program
- California Water Code
- Certified Unified Program Agency (CUPA)
- City of Los Angeles Safety and Conservation Elements
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)
- Disaster Mitigation Act of 2000
- Emergency Managed Mutual Aid (EMMA) System
- Emergency Management Department (EMD), Emergency Operations Organization (EOO), and Emergency Operation Center (EOC)
- Federal Emergency Management Act (FEMA)
- Federal Fire Safety Act
- Government Code Section 3229, Division (California Geologic Energy Management Division)
- Hazardous Materials Transportation Act (HMTA)
- Hazardous Waste and Substance Sites (Cortese List)
- Hazardous Waste Control Law

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34 City of Los Angeles. Los Angeles Safety Element General Plan. Available online at: https://planning.lacity.gov/odocument/bf51ae04-1c7b-4931-9a29-d46209998b89/Safety_Element.pdf, accessed August 29, 2025.

- Lead Based Paint Regulations
- License to Transport Hazardous Materials-California Vehicle Code, Section 32000.5 et seq.
- Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan (ALUC)
- Los Angeles County Operational Area Emergency Response Plan (ERP)
- Los Angeles Fire Code
- Los Angeles Municipal Code (LAMC)
- Occupational Safety and Health Act of 1970
- Other Hazardous Materials Regulations
- Research and Special Programs Administration
- Resource Conservation and Recovery Act
- South Coast Air Quality Management District Rule 1166
- South Coast Air Quality Management District Rule 1403
- State Policies and Regulations
- The Safe Drinking Water and Toxic Enforcement Act
- Title 40 Code of Federal Regulations, Part 264 ("Standards for Owners of Hazardous Waste Treatment, Storage and Disposal Facilities")
- Toxic Substances Control Act
- U.S. Environmental Protection Agency
- Underground Storage Tanks Program
- Uniform Fire Code
- Waste Discharge Requirements

Federal

Federal Fire Safety Act. The FFSA of 1992 is different from other laws affecting fire safety as the law applies to federal operations, and there is no requirement for local action unless a private building owner leases space to the federal government. The FFSA requires federal agencies to provide sprinkler protection in any building, whether owned or leased by the federal government that houses at least 25 federal employees during their employment.

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as "Superfund," was enacted by Congress on December 11, 1980.[35] This law provided 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, providing for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled the revision of the National Contingency Plan. The National Contingency Plan provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also establishes the National Priorities List, which is a list of contaminated sites warranting further investigation by the EPA. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.[36]

Disaster Mitigation Act of 2000. Disaster Mitigation Act (42 United States Code [U.S.C.] §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 U.S.C. §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.

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35 U.S. EPA, "Superfund CERCLA Overview," available online at: https://www.epa.gov/superfund/superfund-cercla-overview, accessed August 12, 2025.

36 U.S. EPA, "Summary of the Comprehensive Environmental Response, Compensation, and Liability Act (Superfund)," available online at: https://www.epa.gov/laws-regulations/summary-comprehensive-environmental-response-compensation-and-liability-act, accessed August 12, 2025.

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.

Resource Conservation and Recovery Act. The federal Resource Conservation and Recovery Act (RCRA) (42 United States Code [U.S.C.] secs. 6901-6992k), which amended and revised the Solid Waste Disposal Act, regulates the generation, transportation, treatment, storage, and disposal of hazardous waste. Under RCRA regulations, generators of hazardous waste must register and obtain a hazardous waste activity identification number. RCRA allows individual states to develop their own programs for the regulation of hazardous waste as long as they are at least as stringent as RCRA's.

Underground Storage Tanks (USTs) are regulated under Subtitle I of RCRA and its regulations, which establish construction standards for UST installations installed after December 22, 1988, as well as standards for upgrading existing USTs and associated piping. Since 1998, all non-conforming tanks were required to be either upgraded or closed.

Toxic Substances Control Act. In 1976, the federal Toxic Substances Control Act (15 USC Sections 2601–2671) established a system of evaluation in order to identify chemicals which may pose hazards. The Toxic Substances Control Act is enforced by the U.S. EPA through inspections of places in which ACMs are manufactured, processed, and stored and through the assessment of administrative and civil penalties and fines, as well as injunctions against violators. The Toxic Substances Control Act establishes a process by which public exposure to hazards may be reduced through manufacturing, distribution, use and disposal restrictions, or labeling of products. Polychlorinated Biphenyls (PCB)s are hazardous materials regulated by the EPA under the Toxic Substances Control Act (TSCA). These regulations ban the manufacture of PCBs although the continued use of existing PCB-containing equipment is allowed. PCBs were formerly used in such applications as hydraulic fluids, plasticizers, adhesives, fire retardants, and electrical transformers, among others. TSCA also contains provisions controlling the continued use and disposal of existing PCB-containing equipment. The disposal of PCB wastes is also regulated by TSCA (40 Code of Federal Regulations [CFR] 761), which contains life cycle provisions similar to those in RCRA. In addition to TSCA, provisions relating to PCBs are contained in the HWCL, which lists PCBs as hazardous waste.

Under the TSCA, the U.S. EPA has enacted strict requirements on the use, handling, and disposal of asbestos-containing materials (ACMs). These regulations include the phasing out of friable asbestos and ACMs in new construction materials began in 1979. In 1989, the U.S. EPA banned most uses of asbestos in the country. Although most of the ban was overturned in 1991, the current banned product categories include corrugated paper, rollboard, commercial paper, specialty paper, flooring felt, and any new uses. TSCA also establishes U.S. EPA's Lead Abatement Program regulations, which provide a framework for lead abatement, risk assessment, and inspections. Those performing these services are required to be trained and certified by U.S. EPA.[37]

Hazardous Materials Transportation Act (HMTA). The U.S. Department of Transportation (USDOT) prescribes strict regulations for the safe transportation of hazardous materials, including requirements for hazardous waste containers and licensed haulers who transport hazardous waste on public roads. The Secretary of the Department of Transportation receives the authority to regulate the transportation of hazardous materials from the Hazardous Materials Transportation Act (HMTA), as amended and codified in 49 U.S. Code (U.S.C.) Section 5101 et seq. The Secretary is authorized to issue regulations to implement the requirements of 49 U.S.C. The Pipeline and Hazardous Materials Safety Administration (PHMSA),[38] formerly the Research and Special Provisions Administration, was delegated the responsibility to write the hazardous materials regulations, which are contained in Title 49 of the Code of Federal Regulations (CFR) Parts 100-180.[39] Title 49 of the CFR, which contains the regulations set forth by the HMTA, specifies requirements and regulations with respect to the transport of hazardous materials. It requires that every employee who transports hazardous materials receive training to recognize and identify hazardous materials and become familiar with hazardous materials requirements. Under the HMTA, the Secretary "may authorize any officer, employee, or agent to enter upon, inspect, and examine, at reasonable times and in a reasonable manner, the records and properties of persons to the extent such records and properties relate to: (1) the manufacture, fabrication, marking, maintenance, reconditioning, repair, testing, or distribution of packages or containers for use by any "person" in the transportation of hazardous materials in commerce; or (2) the transportation or shipment by any "person" of hazardous materials in commerce."

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37 U.S. EPA, 40 CFR Part 745, Subpart E Section 402 and 404, August 29, 1996

38 U.S. Department of Transportation, *Federal Hazardous Materials Transportation Law: An Overview*, 2021, available online at: https://www.phmsa.dot.gov/standards-rulemaking/hazmat/federal-hazardous-materials-transportation-law-overview, accessed August 12, 2025.

39 National Archives and Records Administration, *Code of Federal Regulations Parts 100 to 185*, 2010, available online at: https://www.govinfo.gov/content/pkg/CFR-2010-title49-vol2/pdf/CFR-2010-title49-vol2.pdf, accessed August 12, 2025.

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 U.S. Department of Labor has delegated the authority to administer OSHA regulations to the State of California. The California OSHA program (Cal/OSHA) (codified in the 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.

Research and Special Programs Administration (RSPA). 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.

Other Hazardous Materials Regulations. In addition to the U.S. DOT 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)

Federal Emergency Management Act (FEMA). 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.[40] FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

U.S. Environmental Protection Agency. The U.S. EPA's mission is to protect human health and the environment. U.S. EPA takes action to reduce risks associated with exposure to chemicals in commerce, indoor and outdoor environments, and products and food. U.S. EPA continues to oversee the introduction and use of pesticides, improve their Integrated Risk Information System (IRIS) program, reduce radon risks, identify and address children's health risks in schools and homes, and improve chemical management practices. Oversight of chemical storage and manufacturing in coordination with their interagency partners remains a key focus of U.S. EPA, as well as efforts to reduce urban air toxins.

Title 14 of the Code of Federal Regulations. Title 14 of the CFR Parth 77 "Safe, Efficient Use, and Preservation of the Navigable Airspace" governs the safe and efficient use of navigable airspace near airports. It establishes standards for identifying potential obstructions to aircraft by defining imaginary surfaces that extend from runways, including primary, approach, transitional, horizontal, and conical surfaces. Structures that exceed 200 feet in height or lie near an airport within these defined surfaces require FAA notification through Form 7460-1. The FAA then evaluates whether the proposed structure poses a hazard to air navigation. If deemed a hazard, the FAA may recommend height reductions, design modifications, or even prevent construction. Compliance with Part 77 helps ensure aviation safety, preserve airport operations, and protect airspace from interference. Developers and planners must consider these regulations during the early design phase of projects near airports. Local governments may also incorporate FAR Part 77 standards into zoning or permitting decisions.

Title 40 Code of Federal Regulations. Title 40 of the CFR Part 264 "Standards for Owners of Hazardous Waste Treatment, Storage and Disposal Facilities," establishes minimum national standards which define the acceptable management of hazardous waste. This standard applies to owners and operators of all facilities which treat, store, or dispose of hazardous waste.

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40 Federal Emergency Management Agency, "History of FEMA," available online at: https://www.fema.gov/about/history, accessed August 12, 2025.

State

The primary state agencies with jurisdiction over hazardous chemical materials management are Cal/EPA DTSC and the Los Angeles Regional Water Quality Control Board (LARWQCB). Other state agencies involved in hazardous materials management include California OSHA (Cal/OSHA) and the State Office of Emergency Services (Cal OES).

Authority for the statewide administration and enforcement of RCRA rests with Cal/EPA DTSC. While DTSC has primary state responsibility in regulating the generation, storage and disposal of hazardous materials, DTSC may further delegate enforcement authority to local jurisdictions. In addition, DTSC is responsible and/or provides oversight for contamination cleanup and administers statewide hazardous waste reduction programs. DTSC operates programs to accomplish the following: (1) manage the aftermath of improper hazardous waste management by overseeing site cleanups; (2) prevent releases of hazardous waste by ensuring that those who generate, handle, transport, store, and dispose of wastes do so properly; and (3) evaluate soil, water, and air samples taken at sites.

The storage of hazardous materials in underground storage tanks (USTs) is regulated by the SWRCB, which delegates authority to the Regional Water Quality Control Board (RWQCB) on the regional level, and typically to the local fire department on the local level.

The Cal/OSHA program is administered and enforced by the Division of Occupational Safety and Health (DOSH). Cal/OSHA is very similar to the federal OSHA program. For example, both programs contain rules and procedures related to exposure to hazardous materials during demolition and construction activities. In addition, Cal/OSHA requires employers to implement a comprehensive, written Injury and Illness Prevention Program (IIPP). An IIPP is an employee safety program for potential workplace hazards, including those associated with hazardous materials.

The Cal OES Hazardous Materials (HazMat) section under the Fire and Rescue Division coordinates statewide implementation of hazardous materials accident prevention and emergency response programs for all types of hazardous materials incidents and threats. In response to any hazardous materials emergency, the HazMat section staff is called upon to provide state and local emergency managers with emergency coordination and technical assistance.

California Hazardous Materials Release Response Plans and Inventory Law of 1985 Hazardous Waste and Substance Sites. The Business Plan Act requires preparation of Hazardous Materials Business Plans and disclosure of hazardous materials inventories, including an inventory of hazardous materials handled, plans showing where hazardous materials are stored, an emergency response plan, and provisions for employee training in safety and emergency response procedures for businesses that handle, store, or transport hazardous materials in amounts exceeding specified minimums (California HSC, Division 20, Chapter 6.95, Article 1). Statewide, DTSC has primary regulatory responsibility for management of hazardous materials, with delegation of authority to local jurisdictions that enter into agreements with the state. Local agencies are responsible for administering these regulations.

Several state agencies regulate the transportation and use of hazardous materials to minimize potential risks to public health and safety, including Cal/EPA and the California Emergency Management Agency. The California Highway Patrol and Caltrans enforce regulations specifically related to the transport of hazardous materials. Together, these agencies determine container types used and license hazardous waste haulers for hazardous waste transportation on public roadways.

Hazardous Waste and Substances Sites (Cortese List). Government Code Section 65962.5, amended in 1992, requires Cal/EPA to develop and update annually the Hazardous Waste and Substances Sites (Cortese) List, which is a list of hazardous waste sites and other contaminated sites. The Cortese List is a planning document used by the state, local agencies, and developers to comply with California Environmental Quality Act (CEQA) requirements pertaining to providing information about the location of hazardous materials release sites. While the Cortese List is no longer maintained as a single list, the following databases provide information that meet the Cortese List requirements:

1. List of Hazardous Waste and Substances sites from DTSC EnviroStor database (Health and Safety Codes 25220, 25242, 25356, and 116395);

2. List of open and active leaking underground storage tank (LUST) Sites by County and Fiscal Year from the State Water Resources Control Board GeoTracker database (Health and Safety Code 25295);

3. List of solid waste disposal sites identified by the State Water Resources Control Board with waste constituents above hazardous waste levels outside the waste management unit (Water Code Section 13273[e] and 14 CCR Section 18051);

4. List of "active" Cease and Desist Orders and Cleanup and Abatement Orders from the State Water Resources Control Board (Water Code Sections 13301 and 13304); and

5. List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by the DTSC.

Hazardous Waste Control Law (HWCL). The HWCL empowers the DTSC to administer the state's hazardous waste program and implement the federal program in California. CCR Titles 22 and 23 address hazardous materials and wastes. Title 22 defines, categorizes, and lists hazardous materials and wastes. Title 23 addresses public health and safety issues related to hazardous materials and wastes and specifies disposal options.

License to Transport Hazardous Materials-California Vehicle Code, Section 32000.5 et seq. The California Department of Transportation (Caltrans) regulates hazardous materials transportation on all interstate roads. Within California, the State agencies with primary responsibility for enforcing federal and State regulations and for responding to transportation emergencies are the California Highway Patrol and Caltrans. Together, federal and State agencies determine driver-training requirements, load labeling procedures, and container specifications for vehicles transporting hazardous materials.

Underground Storage Tanks Program. The State regulates Underground Storage Tanks (USTs) through a program pursuant to HSC, Division 20, Chapter 6.7, and CCR Title 23, Division 3, Chapter 16 and Chapter 18. The state's UST program regulations include, among others, permitting USTs, installation of leak detection systems and/or monitoring of USTs for leakage, UST closure requirements, release reporting / corrective action, and enforcement. Oversight of the statewide UST program is assigned to the State Water Resources Control Board (SWRCB) which has delegated authority to the Regional Water Quality Control Boards (RWQCB) and typically on the local level, to the fire department. The Los Angeles Fire Department (LAFD) administers and enforces federal and state laws and local ordinances for USTs. Plans for the construction/installation, modification, upgrade, and removal of USTs are reviewed by LAFD Inspectors. If a release affecting groundwater is documented, the project file is transferred to the appropriate RWQCB for oversight.

Aboveground Petroleum Storage Act. In 1989, California established the Aboveground Petroleum Storage Act instituting a regulatory program covering ASTs containing specified petroleum products (Health and Safety Code Sections 25270–25270.13). The Aboveground Petroleum Storage Act applies to facilities with storage capacities of 10,000 gallons or more or are subject to oil pollution prevention and response requirements under 40 CFR Part 112. Under the Aboveground Petroleum Storage Act, each owner or operator of a regulated aboveground storage tank (AST) facility must file biennially a storage statement with the SWRCB disclosing the name and address of the AST facility, the contact person for the facility, and the location, size, age, and contents of each AST that exceeds 10,000 gallons in capacity and that holds materials that are at least five percent petroleum. In addition, each owner or operator of a regulated AST

must prepare a Spill Prevention Control and Countermeasure Plan in accordance with federal and state requirements (40 CFR Part 112 and Health and Safety Code Section 25270.5[c]). The responsibility for inspecting ASTs and ensuring that Spill Prevention Control and Countermeasure Plans have been prepared lies with the RWQCBs.

Lead Based Paint Regulations. Lead-based paint (LBP) is defined as any paint, varnish, stain, or other applied coating that has a one milligram per square centimeter (mg/cm2) (5,000 microgram per gram (µg/g) or 0.5% by weight) or more of lead. The U.S. Consumer Product Safety Commission (16 Code of Federal Regulations [CFR] 1303) banned paint containing more than 0.06 percent lead for residential use in 1978. Buildings built before 1978 are much more likely to have LBP.

The demolition of buildings containing LBPs is subject to a comprehensive set of California regulatory requirements that are designed to assure the safe handling and disposal of these materials. Cal/OSHA has established limits of exposure to lead contained in dust and fumes, which provides for exposure limits, exposure monitoring, and respiratory protection, and mandates good working practices by workers exposed to lead, particularly since demolition workers are at greatest risk of adverse exposure. Lead-contaminated debris and other wastes must also be managed and disposed of in accordance with applicable provisions of the California Health and Safety Code.

California Division of Occupational Safety and Health (Cal/OSHA). Cal/OSHA is responsible for developing and enforcing workplace safety standards and ensuring worker safety in the handling and use of hazardous materials (8 CCR, Section 1529). Among other requirements, Cal/OSHA requires entities handling specified amounts of certain hazardous chemicals to prepare injury and illness prevention plans and chemical hygiene plans and provides specific regulations to limit exposure of construction workers to lead. OSHA applies to this Project because contractors will be required to comply with its handling and use requirements that would increase worker safety and reduce the possibility of spills, and to prepare an emergency response plan to respond to accidental spills.

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 notification 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.

California Water Code (CWC). The California Water Code authorizes the SWRCB 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. In regard to construction dewatering discharge analysis and treatment, groundwater may be encountered during deeper excavations for the subterranean parking structure, building foundations, or other subterranean building components. Under the CWC, discharge 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 are implemented 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 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. R4-2013-0095, or any other appropriate WDR permit identified by the LARWQCB.[41] 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.

Government Code Section 3229, Division (California Geologic Energy Management Division). In compliance with Section 3229, Division 3 of the California Public Resources Code, before commencing any work to abandon any well, the owner or operator shall request approval from the California Geologic Energy Management Division (CalGEM), formerly the Division of Oil, Gas, and Geothermal Resources (DOGGR), via a written notice of intention to abandon the well.

California Fire Code (CFC). The 2025 CFC, written by the California Building Standards Commission, is based on the 2024 International Fire Code. The International Fire Code (IFC) is a model code that regulates minimum fire safety requirements for new and existing buildings, facilities, storage and processes. The IFC addresses fire prevention, fire protection, life safety, and safe storage and use of hazardous materials in new and existing buildings, facilities, and processes.

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41 Los Angeles Regional Water Quality Control Board, *Order No. R4-2013-0095, Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties*, June 6, 2013, available online at: https://www.waterboards.ca.gov/losangeles/board_decisions/adopted_orders/permits/general/npdes/r4-2013-0095/Dewatering%20Order.pdf, accessed August 12, 2025.

The CFC, Part 9 of Title 24 of the California Code of Regulations (CCR), was created by the California Building Standards Commission based on the International Fire code and is updated every three years. The overall purpose of the CFC is to establish the minimum requirements to safeguard the public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises, and safety and assistance to firefighters and emergency responders during emergency operations. The CFC also provides regulations and guidance for local agencies in the development and enforcement of fire safety standards.

In prior version of the CFC, Chapter 49 of the CFC outlined requirements for wildland-urban interface areas; however, the 2025 CBC has located this discussion within Part 7 of Title 24, California Wildland-Urban Interface Code. FIRE. A discussion of CBC Title 24, Part 7 is provided in **Section 4.18, Wildfire.**

Uniform Fire Code. The Uniform Fire Code, Article 80 (Section 80.103 of the Uniform Fire Code as adopted by the State Fire Marshal pursuant to Health and Safety Code Section 13143.9), includes specific requirements for the safe storage and handling of hazardous materials. These requirements are intended to reduce the potential for a release of hazardous materials and for mixing of incompatible chemicals, and specify the following specific design features to reduce the potential for a release of hazardous materials that could affect public health or the environment:

- Separation of incompatible materials with a noncombustible partition;
- Spill control in all storage, handling, and dispensing areas; and
- Separate secondary containment for each chemical storage system. The secondary containment must hold the entire contents of the tank, plus the volume of water needed to supply the fire suppression system for a period of 20 minutes in the event of catastrophic spill.

California Governor's Office of Emergency Services (Cal OES). In 2009, the State of California passed legislation creating the Cal OES and authorized it to prepare a Standard Emergency Management System (SEMS) program (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 governments request 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 the 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, below). California Emergency Management Agency (Cal-EMA) maintains oversight of the state's mutual aid system.

Emergency Managed Mutual Aid (EMMA) System. Cal OES developed the Emergency Managed Mutual Aid (EMMA) System in response to the 1994 Northridge Earthquake. The EMMA System coordinates emergency response and recovery efforts along the coastal, inland, and southern regions of California. The purpose of EMMA is to provide emergency management personnel and technical specialist to afflicted jurisdictions in support of disaster operations during emergency events. The objectives of the EMMA Plan are to provide a system to coordinate and mobilize assigned personnel, formal requests, assignment, training and demobilization of assigned personnel; establish structure to maintain the EMMA Plan and its procedures; provide the coordination of training for EMMA resources, including SEMS training, coursework, exercises, and disaster response procedures; and, to promote professionalism in emergency management and response. The EMMA Plan was updated in March 2022 and supersedes the November 2012 EMMA Plan.[42]

California Code of Regulations, Division 4.5, Title 22. California Health and Safety Code and Title 22 regulates processes that produce hazardous waste. The Regulation requires an ID number, regulates accumulation of onsite hazardous materials, shipping and transport, emergency procedures, and worker training.

California Health and Safety Code, Title 22, Chapter 20 Hazardous Waste Permit Program. Title 22, Chapter 20 Hazardous Waste Permit Program, establishes provisions for the issuance and administration of hazardous waste permits pursuant to the Health and Safety Code. Regulations cover basic permitting requirements, such as application requirements, standard permit conditions, and monitoring and reporting requirements. Hazardous Waste Permits are required for the transfer, treatment, storage, and disposal of any waste which is hazardous waste pursuant to section 66261.3. Owners and operators of certain facilities require hazardous waste facility permits as well as permits under other programs for certain aspects of the facility operation.

California Code of Regulations Title 23, Chapter 15 Discharges of Hazardous Waste to Land Section 2511(b). California Code of Regulations Title 23, Chapter 15 Discharges of Hazardous Waste to Land Section 2511(b) pertains to water quality aspects of waste discharge to land. The regulation establishes waste and site classifications and waste management requirements for waste treatment, storage, or disposal

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42 California Governor's Office of Emergency Services, State of California Emergency Management Mutual Aid Plan. Available online at: https://www.caloes.ca.gov/wp-content/uploads/Preparedness/Documents/2022-EMMA-Plan-Final-3-9-2022.pdf, accessed August 19, 2026.

in landfills, surface impoundments, waste piles, and land treatment facilities. Requirements are minimum standards for proper management of each waste category, which allow regional water boards to impose more stringent requirements to accommodate regional and site-specific conditions. In addition, the requirements of California Code of Regulations Title 23, Chapter 15 applies to cleanup and abatement actions for unregulated discharges to land of hazardous waste (e.g., spills).

California Constitution Article XIII Section 35. Section 35 of Article III of the California Constitution at subdivision (a)(2) provides: "The protection of the 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 used exclusively for local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 provides 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 fire protection, as well as other public safety services. In *City of Hayward v. 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 fire services and that it is reasonable to conclude that a lead agency will comply with that provision and ensure that public services are provided. (See *City of Hayward v. Trustee of California State University* (2015) 242 Cal. App. 4th 833, 847, stating "the city has a constitutional obligation to provide adequate fire protection services".)

Title 8 California Code of Regulations (CCR) Sections 1270 and 6773. In accordance with CCR, Title 8 Sections 1270 "Fire Prevention" and 6773 "Fire Protection and Fire Equipment," the California Occupational Safety and Health Administration (Cal-OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hosing sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

California Health and Safety Code Section 13100-13135. California Health Safety Code Section 13100-13135 codifies regulations known as the "Regulations of the State Fire Marshal" and constitutes the Basic Building Design and Construction Standards of the State Fire Marshall. The regulations establish minimum standards for the preservation and protection of life and property against fire, explosion, and panic through requirements for fire protection and notification systems, fire protection devices, and fire suppression training.

California Geologic Energy Management Division (CalGEM). This state agency has jurisdiction over the existing oil, natural gas, and geothermal wells within the state. The agency also provides oversight for oil, natural gas, and geothermal industries. CalGEM oversees the drilling, operation, maintenance, and plugging and abandonment of oil, natural gas, and geothermal wells in order to protect the environment, prevent pollution, and ensure public safety. All California oil and gas wells are permitted, drilled, operated, maintained, plugged and abandoned under requirements and procedures administered by CalGEM. CalGEM also coordinates with local hazard and fire department agencies, such as the LAFD, in overseeing and regulating active and plugged wells through well inspections and permitting.

Regional

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 ACMs, asbestos storage facilities, and waste disposal sites.

South Coast Air Quality Management District (SCAQMD) 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 excavation of a UST; excavation of piping which has stored volatile organic compounds (VOCs); 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; the handling or storage of VOC-contaminated soil at or from an excavation or grading site; or the treatment of VOC-contaminated soil at a facility.

Certified Unified Program Agency (CUPA). The primary local agency with responsibility for implementing federal and state laws and regulations pertaining to hazardous materials management is the Los Angeles County Health Department, Environmental Health Division. The Los Angeles County Health Department is the Certified Unified Program Agency (CUPA) for the County of Los Angeles. A CUPA is a local agency that has been certified by Cal/EPA to implement the six state environmental programs within the local agency's jurisdiction. This program was established under the amendments to the California Health and Safety Code made by Senate Bill 1082 in 1994. The six consolidated programs are:

- Hazardous Materials Release Response Plan and Inventory (Business Plans)
- California Accidental Release Prevention (CalARP)
- Hazardous Waste (including Tiered Permitting)
- Underground Storage Tanks (USTs)

- Above Ground Storage Tanks (Spill Prevention Control and Countermeasures [SPCC] requirements)
- Uniform Fire Code (UFC) Article 80 Hazardous Material Management Program (HMMP) and Hazardous Material Identification System (HMIS)

As the CUPA for County of Los Angeles, the Los Angeles County Health Department Environmental Health Division maintains the records regarding location and status of hazardous materials sites in the County and administers programs that regulate and enforce the transport, use, storage, manufacturing, and remediation of hazardous materials. By designating a CUPA, Los Angeles County has accurate and adequate information to plan for emergencies and/or disasters and to plan for public and firefighter safety.

A Participating Agency is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. The Los Angeles County Health Department, Environmental Health Division has designated the Los Angeles Fire Department (LAFD) as a Participating Agency. The LAFD monitors the storage of hazardous materials in the City for compliance with local requirements. Specifically, businesses and facilities that store more than threshold quantities of hazardous materials as defined in California Health and Safety Code Chapter 6.95 are required to file an Accidental Risk Prevention Program with LAFD. This program includes information such as emergency contacts, phone numbers, facility information, chemical inventory, and hazardous materials handling and storage locations. LAFD also has the authority to administer and enforce federal and state laws and local ordinances for USTs. Plans for the construction/installation, modification, upgrade, and removal of USTs are reviewed by LAFD inspectors.

Waste Discharge Requirements. Effective on December 28, 2012, the Los Angeles RWQCB adopted Order No. R4-2012-0175, NPDES Permit No. CAS004001, Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges into the Coastal Watersheds of Los Angeles County. The permit establishes new performance criteria for new development and redevelopment projects in the coastal watersheds of Los Angeles County (with the exception of the city of Long Beach). 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 the Coastal Watersheds of 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 SWPPP.[43]

Los Angeles County Operational Area Emergency Response Plan (ERP). The County of Los Angeles developed the ERP to ensure the most effective allocation of resources for the maximum benefit and protection of the public in time of emergency. The ERP does not address normal day-to-day emergencies, or the well-established and routine procedures used in coping with them. Instead, the operational concepts reflected in this plan focus on potential large-scale disasters like extraordinary emergency situations associated with natural and man-made disasters and technological incidents which can generate unique situations requiring an unusual or extraordinary emergency response. The purpose of the plan is to incorporate and coordinate all facilities and personnel of the County government, along with the jurisdictional resources of the cities and special districts within the County, into an efficient Operational Area organization capable of responding to any emergency using a Standard Emergency Management System, mutual aid and other appropriate response procedures. The goal of the plan is to take effective life-safety measures and reduce property loss, provide for the rapid resumption of impacted businesses and community services, and provide accurate documentation and records required for cost-recovery.

Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan (ALUC). 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.

The Van Nuys Airport Plan, adopted in 2006, serves as a 20-year strategic guide for airport land uses, circulation, and services at this major general aviation facility in the San Fernando Valley. It outlines objectives, policies, and measures designed to promote orderly development while enhancing environmental quality and maintaining compatibility with neighboring communities. The plan includes detailed land use maps and infrastructure configuration diagrams, establishing preferred types, intensities, and spatial relationships of future airport development. Managed as a local overlay by the Los Angeles

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43 California Regional Water Quality Control Board, Los Angeles Region, *Order No. R47-2012-0175 NPDES Permit No. CAS004001*, available online at: https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/la_ms4/2012/Order%20R4-2012-0175%20-%20A%20Final%20Order%20revised.pdf, accessed August 12, 2025.

City Planning Department, it aligns airport development with the City's General Plan, zoning ordinances, and Community Plans, triggering zone changes or amendments as needed. The Plan functions as a policy tool for City Council, LAWA, and planning agencies to balance economic potential, public welfare, growth stability, and long-term airport investment protection.

To assist in the preparation of the Southwest Valley Community Plans, the LAWA is currently working with the City in preparing an update to the Van Nuys Airport Plan, known as the Van Nuys Airport Vision Study. The Van Nuys Airport Vision Study would re-evaluate the current land use designations for VNY to improve land use compatibility between the airport and its surrounding uses.

Local

City of Los Angeles Hazard Mitigation Plan. The City of Los Angeles has completed the 2024-2029 Hazard Mitigation Plan (HMP) a five-year strategic planning document adopted in mid 2024, intended to strengthen community resilience by identifying the City's most significant natural hazard risks and guiding resource allocation to minimize those threats. It integrates with existing mechanisms—such as zoning ordinances, building codes, long-range planning, and environmental policies—to mainstream hazard mitigation across municipal decision making. The HMP the City's most significant natural and human-caused hazards—such as earthquakes, wildfires, and extreme heat—and outlines strategies to reduce risks to people, property, and infrastructure. It includes a vulnerability assessment, over 100 mitigation actions, and integration with existing city plans and policies. Developed through a year-long, equity-focused public planning process, the plan prioritizes resilience and ensures eligibility for state and federal hazard mitigation funding.

Los Angeles Fire Code. At the local level, the LAFD monitors the storage of hazardous materials for compliance with local requirements. Specifically, businesses and facilities that store more than threshold quantities of hazardous materials as defined in Chapter 6.95 of the California Health and Safety Code are required to file an Accidental Risk Prevention Program with the LAFD.[44] This program includes information such as emergency contacts, phone numbers, facility information, chemical inventory, and hazardous materials handling and storage locations. The LAFD also issues permits for hazardous materials handling and enforces California's Hazardous Materials Release Response Plans and Inventory Law (HSC sec. 25500 et seq.). Basic requirements of California's Hazardous Materials Release Response Plans and Inventory Law include the development of detailed hazardous materials inventories used and stored on-site, a program of employee training for hazardous materials release response, identification of emergency

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44 The CalARP program encompasses both the federal "Risk Management Program," established in the Code of Federal Regulations, Title 40, Part 68, and the State of California program, in accordance with the Title 19 of the California Code of Regulations, Division 2, Chapter 4.5.

contacts and response procedures, and reporting of releases of hazardous materials. Any facility that meets the minimum reporting thresholds (i.e., a mixture containing a hazardous material that has a quantity at any one time during the reporting year that is equal to, or greater than, 55 gallons for materials that are liquids, 500 pounds for solids, or 200 cubic feet for compressed gas) must comply with the reporting requirements and file a Business Emergency Plan (BEP) with the local administering agency.[45]

The LAFD also administers the Fire Life Safety Plan Check and Fire Life Safety Inspections interpreting and enforcing applicable standards of the Fire Code, Title 19, Uniform Building Code, City, and National codes concerning new construction and remodeling. As part of the Fire Life Safety Plan Check and Fire Life Safety Inspections, businesses that store hazardous waste or hazardous materials in amounts exceeding the thresholds noted above are subject to review.

Section 91.7109.2 of the LAMC requires LAFD notification when an abandoned oil well is encountered during construction activities and requires that any abandoned oil well not in compliance with existing regulations be re-abandoned in accordance with applicable rules and regulations of the California Division of Oil, Gas, and Geothermal Resources (DOGGR).

City of Los Angeles General Plan Safety and Conservation Elements. The Safety Element provides a contextual framework for understanding the relationship between hazard mitigation, response to a natural disaster, and initial recovery from a natural disaster. The Safety Element addresses hazardous materials relative to potential natural hazards.

The intent of the Conservation Element of the General Plan is the conservation and preservation of natural resources. Policies of the Conservation Element address the conservation of petroleum resources (i.e., oil and gas) and appropriate, environmentally sensitive extraction of petroleum deposits to protect the petroleum resources for the use of future generations and to reduce the City's dependency on imported petroleum and petroleum products.

Policies from the Safety and Conservation Elements related to Hazards and Hazardous Materials are listed below in **Table 4.9-3, Relevant General Plan Hazardous Materials Goals, Objectives, and Policies**.

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45 California Health & Safety Code, Division 20, Chapter 6.95, Article 1; California Code of Regulations, Title 19, Sections 2620-2732; California Code of Regulations, Title 24, Part 9, Section 80.115; Los Angeles Municipal Code, Article 7 of Chapter V, Section 57.120.1, and 57.120.1.4

Table 4.9-3
Relevant General Plan Hazardous Materials Goals, Objectives, and Policies

Safety Element-Hazard Mitigation	
Goal 1	A city where potential injury, loss of life, property damage and disruption of the social and economic life of the City due to hazards is minimized.
Objective 1.1	Implement comprehensive hazard mitigation plans and programs that are integrated with each other and with the City's comprehensive emergency response and recovery plans and programs.
Policy 1.1.1	**Coordination.** Coordinate information gathering, program formulation and program implementation between City agencies, other jurisdictions and appropriate public and private entities to achieve the maximum mutual benefit.
Policy 1.1.2	**Disruption Reduction.** Reduce potential disruption due to disaster, with an emphasis on critical facilities, governmental functions, infrastructure and information resources.
Policy 1.1.3	**Facility/Systems Location and Maintenance.** Locate new critical facilities and infrastructure outside of hazard areas, especially VHFHSZs, when feasible. If no feasible alternative site exists, ensure that these facilities incorporate all necessary protections to allow them to continue to serve essential community needs during and after disaster events. Provide redundancy (back-up) systems and strategies for continuation of adequate critical infrastructure systems and services so as to assure adequate circulation, communications, power, transportation, water and other services for emergency response in the event of disaster related systems disruptions and the growing climate emergency.
Policy 1.1.4	**Health/Environmental Protection.** Protect the public and workers from the release of hazardous materials and protect City water supplies and resources from contamination resulting from release or intrusion resulting from a disaster event, including protection of the environment and public from potential health and safety hazards associated with program implementation.
Policy 1.1.5	**Risk Reduction.** Reduce potential risk hazards due to disaster with a focus on protecting the most vulnerable people, places and systems.
Policy 1.1.7	**Building Community Capacity.** Build social cohesion and increase local resilience through community collaboration and education. Provide outreach and education on topics including: local hazards, disaster prevention and preparation and evacuation procedures with an emphasis on reaching vulnerable communities.
Policy 1.1.8	**Land Use.** Consider hazard information and available mitigations when making decisions about future land use. Maintain existing low density and open space designations in Very High Fire Hazard Severity Zones. Ensure mitigations are incorporated for new development in hazard areas such as VHFHSZs, landslide areas, flood zones and in other areas with limited adaptive capacity.
Objective 1.2	Confront the global climate emergency by setting measurable targets for carbon reduction that are consistent with the best available methods and data, center equity and environmental justice, secure fossil free jobs, and foster broader environmental sustainability and resiliency.
Goal 2	A city that responds with the maximum feasible speed and efficiency to disaster events so as to minimize injury, loss of life, property damage and disruption of the social and economic life of the City and its immediate environs.
Objective 2.1	Develop and implement comprehensive emergency response plans and programs that are integrated with each other and with the City's comprehensive hazard mitigation and recovery plans and programs.
Policy 2.1.1	**Coordination.** Coordinate program formulation and implementation between City agencies, adjacent jurisdictions and appropriate private and public entities. Continue to participate in mutual aid agreements with surrounding jurisdictions to achieve the maximum mutual benefit for emergency response.

Safety Element-Hazard Mitigation	
Policy 2.1.2	**Health and Environmental Protection.** Develop and implement procedures to protect the environment, sensitive species and public from potential health and safety hazards associated with disaster events, hazard mitigation and disaster recovery efforts.
Policy 2.1.3	**Information.** Develop and implement training programs and informational materials designed to assist property owners, tenants and the general public in understanding and mitigating disaster risks and regulations that may impact their homes and businesses, with an emphasis on reaching vulnerable communities.
Policy 2.1.4	**Interim Procedures.** Develop and implement pre-disaster plans for interim evacuation, sheltering and public aid for disaster victims displaced from homes and for disrupted businesses. Plan to utilize park space and other public facilities in emergency situations. Plans should include provisions to assist businesses which provide significant services to the public, plans for reestablishment of the financial viability of the City and assistance for residents to remain in the city.
Policy 2.1.5	**Response.** Develop, implement and continue to improve the City's ability to respond to emergency events. Participate in regularly scheduled disaster exercises to better prepare Police, Fire, Public Works and other City employees with disaster responsibilities.
Policy 2.1.6	**Standards/Fire.** Continue to maintain, enforce and upgrade requirements, procedures and standards to facilitate more effective fire suppression and safety. A. Enforce peak water supply requirements. B. Enforce minimum roadway widths and clearances for evacuation and fire suppression. C. Maintain special fire-fighting units at the Port of Los Angeles, Los Angeles International Airport, and Van Nuys Municipal Airport capable of responding to special emergencies unique to the operations of those facilities. D. Coordinate with CALFIRE, local fire agencies, fire safe councils, private landowners, and other responsible agencies to identify the best method(s) of fuel modification to reduce the severity of future wildfires, including: Prescribed fire; Forest thinning; Grazing; Mechanical clearing; Hand clearing (piling, burning/chipping); Education; and Defensible space. E. Maintain mutual aid or mutual assistance agreements with local fire departments to ensure an adequate response in the event of a major earthquake, wildfire, urban fire, fire in areas with substandard fire protection, or other fire emergencies.
Policy 2.1.7	**Building Community Capacity.** Develop and implement strategies for involving volunteers, community groups, and civic organizations in emergency response activities.
Safety Element-Disaster Recovery (Multi-Hazard)	
Goal 3	A city where private and public systems, services, activities, physical condition and environment are reestablished as quickly as feasible to a level equal to or better than that which existed prior to the disaster.
Objective 3.1	Develop and implement comprehensive disaster recovery plans which are integrated with each other and with the City's comprehensive hazard mitigation and emergency response plans and programs.
Policy 3.1.1	**Coordination.** Coordinate between city departments, county and state agencies, local jurisdictions and with appropriate private and public entities prior to a disaster to plan and establish disaster recovery programs and procedures which will enable cooperative ventures, reduce potential conflicts, minimize duplication and maximize the available funds and resources to the greatest mutual benefit following a disaster.
Policy 3.1.2	**Health/Safety/Environment.** Develop and establish procedures for identification 58 Los and abatement of physical and health hazards which may result from a disaster. Provisions shall include measures for protecting workers, the public and the environment from contamination or other health and safety hazards associated with the hazard in addition to abatement, repair and reconstruction programs.

Safety Element-Hazard Mitigation	
Policy 3.1.4	**Interim Services/Systems.** Develop and establish procedures prior to a disaster for immediate reestablishment and maintenance of damaged or interrupted critical infrastructure systems and services so as to provide communications, circulation, power, transportation, water and other necessities for movement of goods, provision of services and restoration of the economic and social life of the City and its environs pending permanent restoration of the damaged systems.
Policy 3.1.5	**Restoration**. Look to the future and rebuild based on the lessons of the past. Prior to a disaster, develop and establish procedures for securing assistance and expediting inspection and permitting activities to facilitate the rapid repair and rebuilding of those parts of the private and public sectors which were damaged or disrupted as a result of the disaster with an added consideration of future safety. Develop and establish procedures to enhance the resilience of buildings and infrastructure that are rebuilt following a disaster. Develop tools to ensure that vulnerable residents and business owners are included in community rebuilding efforts.
Conservation Element-Resource Management (Fossil Library) - Petroleum (Oil And Gas)	
Policy 1	Continue to encourage energy conservation and petroleum product reuse.
Policy 3	Continue to protect neighborhoods from potential accidents and subsidence associated with drilling, extraction and transport operations, consistent with California Department of Conservation, Division of Oil and Gas requirements.

Source: City of Los Angeles Conservation Element, 2001, and Safety Element 2021.

Los Angeles Municipal Code

One of the primary purposes of zoning is to segregate uses that are thought to be incompatible. With respect to hazards, the City uses zoning to separate businesses that use, store, transport, treat, or dispose of hazardous materials, or businesses that engage in potentially hazardous activities, such as manufacturing or refining, from residential areas and the general public.

Chapter 1A of the City's Municipal Code establishes new guidance documents to enable City Planning to be able to regulate particular land uses and activities more effectively. These guidance documents include the Chapter 1A Environmental Protection Measures (EPM) Handbook (EPM Handbook). The EPM Handbook provides guidance on how the new zoning regulations in Chapter 1A of the Los Angeles Municipal Code integrate environmental protections into land use decisions and development standards. These protections include required environmental protection measures and best management practices for project applicants and developers to implement in their development projects. To prevent accidental releases or exposures of potentially hazardous materials, the EPM Handbook outlines environmental protection measures and best management practices that would mainly be implemented during the construction phase of development projects. While project applicants are required to comply with the environmental protection measures as applicable, the best management practices listed in the Handbook are not mandated and are to be implemented based on the Applicant's discretion and responsibility.

The Methane Seepage Regulations, contained within the Los Angeles Municipal Code (LAMC) Chapter IX, Article 1, Division 71 (Sections 91.7101 through 91.7109), establish requirements for mitigation and other general building requirements to prevent potential environmental and harmful health effects that could be caused by the construction of buildings located in a defined Methane Hazard Zone within the City of Los Angeles. All new buildings and paved areas located in a Methane Zone or Methane Buffer Zone must comply with the requirements of LAMC Sections 91.7103 and 91.7104 and the Methane Mitigation Standards established by the Superintendent of Building. The Methane Mitigation Standards identify installation procedures, design parameters, and test protocols for the methane gas mitigation system. As established under LAMC Section 91.106.4.1, the Los Angeles Department of Building and Safety (LADBS) has the authority to withhold permits on projects located within a Methane Zone or Methane Buffer Zone. Building permits may be issued upon submittal of detailed plans that show adequate protection against flammable gas incursion by providing the installation of suitable methane mitigation and monitoring systems.

Section 91.6105 of the LAMC prohibits the development of schools, hospitals, sanitarium or assembly occupancies, public utility fuel manufacturing plant, or public utility electrical generating, receiving, or distribution plant to occur within 200 feet from the center of the oil well casing. Additionally, no building more than 400 square feet in size and 36 feet or higher in height is allowed to be erected within 50 feet from the center of an oil well casing.

Section 91.7109.2 of the LAMC requires LAFD notification when an abandoned oil well is encountered during construction activities and requires that any abandoned oil well not in compliance with existing regulations be re-abandoned in accordance with applicable rules and regulations of CalGEM.

City of Los Angeles Baseline Hillside Ordinance

Through LAMC Section 12.21.A.17, the Baseline Hillside Ordinance (BHO) establishes regulations for development in hillside areas to reduce risks associated with safety hazards and wildfire risks. The BHO requires all new development and existing development to implement best management practices for wildfire protection, such as installing fire protection sprinkler system that is in compliance with the Los Angeles Plumbing Code. The Proposed Plans will incorporate the existing BHO regulations in the proposed development standards in the new zoning code.

4.9.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to hazards and hazardous materials if they would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- 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, create a significant hazard to the public or the environment;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within 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;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and/or

The following Threshold is included and analyzed in **Section 4.18, Wildfire**:

- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

4.9.4 METHODOLOGY

This discussion of hazards and hazardous materials addresses impacts in and outside the Southwest Valley CPAs that have the potential to be impacted by the Proposed Plans. The impact analysis was based on several factors, including the policies and land uses of the Proposed Plans, the degree to which land uses would change, and the thresholds of significance for hazards and hazardous materials. The analysis addresses the potential to encounter hazardous substances in soil and groundwater during future project construction as well as the potential for risk of upset from the use, handling, transport and/or disposal of hazardous materials with foreseeable operational activities. The evaluation was performed based on baseline conditions in the Southwest Valley CPAs, information in environmental databases, applicable regulations and guidelines, and future development that may have the potential to introduce hazards. Relationships and proximities of potential future development to schools, airports, and fire hazard zones are also identified. The above significance criteria are used in this section as the basis for determining the significance of impacts related to hazards and hazardous materials.

It is reasonably assumed that development projects would comply with applicable regulatory requirements pertaining to hazardous materials during construction and operation. Individual businesses are subject to intensive regulatory review as part of the permit and approval process, as well as being subject to a myriad of regulations regarding hazardous material use, storage, transportation, and disposal. In most cases, this regulatory review and regulatory compliance review ensures that adjacent populations are protected from unusual hazards from such uses. Further, redevelopment of potentially contaminated sites is subject to the federal, state, and local policies and guidelines discussed above.

4.9.5 IMPACTS

Threshold 4.9-1 **Would implementation of the Proposed Plans create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

This impact would be less than significant with mitigation for construction and less than significant for operation.

Construction Impacts

To accommodate for future population growth, the implementation of the Proposed Plans would facilitate new development throughout the Southwest Valley CPAs including redevelopment of sites currently or historically used for industrial uses that may have used hazardous materials in their operations. Because of the potential unknowns regarding existing soil or other contaminants in areas currently or historically zoned as commercial uses, residential uses, and light industrial in the Southwest Valley CPAs, including properties contaminated by methane there is the possibility that future development may uncover previously undiscovered contaminated soil.

Limited amounts of some hazardous materials could be transported, stored, used, and disposed of in the short-term construction phase of the future projects, including standard construction materials (e.g., paints and solvents), vehicle fuel, and other hazardous materials. However, potential releases would be limited due to the short-term nature of construction activities associated with future projects. In additions, if release of hazardous material does occur, future project applicants would be required to notify the following State agencies, under the following State statutes, as applicable:

- Department of the California Highway Patrol: California Vehicle Code Section 23112.5;
- Office of Emergency Services and the California Public Utilities Commission: Public Utilities Code Section 7673, (PUC General Orders #22-B, 161);

- State Fire Marshal: Government Code Sections 51018 Office Emergency Services: Water Codes Sections 13271, 13272; and
- Division of Occupational Safety and Health (Cal/OSHA): California Labor Code Section 6409.1 (b)10.

If any unidentified sources of contamination are encountered during grading or excavation, transport, or use of contaminated soils offsite could pose health and safety risks from exposure to hazardous materials or vapors unless the contaminants are identified and handled, transported, and disposed of pursuant to all state and federal laws.

As previously discussed, there are nine Methane Zones or Methane Buffer Zones that occur in the Southwest Valley CPA (see **Figure 4.9-7**). However, any new construction would be required to comply with the California Department of Conservation, Geologic Energy Management Division (CalGEM) requirements, the SCAQMD, and City regulations regarding methane gas.

While compliance with dust control regulations (SCAQMD Rule 403) would reduce fugitive dust emissions during construction until sites are cleared of potential contamination, there is the risk that contaminated soils could be disturbed and handled, transported, or used in violation of regulations and in a manner that could expose neighbors to the contaminated site or elsewhere to hazardous materials. Because there is not a specific legal requirement for a Phase I ESA for all excavation or construction, there is the potential for soil or groundwater contamination to go undetected. Thus, future grading and construction would have the potential to result in exposure of construction workers and occupants of neighboring properties and others to releases of hazardous materials through the improper handling of contaminated soils or the transport or use of the contaminated soils off-site. This would be a ***potentially significant impact***.

While all demolition and construction within the Southwest Valley CPAs would be required to comply with all local, state, and federal regulations, further mitigation may be required to reduce risks from unknown toxic substances existing on sites. Such sites would have the potential to create a significant hazard to the public or the environment through transport of soils offsite and/or through disposal unless an environmental site assessment is conducted to determine potential risks; in general, once contamination is identified regulatory compliance will address potential hazards. Therefore, construction-related activities related to the use, transport, and disposal of hazardous materials under the Proposed Plans would be a ***potentially significant impact***.

Operations Impacts

The types of hazardous materials that could be present during operation of commercial, residential, and industrial uses of the Proposed Plans include maintenance products (e.g., paints and solvents); oils, lubricants and refrigerants associated with building, mechanical, and HVAC systems; and grounds and

landscape maintenance products formulated with hazardous substances, including fuels, cleaners and degreasers, solvents, paints, lubricants, adhesives, sealers, pesticides/herbicides, and industrial related chemicals.

The precise potential future increase in the amount of hazardous materials that could be used in the Southwest Valley CPAs cannot be predicted, as specific development projects are not reasonably foreseeable. Future development under the Proposed Plans involving residential, commercial, industrial, public facilities, and open space would include the use of and storage of common hazardous materials such as paints, solvents, and cleaning products. Building mechanical systems, and grounds and landscape maintenance could also use a variety of products formulated with hazardous materials, including fuels, cleaners, lubricants, adhesives, sealers, and pesticides/herbicides. Additionally, future transport to and from the Van Nuys Airport could include a variety of chemicals, such as jet fuel, explosives, radioactive materials, and toxic gases. The extent and exposure of individuals to hazardous materials would be limited by the relatively small quantities of these materials that would be stored and used on individual project sites throughout the Southwest Valley CPAs. Although common maintenance products and chemicals would also be used in new development projects, these hazardous materials would not pose any greater risk compared to other similar development or to existing conditions. Compliance with warning labels and storage recommendations from the individual manufacturers would ensure people in the Southwest Valley CPAs would not be exposed to unusual or significant risks from hazardous materials.

The Proposed Plans would preserve existing areas of Light Industrial uses along Canoga Avenue in the Canoga-Winnetka-Woodland Hills-West Hills CPA and in the uses surrounding Van Nuys Airport in the Reseda-West Van Nuys-Lake Balboa CPA. Additionally, the Proposed Plans would not introduce land use policies that would increase the density of allowed industrial uses. Rather, the existing development standards for existing Industrial and Production land use designation would be maintained. The Proposed Plans would maintain the existing development standards and uses for existing Light Industrial land use designation, however, non-residential projects would be eligible for up to a 3.0 FAR bonus and no height limits in exchange for providing public benefits (such as publicly accessible open space).

Furthermore, any new businesses allowed by the Proposed Plans in industrial designated land that use, store, or transport large quantities of hazardous materials are required to comply with health and safety, and environmental protection laws and regulations previously described. California Health and Safety Code Chapter 6.95, "Hazardous Materials Release Response Plans and Inventory," requires businesses that handle more than a specified number of hazardous materials on-site to submit a Hazardous Materials Business Plan. The hazardous materials plan includes an inventory of hazardous materials used or stored on-site, and procedures to be used in the event of a significant or threatening significant release of a hazardous material. The hazardous materials plan must include a Material Safety Data Sheet (MSDS) for

each hazardous material used or stored on-site. To accomplish this, and to otherwise provide a safe and healthy environment, businesses that use hazardous materials must implement health and safety policies and procedures. Such businesses are required to provide emergency response plans and procedures, training program information, and a hazardous material chemical inventory disclosing hazardous materials stored, used, or handled on site.

In addition, various federal, state, and local regulations and guidelines pertaining to abatement of, and protection from, exposure to ACMs, LBPs, and other hazardous materials have been adopted for demolition activities and would apply to all new development. All demolition that could result in the release of lead and/or asbestos must be conducted according to Cal/OSHA and SCAQMD standards. Compliance with existing regulations would ensure that schools and the general public would not be exposed to any unusual or excessive risks related to hazardous materials during construction and operational activities.

Land use changes under the Proposed Plans would add a hybrid industrial designation which could increase sites that allow for the handling and transport of hazardous materials during operations. Future development within the Southwest Valley CPAs would be required to complete all applicable environmental review processes for future discretionary development, and to conform with environmental regulations related to new construction and hazardous materials storage, use and transport. Existing hazardous materials regulations would minimize the potential for the public to be exposed to adverse health or safety effects associated with the release of hazardous materials into the environment. To ensure that workers and others at individual development sites in the Southwest Valley CPAs are not exposed to unacceptable levels of risk associated with the use and handling of hazardous materials employers and businesses that handle large quantities of hazardous materials are required to implement existing hazardous materials regulations, with compliance monitored by the state (e.g., Cal/OSHA in the workplace or DTSC for hazardous waste) and the City. Compliance with applicable local, state, and federal regulations would ensure that operational impacts related to the use, transport, and disposal of hazardous materials under the Proposed Plans would be ***less than significant***.

Mitigation Measures

Upon Community Plan adoption, project applicants are required to comply with the environmental protection measures (EPMs) provided in Chapter 1A as applicable. The best management practices listed in the Handbook are not mandated and are to be implemented based on the Applicant's discretion and responsibility. The following EPMs and associated best management practices (incorporated herein by reference) are applicable to the Proposed Plans.

MM HAZ-1 Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **HM1-1: Unanticipated Hazards**

Any Project that requires a grading, excavation, or building permit from LADBS in the event that suspected Hazardous Materials, contamination, debris, or other features or materials that could present a threat to human health or the environment are discovered during earthwork or construction, such activities shall cease immediately until the affected area is evaluated by a Qualified Environmental Professional. If the Qualified Environmental Professional determines that a hazard exists, a remediation plan shall be developed by the Qualified Environmental Professional in consultation with the appropriate regulatory agency, and the remediation identified shall be completed. Work shall not resume in the affected area until appropriate actions have been implemented in accordance with the remediation plan, to the satisfaction of the regulatory agency.

A report that describes the Hazardous Materials, contamination or debris and its disposition, shall be prepared by the Qualified Environmental Professional, according to current professional standards and maintained pursuant to the proof of compliance requirements in Sec. 1.D.6. (Additional Requirements).

MM HAZ-2 Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **HM1-2: Environmental Site Assessment(s)**

Any Project that requires a grading, excavation, or building permit from LADBS and which is:

i. Located on or within 500 feet of a Hazardous Materials site listed in any of the following databases:

   - State Water Resources Control Board GeoTracker (refer to https://geotracker.waterboards.ca.gov);
   - DTSC EnviroStor (refer to https://www.envirostor.dtsc.ca.gov/public);
   - DTSC Hazardous Waste Tracking System (refer to https://hwts.dtsc.ca.gov);
   - LAFD Certified Unified Program Agency (refer to the active, inactive, and historical inventory lists at https://www.lafd.org/fire-prevention/cupa/public-records);
   - Los Angeles County Fire Department Health Hazardous Materials Division (refer to the active and inactive facilities, site mitigation, and California Accidental

Release Prevention inventory lists at https://fire.lacounty.gov/public-records-requests);

- SCAQMD Facility Information Detail (refer to https://xappprod.aqmd.gov/find); or

ii. Located on or within 500 feet of a Hazardous Materials site designated as a Resource Conservation and Recovery Act (RCRA) Small Quantity Generator or Large Quantity Generator (refer to the USEPA Envirofacts database at https://enviro.epa.gov/index.html); or

iii. Located in an Oil Drilling District (O) or located on or within 50 feet of a property identified as having an oil well or an oil field (active or inactive) by the California Geologic Energy Management Division (refer to https://www.conservation.ca.gov/calgem/Pages/ WellFinder.aspx); or

iv. Located on land currently or previously designated with an industrial use class or industrial zoning, in whole or in part; or

v. Located on land currently or previously used for a gas station or drycleaning facility.

Or:

vi. The Applicant or Owner are aware or have reason to be aware that the Project site was previously used for an industrial use, gas station or dry cleaner.

vii. The site has not been previously remediated to the satisfaction of the relevant regulatory agency/agencies for any contamination associated with the above uses or site conditions.

A Phase I Environmental Site Assessment shall be prepared by a Qualified Environmental Professional in accordance with State standards/guidelines and current professional standards, including the American Society for Testing and Materials' (ASTM) Standard Practice for Environmental Site Assessments, to evaluate whether the site, or the surrounding area, is contaminated with hazardous substances from any past or current land uses, including contamination related to the storage, transport, generation, or disposal of toxic or Hazardous Waste or materials.

MM HAZ-3 Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **HM1-3 Environment Sites Assessment(s) for Residential Projects**

Any Housing Development Project that results in the construction of five or more dwelling units, and requires a grading or excavation permit from LADBS; and which is:

i. Located on or within the following buffers as identified by the by the California Geologic Energy Management Division (refer to https://www.conservation.ca.gov/calgem/Pages/ WellFinder.aspx):

- 1,000 feet of a property identified as having an active oil well or an oil field; or
- 200 feet of a property identified as having an idle oil well or field; or
- 100 feet of a property identified as having a plugged oil well or field.

And:

ii. The site has not been previously remediated to the satisfaction of the relevant regulatory agency/agencies for any contamination associated with the above uses or site conditions, or the site was not previously assessed in a Phase I Environmental Site Assessment (ESA) in the prior two years, which found no Recognized Environmental Conditions (REC), or a subsequent Phase II that concluded there are no RECs.

iii. Additionally, sites within 100 feet of an active, idle, or plugged oil well or field shall have a Phase 1 Environmental Site Assessment and/or additional studies reviewed in consultation with the Department of City Planning. After this initial review, the Department of City Planning reserves the right to request a Phase II Environmental Site Assessment, and/or additional studies, for a more extensive review of hazardous substances on the project site. Sites within 100 feet of an idle or plugged oil well shall be required to submit a Soils Management Plan approved by a Qualified Environmental Professional. Sites within 100 feet of an active, idle, or plugged oil well shall also be referred to the appropriate regulatory agency for any applicable review, as determined by the Department of City Planning, prior to issuance of any permit from LADBS.

MM HAZ-4 Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **HM 1-4: County Fire Department Oversight**

For any Project that generates or handles Hazardous Material(s) and/or Hazardous Waste of quantities at any one time during a year equal to or greater than a volume of 55 gallons, a total weight of 500 pounds, or a total of 200 cubic feet of a compressed gas.

Then prior to the issuance of a building permit, the Project Applicant and Owner shall report the required operator, site, training, emergency response and contingency information in the California Environmental Reporting System (CERS), in coordination with the Los Angeles County Fire Department Health Hazardous Materials Division. Documentation of all CERS reporting shall be maintained pursuant to the proof of compliance requirements in Sec. 1.D.6. (Additional Requirements).

Significance After Mitigation

As discussed in the Regulatory Setting, contamination of soils with hazardous materials is heavily regulated by multiple statutes and agencies. Compliance with applicable laws will ensure less than significant impacts. **Mitigation Measures MM HAZ-1** through **MM HAZ-4** are provided to ensure that Applicants are put on notice of the need to determine if there is contamination on site and avoid impacts that may result from lack of detection. The above measures provide processes to ensure that during the construction and operation of any development under the Proposed Plans would not create a significant hazard to the public or environment. In addition, Project Applicants may also implement the best management practices listed in the City's EPM Handbook. Thus, this impact would be ***less than significant with mitigation incorporated.***

Threshold 4.9-2 **Would implementation of the Proposed Plans create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

This impact would be less than significant with mitigation for contaminated sites and less than significant for impacts related to asbestos/lead/PCBs, hazards from oil wells and methane, and USTs.

As previously discussed in **Threshold 4.9-1**, all future development projects in the Southwest Valley CPAs would be required to comply with environmental regulations related to demolition and new construction and hazardous materials storage, use, and transport.

Impacts associated with implementation of the Proposed Plans relate to possible temporary exposure to asbestos, lead, PCBs and other contaminants during demolition of older buildings, temporary and long-term exposure to methane, and hazards from oil wells. Potential impacts from upset and accidents involving the handling, use, storage, transportation of hazardous materials, including from contaminated soils disturbed during construction activities, are discussed in **Threshold 4.9-1**.

Asbestos/Lead/PCB Exposure. Demolition and/or renovation activities in the Southwest Valley CPAs could potentially encounter asbestos containing materials (ACMs), lead-based paint (LBP), and/or polychlorinated biphenyls (PCBs), depending on the age of the structures to be renovated or demolished. ACMs and LBP were widely used in structures built between 1945 and 1978. PCBs were widely used in structures built or renovated between 1950 and 1979. It is therefore reasonable to assume that these materials could be encountered during rehabilitation and demolition of structures built during this time

period. Thus, site workers and neighboring properties could potentially be exposed to ACMs, LBP, or PCBs if these materials are not removed and properly disposed of prior to renovation or demolition.

With respect to ACMs, SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) requires the owner or operator of any demolition or renovation activity to complete a facility survey for the presence of asbestos prior to any demolition or renovation activity. The survey must include the inspection, identification, and quantification of all friable, and Class I and Class II non-friable ACMs. In instances where friable ACMs are identified and could be disturbed by demolition or renovation activities, Rule 1403 also includes specific notification, removal, and disposal procedures for the ACMs. The individual conducting all work must be certified by Cal/OSHA. Compliance with Rule 1403 requirements would reduce the potential for impacts related to ACMs to a less than significant level.

Similarly, there are numerous regulations related to the handling of LBPs and PCBs in federal and state regulations (see e.g., Title 40 of the CFR and Title 22 of the CCR). Consequently, the impact related to the release of LBP or PCBs from individual construction projects that could be undertaken under the Proposed Plans would be ***less than significant***.

However, as previously discussed, any new construction would be required to comply with the CalGEM requirements, the SCAQMD, and City regulations regarding methane gas.

Methane Zones. As discussed above, there are nine Methane Zones or Methane Buffer Zones that occur in the Southwest Valley CPA. Concentrations of methane are scattered across the Southwest Valley CPAs (see **Figure 4.9-7**). These areas consist of small clusters of residential, neighborhood commercial, and light industrial uses, and the open space areas of Bell Canyon and the Santa Monica Mountains. Methane gas is produced by anaerobic decay of organic matter deep under the Earth's surface and is the major component of natural gas. In common usage, deposits rich in natural gas (i.e., methane) are called natural gas fields. At room temperature and standard pressure, methane is a colorless, odorless gas.

Methane poses a hazard to humans because it is highly flammable and may form explosive mixtures with air. Methane is also an asphyxiant and may displace oxygen in an enclosed space; however, the concentrations at which flammable or explosive mixtures form are much lower than the concentrations at which asphyxiation risk is significant. Thus, explosion due to the accumulation of methane in an enclosed area is the primary concern posed by methane. LAMC Section 91.7101 et seq. requires new buildings in a Methane or Methane Buffer Zone to incorporate a menu of measures to control methane intrusion from geological sources. These menus include site testing for methane hazard, installation of a passive system for methane mitigation comprised of a de-watering system, sub-slab vent system, and impervious membrane that essentially facilitates release of methane in a manner where it can diffuse without harm; or

installation of an active system comprised of a sub-slab system for mechanical extraction, a lowest occupied space system (includes a gas detection system, mechanical ventilation, and alarm system), and a control plan. Further, any new construction would be required to comply with CalGEM and SCAQMD requirements. Compliance with these state and local regulations would ensure impacts related to methane would be ***less than significant***.

Existing Contaminated Sites. **Figure 4.9-1** and **4.9-2** identify the locations of known hazardous material sites within the Southwest Valley CPAs. Thus, as discussed under **Threshold 4.9-1**, construction activity that disturbs soil or groundwater could have the potential to result in the release of previously unidentified hazardous materials, which could adversely affect construction workers and/or neighboring properties. To address such possible concerns within a development site, it is common for a Phase I ESA to be conducted prior to excavation and construction activity. The purpose of Phase I ESA is to identify RECs associated with soil and groundwater contamination. The scope of work for the Phase I ESA consists of four elements: records review, site reconnaissance, interviews, and report preparation. The Phase I ESA determines whether there are any known contaminated sites located near the site or if current or historic uses of the site could have resulted in contamination of the soil or groundwater. Based on the results of the Phase I ESA, an additional Phase II subsurface investigation may be warranted to determine whether any identified RECs involve contamination exceeding regulatory action levels. If contamination exceeding action levels is identified, it would need to be remediated with regulatory oversight from an appropriate agency. Depending on the level and type of contamination, the oversight agency could be the City, the County of Los Angeles, the RWQCB, the DTSC, or the U.S. EPA. Remedial actions would typically involve removal and proper disposal, capping, or treatment of contaminated soil or groundwater.

The process described above would normally identify and, as necessary, remediate soil or groundwater contamination. Remediation of contamination exceeding regulatory action levels would address potential impacts during ground disturbance and improve conditions in the long term. However, because there is not a specific legal requirement for a Phase I ESA for all excavation or construction, there is the potential for soil or groundwater contamination to go undetected. Thus, future grading and construction would have the potential to result in exposure of construction workers and occupants of neighboring properties to release hazardous materials. This would result in ***potentially significant impacts***.

Underground Storage Tanks (USTs). It is possible that old USTs that were in use prior to permitting and record-keeping requirements may be present in the Southwest Valley CPAs. If an unidentified UST is uncovered or disturbed during construction activities, it would be closed in place or removed pursuant to existing regulations. Potential risks, if any, posed by USTs would be minimized by managing the tank according to existing Los Angeles County standards as enforced and monitored by the Department of

Environmental Health. If groundwater contamination is identified as a result of an existing UST, remediation activities would be required by LARWQCB prior to the commencement of any new construction activities. Therefore, impacts related to USTs would be ***less than significant***.

Mitigation Measures

Refer to **MM HAZ-1** through **MM HAZ-4.**

Significance after Mitigation

As discussed in the Regulatory Setting, contamination of soils with hazardous materials is heavily regulated by multiple statutes and agencies. Compliance with applicable laws is generally sufficient to ensure less than significant impacts. Mitigation measures **MM HAZ-1** through **MM HAZ-4** are required to ensure that, when previously contaminated sites are redeveloped, no risk would occur to the greater area. **MM HAZ-1** through **MM HAZ-4** provide processes to ensure that any development under the Proposed Plans would not create a significant hazard to the public or environment. Project Applicants may may also implement the best management practices listed in the City's EPM Handbook. Thus, this impact related to contaminated sites would be ***less than significant with mitigation,*** impacts related to asbestos/lead/PCBs, hazards from oil wells and methane, and USTs would be ***less than significant***.

Threshold 4.9-3 **Would implementation of the Proposed Plans emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

This impact would be less than significant with mitigation.

A total of 78 LAUSD educational facilities are located within the Southwest Valley CPAs, including 34 charter/conversion schools, 26 elementary schools, five middle schools, and five high schools; as well as two adult education centers, one Spanish language school, and four magnet schools. In addition, a number of private educational facilities are located within the Southwest Valley CPAs, including five elementary schools and 10 high schools. As shown in **Figure 4.9-3**, there are several schools located within 0.25 miles of sites that may contain hazardous materials or are themselves generators or storage facilities that utilize hazardous materials.

Construction activities would involve the use of diesel-powered trucks travelling and equipment that would be used in proximity to nearby schools, which result in diesel emissions that have the potential to

be a health hazard. These impacts are discussed in **Section 4.3, Air Quality**. Future development in the Southwest Valley CPAs will foreseeably comply with all applicable local, state, and federal laws and regulations, as described in **Section 4.9.2, Regulatory Framework**, which would regulate, control, or respond to hazardous waste, transport, storage, disposal, and clean-up to ensure that hazardous materials do not pose a significant risk to nearby receptors. See **Threshold 4.9-1** related to potential impacts from the use, handling, storage or disposal of hazardous materials related to operations. Thus, impacts related to hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school from operations under the Proposed Plans would be ***less than significant.***

As previously discussed, **Table 4.9-1** and **Table 4.9-2** identify the locations of known hazardous material sites in the Southwest Valley CPAs and impacts related to construction and contaminated sites that have the potential to result in significant impacts. As discussed in detail under **Threshold 4.9-2**, a process to identify and, as necessary, remediate soil and/or groundwater contamination exists and would normally address such hazards. However, because there is not a specific legal requirement for a Phase I ESA for all excavation or construction, there is the potential for soil or groundwater contamination to go undetected. This could result in the release of hazardous materials during excavation and grading of individual construction sites, including within 0.25 miles of a school. Impacts related to the release of hazardous emissions during construction activities within 0.25 miles of a school would be ***potentially significant***.

Mitigation Measures

Refer to **MM HAZ-1** through **MM HAZ-2** and **MM HAZ-4**.

Significance after Mitigation

Implementation of **HAZ-1** through **MM HAZ-2** and **MM HAZ-4** would reduce impacts to schools to a less than significant level by ensuring the identification and, as necessary, remediation of soil and/or groundwater contamination prior to excavation or grading on properties within 0.25-mile of schools. Impacts related to hazardous emissions within 0.25 miles of existing schools would be ***less than significant with mitigation.***

Threshold 4.9-4 **Would development under the Proposed Plans 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?**

This impact would be less than significant with mitigation.

Government Code section 65962.5 requires Cal EPA to develop an updated Cortese List. DTSC is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the Cortese List. The following resources were reviewed to provide hazardous material release information:

- California Department of Toxic Substances Control (DTSC) EnviroStor Database
- State Water Resources Control Board GeoTracker Database
- U.S. EPA Superfund Enterprise Management Systems (SEMS) Database

As previously discussed, and as shown in **Table 4.9-1** and **Table 4.9-2**, the Southwest Valley CPAs contains sites that have been identified on various regulatory databases as being contaminated from the release of hazardous substances in the soil or groundwater. Thus, construction activity on these sites that disturbs soil or groundwater could have the potential to result in the release of hazardous materials, which could adversely affect construction workers and/or neighboring properties and occupants. To address such possible concerns, it is common for a Phase I ESA to be conducted prior to excavation and construction activity. The purpose of Phase I ESA is to identify RECs associated with soil and groundwater contamination. As discussed under **Threshold 4.9-2**, if contaminated sites are identified, remedial actions may include removal and proper disposal, capping, or treatment of contaminated soil or groundwater.

The process described above would normally identify and, as necessary, remediate soil or groundwater contamination. Remediation of contamination exceeding regulatory action levels would address potential impacts during ground disturbance and improve conditions in the long term. However, because there is not a specific legal requirement for a Phase I ESA for all excavation or construction, there is the potential for soil or groundwater contamination to go undetected. Further, as there are numerous known hazardous materials sites included on one or more of the databases listed above, and those sites could be redeveloped as part of the Proposed Plans, there is potential for a significant hazard to the public or the environment to occur. Thus, impacts with respect to future grading and construction would be ***potentially significant***.

Mitigation Measures

Refer to **MM HAZ-1** through **MM HAZ-4**.

Significance after Mitigation

Implementation of **MM HAZ-1** through **MM HAZ-4** would reduce potential impacts by ensuring the identification of properties listed on a hazardous materials sites compiled pursuant to Government Code

Section 65962.5, and any contamination is adequately remediated to federal and state standards. In addition, Project Applicants may also implement the best management practices listed in the City's EPM Handbook. Thus, with the implementation of mitigation measures and best management practices, impacts related to hazardous emissions would be ***less than significant with mitigation.***

Threshold 4.9-5 **Would development under the Proposed Plans be 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, result in a safety hazard or excessive noise for people residing or working in the Project Area?**

Under the California Public Resources Code, Section 21096(b), noise and safety hazard-related impacts to airports from development projects located within a two-mile radius may also be considered under CEQA. As discussed, the VNY are located within the Reseda-West Van Nuys-Lake Balboa CPA and is surrounded by single and multi-family residential uses, along with various commercial and light industrial uses, including office buildings, retail businesses, medical facilities, and light manufacturing. These uses are also located within the sphere of influence of the Van Nuys Airport Plan. As such, future development in this area would be required to comply with all policies and measures outlined in the Proposed Plans pertaining to development and land use. Furthermore, depending on its intended use, future development must adhere to the development (i.e., height restrictions) that are outlined in FAR Part 77.

The Proposed Plans include a boundary change that would extend the Reseda-West Van Nuys-Lake Balboa CPA boundary to include the entirety of the Van Nuys Airport, including the Van Nuys Airport Plan boundaries, and adjacent uses located west of the Van Nuys Airport. The Proposed Plans would not in any way impair implementation of, or physically interfere with the regulatory requirements of the Van Nuys Airport Plan. Rather, the Van Nuys Airport Plan and its policies would remain in place, and building within the Plan boundaries would be required to adhere to the Plan's land use policies and design standards. Surrounding uses may be permitted to increase in size and density under the Proposed Plans. However, development would be restricted to the applicable development standards outlined in the FAR Part 77, which outlines restrictions for development in close proximity to airports to ensure aviation safety. In addition, the Proposed Plans would implement the following Land Use Goals and Policies to support the Van Nuys Airport Plan and minimize environmental and safety hazards for development that within and surrounding the VNY:

LU Goal 10 The development of Van Nuys Airport is coordinated with surrounding communities to minimize the potential adverse environmental impacts of the

airport, an to increase the airport's safe efficient operational capabilities to serve its general aviation needs.

LU Policy 10.1 Support various community outreach and public information strategies to help stakeholders, including the Van Nuys Airport Citizens Advisory Council and local Neighborhood Councils, be involved in proposals regarding the future developments at the airport.

LU Policy 10.2 Strengthen coordination between Los Angeles World Airports (LAWA) and relevant City Departments and the adjacent neighborhoods in the planning and implementation of current and future airport policies and regulations.

LU Policy 10.3 Encourage attractive and effective buffers, such as transitional land uses, landscaping, and open space between the Van Nuys Airport and the adjacent neighborhoods.

In summary, the Southwest Valley CPAs would remain consistent with the zoning and safety regulations outlined in the Van Nuys Airport Plan. Compliance with existing regulations would further reduce noise and safety hazards for future development. Thus, impacts would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance after Mitigation

Less than significant.

Threshold 4.9-6 **Would the Proposed Plans impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

This impact would be less than significant.

Construction and operational activities associated with future development in the Southwest Valley CPAs could interfere with adopted emergency response or evacuation plans. For instance, temporary construction activities like construction barricades within rights-of-way could impede emergency access,

or increased traffic during operation could result in additional traffic within roadways. However, the goals, objectives, and policies of the Safety Element of the Los Angeles City General Plan and the Los Angeles County Operational Area ERP provide guidance during unique situations requiring an unusual or extraordinary emergency response. Implementation of the ERP would coordinate all the facilities and personnel of County government with the jurisdictional resources of the cities and special districts within the County into an efficient Operational Area organization capable of responding to any emergency using a Standard Emergency Management System, mutual aid and other appropriate response procedures. The City's General Plan Safety Element Policies 1.1.1, 2.1.1, and 3.1.1 provide procedures for coordination among City agencies and other jurisdictions to provide mutual assistance in the event of an emergency or natural disaster and establishment of disaster recovery programs.[46]

The City's EOO implements the goals and policies of the Safety Element. The Safety Element outlines the scope of the EOO's on-going efforts to use experiences and new information to improve the City's hazard program. The EOO Master Plan and individual agency Emergency Response Plans set forth procedures for City personnel to follow in the event of an emergency situation stemming from natural disasters, technological incidents and nuclear defense operations, and other unforeseeable disasters or crises.

Routine emergency vehicle response within the Southwest Valley CPAs, including fire and emergency medical service response times, roadway congestion effects are analyzed in **Section 4.15, Transportation & Traffic** and in **Section 4.14 Public Services** under **Threshold 4.15-4** and **4.14-2**, respectively. As discussed therein, average Advanced Life Support operational response times for all 12 LAFD stations serving the Southwest Valley CPAs remain below the National Fire Protection Association 1710 standard of 8 minutes 59 seconds, and the LAFD has indicated that its ongoing planning efforts, including FireStat performance monitoring and the LAFD 2023-2026 Strategic Plan, account for increased congestion associated with growth of the type accommodated by the Proposed Plans. **Section 4.15 and Section 4.14**, therefore, conclude that impacts related to emergency access and the need for new or expanded facilities would be less than significant.

Within the Southwest Valley CPAs, hillside neighborhoods adjacent to the Santa Monica Mountains and the Bell Canyon area are served by a limited network of canyon and hillside roads, including Mulholland Drive, Valley Circle Boulevard, Platt Avenue, and Topanga Canyon Boulevard (SR-27), which provide primary ingress and egress for these areas. The Proposed Plans do not propose to increase residential density within these hillside, low-density areas (see also **Section 3.8 of the Project Description**) and would not add substantial new population or structures to areas reliant on this limited road network. Future

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46 City of Los Angeles, *General Plan Safety Element*, available online at: https://planning.lacity.org/odocument/bf51ae04-1c7b-4931-9a29-d46209998b89/Safety_Element.pdf, accessed September 16, 2022.

development within these hillside areas would remain subject to Government Code Section 66474.02, which prohibits subdivision of land within a Very High Fire Hazard Severity Zone (VHFHSZ) unless adequate emergency access and fire equipment ingress and egress are demonstrated, and to the City's ongoing Safety Element evacuation route planning pursuant to AB 747. Accordingly, the Proposed Plans would not alter the number or capacity of evacuation routes serving hillside VHFHSZ neighborhoods.

The City of Los Angeles Department of Transportation and LAFD would be responsible for ensuring that future development does not impair or physically interfere with an adopted emergency response or evacuation plan. As part of standard development procedures, plans would be submitted for review and approval to ensure all new development has adequate emergency access and escape routes (clearly marked and delineated) in compliance with existing City regulations. The Proposed Plans would not introduce any features that would preclude implementation of or alter these policies or procedures in any way, or impair implementation of, or physically interfere with the SEP or the ERP. Construction and operation activities within the Southwest Valley CPAs with respect to emergency response or evacuation plans due to temporary construction barricades or other obstructions that could impede emergency access would be subject to the City's permitting process. Compliance with existing regulations would ensure that implementation of the Proposed Plans would not impair or physically interfere with adopted emergency response plans or emergency evacuation plans.

Based on the above, the Proposed Plans would not substantially impair an adopted emergency response plan. Impacts would be ***less than significant.***

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.9.6 CUMULATIVE IMPACTS

The geographic context for the cumulative analysis of hazards and hazardous materials is Los Angeles County, based on the geographic area that could be affected by accidental release into the environment. The cumulative context for the hazards analysis includes future development within the City of Los Angeles, as well as the County of Los Angeles pursuant to applicable planning documents including the RTP/SCS and adjacent Community Plans.

Routine Transport, Use, or Disposal of Hazardous Materials. Impacts related to hazards and hazardous materials are generally site-specific and exposure to a hazard at one location generally does not increase hazards at another location. Therefore, although Citywide growth could potentially increase overall quantities of hazardous materials transported, used, and disposed in the City, these impacts would generally remain site specific. Further, as discussed under **Impact 4.9-1**, businesses that transport, use, or dispose of hazardous materials throughout the City would be subject to numerous federal, state, and local regulations, as discussed in the Regulatory Framework. All new development would be subject to hazardous materials regulations codified in Titles 8, 22, and 26 of the CCR, as well as Cal/OSHA, SCAQMD, and Cal/EPA regulations concerning the release, use, and transport of hazardous materials. Compliance with all federal, state, and local regulations during the construction and operation of new developments in the City would ensure that cumulative impacts from the routine transportation, use, disposal, or release of hazardous materials and impacts related to the handling of hazardous materials would be less than significant with implementation of **MM HAZ-1** through **MM HAZ-4**. Therefore, the Proposed Plans would not make a cumulatively considerable contribution related to routine transport, use, or disposal of hazardous materials. Impacts would be ***less than significant.***

Upset/Accidental Release of Hazardous Materials. Impacts related to upsets and accidents involving hazardous materials are also generally site-specific and an accident at one location generally does not increase hazards at another location. Cumulative development could occur on properties listed on hazardous materials sites or involve the demolition of existing structures, which may contain hazardous materials such as LBP and ACMs. Various regulations and guidelines pertaining to abatement of, and protection from, exposure to asbestos and lead have been adopted for demolition activities and would apply to all new development in the City and County. All demolition that could result in the release of lead and/or asbestos must be conducted according to Cal/OSHA standards. In addition, as discussed under **Threshold 4.9-2**, the Proposed Plans would not foreseeably result in new development that would be expected to increase the potential for accidents involving hazardous materials and businesses that transport or use hazardous materials throughout the City, including the Southwest Valley CPAs. Furthermore, future developments would be subject to federal, state, and local regulations, as discussed in the Regulatory Framework, with applicable regulations and guidelines pertaining to abatement of, and protection from, exposure to ACMs, LBPs, and other hazardous materials to ensure that the general public would not be exposed to any unusual or excessive risks related to hazardous materials during construction and operational activities. **MM HAZ-1** requires a Qualified Environmental Professional to be retained to evaluate project areas and implement a remediation plan in an event that suspected hazardous materials are present. **MM HAZ-2** outlines the specific requirements for a Phase I and/or Phase II Environmental Site Assessment to be prepared for non-residential projects prior to construction for non-residential projects that meet its listed qualifications. **MM-HAZ-3** outlines the specific requirements for an ESA to be prepared

for residential projects. Lastly, **MM-HAZ 4** involves oversight by the LACFD. Accidental release of hazardous materials is often localized and with implementation of **MM HAZ-1** through **MM HAZ-4,** the Proposed Plans would not make a cumulatively considerable contribution related to the accidental release of hazardous materials. Impacts would be ***less than significant.***

Hazardous Materials Near Schools. As discussed above, impacts related to hazards and hazardous materials are generally site-specific and exposure to a hazard at one location generally does not increase hazards at another location. Therefore, although Citywide growth could potentially increase the overall potential for hazardous material emissions or releases to affect schools, such impacts generally are not cumulative in nature. In addition, as discussed under **Threshold 4.9-3**, the Proposed Plans would not accommodate new development that would increase the use, storage, or transport of large quantities hazardous materials near schools and businesses that transport, use, or dispose of hazardous materials throughout the City, including the Southwest Valley CPAs. All future projects would be subject to federal, state, and local regulations, as discussed in the Regulatory Framework. Mitigation required under **Threshold 4.9-1** would address any potential impacts in the Southwest Valley CPAs related to the possible release of hazardous materials near schools.

The Proposed Plans along with cumulative development could expose schools to hazardous emissions, depending on the specific location and type of use proposed, resulting in significant impacts to nearby schools if the hazardous emissions result in health risks to students and staff at local schools. Compliance with applicable regulations and guidelines pertaining to abatement of, and protection from, exposure to hazardous materials would ensure that schools would not be exposed to any unusual or excessive risks related to hazardous materials during construction and operational activities. Compliance with **MM HAZ-1** through **MM HAZ-4** would ensure compliance with all regulations. Therefore, the Proposed Plans would not make a cumulatively considerable contribution to impacts related to school hazards. Impacts would be ***less than significant.***

Hazardous Materials Sites. Existing regulations ensure that new development does not occur on hazardous materials sites, or such sites are cleaned up to appropriate levels. With the implementation of **MM HAZ-1** through **MM HAZ-4,** for development projects within the Southwest Valley CPAs that would be located on a listed hazardous materials site, impacts would be less than significant. **MM HAZ-1** requires developers to retain a Qualified Environmental Professional to inspect the site in the event that hazardous materials are suspected on-site. **MM HAZ-2** requires a comprehensive search of databases of sites containing hazardous waste or hazardous materials, including on lists prepared pursuant to Government Code Section 65962.2, and that any contaminated sites be remediated as appropriate prior to development. As all known contaminated sites are well regulated and required to be remediated prior to development, this cumulative impact would be less than significant with mitigation. Contaminated sites would be

required to comply with all local, state, and federal regulations and would ensure that contaminated sites undergo remediation activities prior to development activities. **MM HAZ-3** outlines remediation requirements if the a residential development would be constructed on a contaminated site and **MM HAZ-4** outlines coordination instructions with the Los Angeles County Fire Department. Contamination is often localized and with implementation of **MM HAZ-1** through **MM HAZ-4**, impacts would be reduced such that the Proposed Plans would not make a cumulatively considerable contribution to impacts related to contaminated sites. Impacts would be ***less than significant.***

Public Airports/Private Airstrips. The VNY is located within the Southwest Valley CPAs. However development within close proximity to the airport would comply with all applicable development restrictions outlined in FAR Part 77 to ensure safety. Impacts would not be cumulatively considerable and cumulative impacts would be ***less than significant.***

4.9.7 REFERENCES

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4.10 HYDROLOGY AND WATER QUALITY

INTRODUCTION

This section provides an overview of hydrology and water quality within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area, the Encino-Tarzana Community Plan Area, and the Reseda-West Van Nuys-Lake Balboa Community Plan Area, collectively identified as the Southwest Valley Community Plans Areas (CPAs), and evaluates potential impacts resulting from the Southwest Valley Community Plans Update, hereinafter collectively referred to as the "Southwest Valley Community Plans" or "Proposed Plans." Topics addressed include stormwater runoff and urban pollutants, flood hazards, drainage, and groundwater resources. The evaluation of the Proposed Plans' effects on water supplies, including groundwater, is analyzed in **Section 4.18, Utilities and Service Systems**, of this Draft EIR.

4.10.1 EXISTING ENVIRONMENTAL SETTING

Groundwater and surface water are inter-dependent and are physically connected by the hydrologic cycle. The hydrologic cycle refers to the circulation of water from the ocean through the atmosphere to the land and ultimately back to the ocean. A watershed carries water "shed" from the land after rain falls and snow melts (surface water) and channels it into soils, groundwater, creeks, streams, or rivers, and eventually the ocean. Watersheds in the strictest sense are geographic areas draining into a river system, ocean, or other body of water through a single outlet and include the receiving waters. They are usually bordered, and separated from, other watersheds by mountain ridges or other naturally elevated areas.

For planning purposes, Los Angeles Regional Water Quality Control Board (LARWQCB) divides surface waters within the region into hydrologic units. The Los Angeles-San Gabriel Hydrologic Unit covers most of Los Angeles County and small areas of southeastern Ventura County. This hydrologic unit, or drainage area, totaling 1,608 square miles is highly urbanized and much of the area is covered with semi-permeable or non-permeable material (i.e., paved surfaces). The Los Angeles River, San Gabriel River, and Ballona Creek are the major drainage systems of most of Los Angeles County. These surface waters also recharge large reserves of groundwater that exist in alluvial aquifers underlying the San Fernando and San Gabriel Valleys and the Los Angeles Coastal Plain.

Topography

The Southwest Valley CPAs, while highly urbanized, also include topographic features such as hilltops, ridges, hillslopes, canyons, ravines, outcrops, and water bodies. Areas that are zoned as "Hillside" by the zoning ordinance are located throughout the southern portion of the Canoga Park-Winnetka-Woodland Hills-West Hills CPA and the Encino–Tarzana CPA, generally south of the I-101 freeway.[1] See **Figure 4.10-1, Hillsides within the Southwest Valley CPAs**.

Surface Water

The City of Los Angeles has four watersheds: Los Angeles River, Ballona Creek, Dominguez Channel and Los Angeles Harbor. The Southwest Valley CPAs are located within the Los Angeles River, Ballona Creek, and Malibu Creek watersheds, as shown in **Figure 4.10-2, Watersheds within the Southwest Valley CPAs** and discussed in further detail below.

Los Angeles River Watershed. The Los Angeles River Watershed covers approximately 824 square miles and is located in the central portion of the Los Angeles Basin. The river flows through the San Fernando Valley past heavily developed residential and commercial areas. From the Arroyo Seco, north of downtown Los Angeles, to the confluence with the Rio Hondo, the river flows through industrial and commercial areas and is bordered by rail yards, freeways, and major commercial and government buildings. From the Rio Hondo to the Pacific Ocean, the river flows through industrial, residential, and commercial areas, including major refineries and petroleum products storage facilities, major freeways, rail lines, and rail yards serving the Ports of Los Angeles and Long Beach.[2]

Ballona Creek Watershed. Ballona Creek is a nine-mile long flood protection channel that drains the Los Angeles basin, from the Santa Monica Mountains on the north, the Harbor Freeway (110) on the east, and the Baldwin Hills on the south. The Ballona Creek Watershed totals about 130 square miles. Its land use consists of 64% residential, 8% commercial, 4% industrial, and 17% open space.[3]

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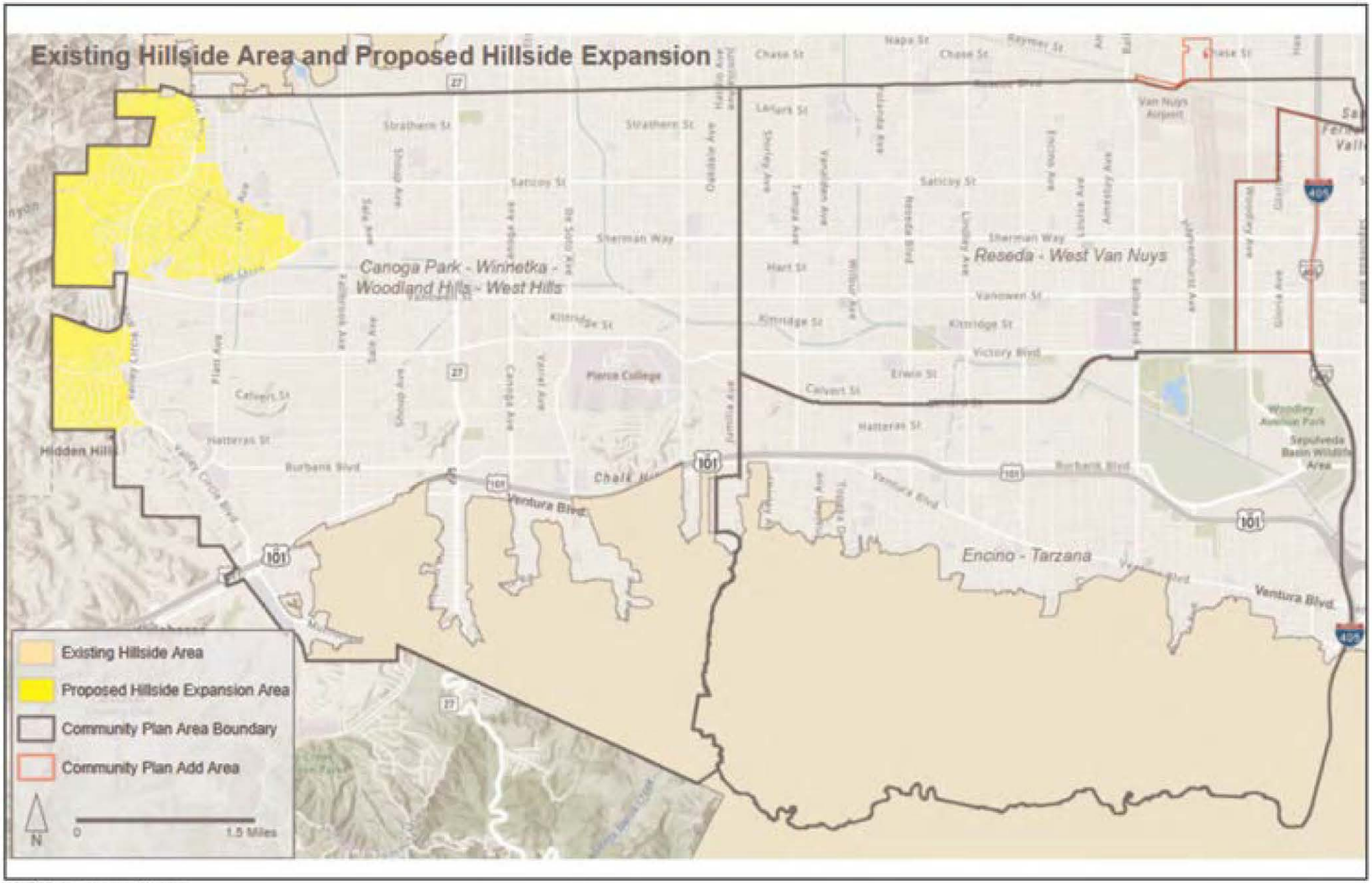
1 City of Los Angeles, *GeoHub - Hillside Ordinance*, available online at: https://geohub.lacity.org/datasets/hillside-ordinance/explore?location=33.806003%2C-118.219955%2C10.93, accessed August 15, 2025.

2 California State Water Resources Control Board, Los Angeles River Watershed, available online at: https://www.waterboards.ca.gov/rwqcb4/water_issues/programs/regional_program/Water_Quality_and_Watersheds/los_angeles_river_watershed/la_summary.shtml, accessed August 15, 2025.

3 Los Angeles Department of Public Works, Ballona Creek Watershed, available at: https://www.ladpw.org/wmd/watershed/BC/ , accessed August 15, 2025



SOURCE: City of Los Angeles, 2026

FIGURE **4.10-1**

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Existing Hillside Areas and Proposed Hillside Expansion Areas in the Southwest Valley CPAs

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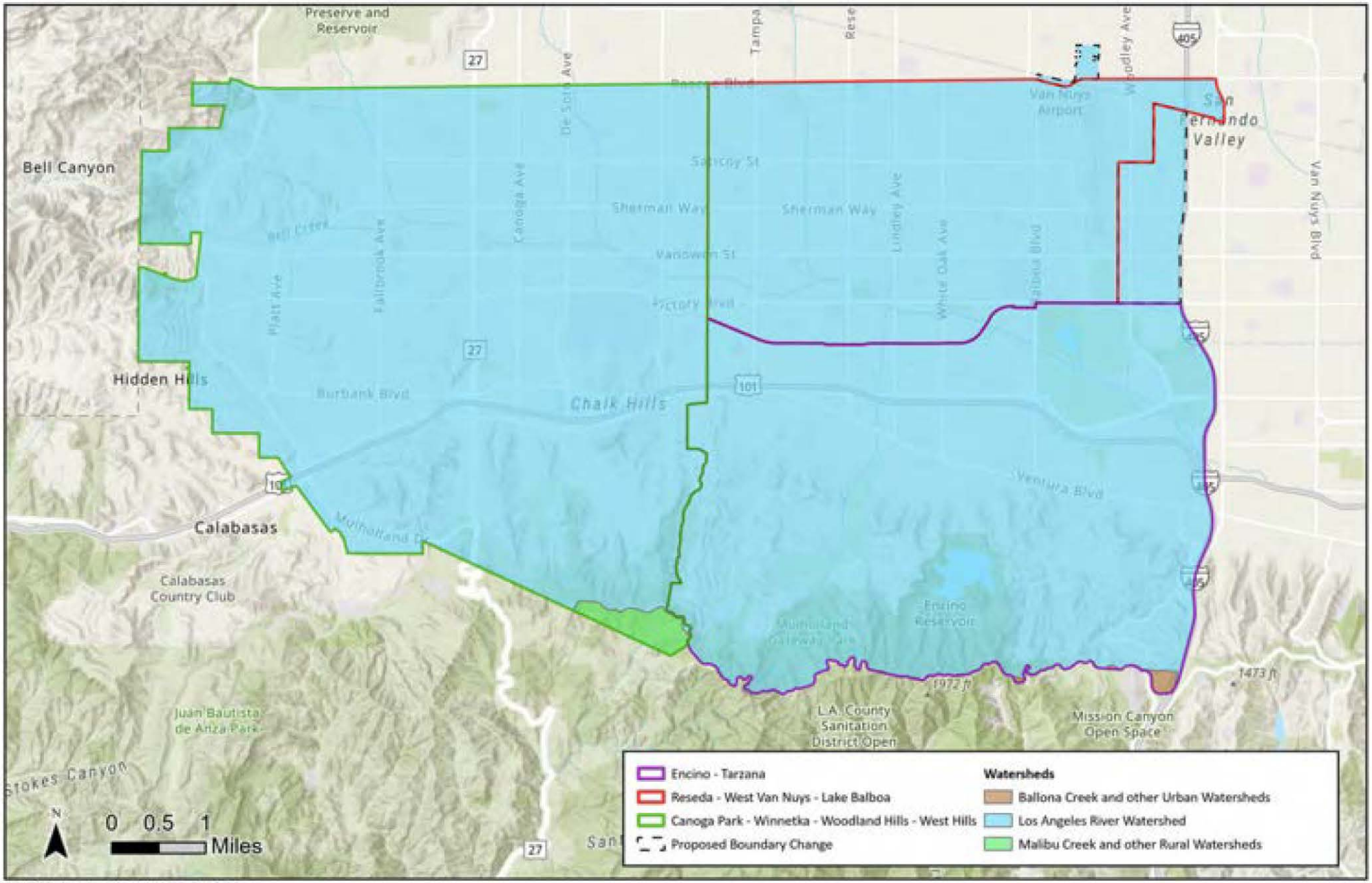

SOURCE: City of Los Angeles, 2026; Esri, 2026

FIGURE **4.10-2**

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Watersheds within the Southwest Valley CPAs

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Malibu Creek Watershed. Malibu Creek Watershed extends approximately 100 square miles, draining into Santa Monica Bay. This is the second largest watershed draining into Santa Monica Bay. The Malibu Creek Watershed serves 90,000 residents in Los Angeles and Ventura County.[4]

Surface Water Quality

Water quality is influenced by a number of factors, including climate, circulation, biological activity, surface runoff, and effluent discharges. Water column contaminants often include metals (particularly cadmium, chromium, copper, lead, mercury, nickel, silver, and zinc), oil and grease, chlorinated hydrocarbons (dichlorodiphenyltrichloroethane and dichlorodiphenyldichloroethylene, commonly known as DDT and DDE, respectively), and polychlorinated biphenyls (PCBs). Other water quality parameters such as phosphates and nitrates change from day to day and are influenced by factors that include biological processes, wastewater discharge, and storm runoff. Urban runoff and illegal dumping are major contributors to impaired water quality. Pollution originating over a large land area without a single point of origin and generally carried by stormwater is considered non-point pollution.

The Los Angeles River and other selected water bodies in its watershed are impaired by pollutants (i.e., trash, metals, chemicals, bacteria, and nutrients) mainly because of the watershed's large, dense population and the amount of impervious ground surface that prevents large quantities of runoff from infiltrating into the soils. Total Maximum Daily Load (TMDL) is the maximum amount of a specific pollutant, such as trash, bacteria, or pesticides that could be discharged into a waterbody without causing it to become impaired. Development of TMDLs, which are driven by the Clean Water Act, are an important step in cleaning up our creeks, lakes, rivers, and beaches. Currently there are several TMDLs for waterbodies in the Los Angeles River watershed, including:

- Los Angeles River Metals TMDL
- Los Angeles River Nutrients TMDL
- Los Angeles River Trash TMDL
- Los Angeles River Bacteria TMDL
- Echo Park Lake TMDL (nutrients, pesticides, PCBs, trash)
- Lincoln Park Lake TMDL (nutrients, trash)[5]

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4 California State Water Resources Control Board, Enhanced Watershed Management Program for Malibu Creek Watershed, available at: https://www.waterboards.ca.gov/rwqcb4/water_issues/programs/stormwater/municipal/watershed_management/malibu_creek/Final_MCW_EWMP_Complete_W_Attachments.pdf , accessed February 20, 2026

5 City of Los Angeles, LA Sanitation, "Los Angeles River " available online at: https://sanitation.lacity.gov/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-wp/s-lsh-wwd-wp-ewmp/s-lsh-wwd-wp-ewmp-lar?_adf.ctrl-state=t4p6460rv_5&_afrLoop=6461117322932123#!, accessed February 6, 2026.

Surface Water Resources and Dams

As shown in **Figure 4.10-3, Southwest Valley CPAs Surface Water Resources**, the Los Angeles River runs through the Southwest Valley CPAs before heading southeast through the City of Los Angeles and ultimately discharging to the Pacific Ocean at Long Beach. Other surface water features in the Southwest Valley CPAs include Encino Reservoir, Lake Balboa, Reseda Park Lake and tributaries to the Los Angeles River, such as Bell Creek, Bull Creek, Caballero Creek, Haskell Creek, Arroyo Calabasas, Aliso Canyon Wash, and Limekiln Creek.

Groundwater

The Southwest Valley CPAs are located within the San Fernando Valley Groundwater Basin. The San Fernando Groundwater Basin was adjudicated in 1979 and includes the water-bearing sediments beneath the San Fernando Valley, Tujunga Valley, Browns Canyon, and the alluvial areas surrounding the Verdugo Mountains near La Crescenta and Eagle Rock.[6] The location of the groundwater basin can be found in **Figure 4.10-4, Southwest Valley CPA Groundwater Basin**.

Natural replenishment of the Basin's groundwater supply is from a variety of sources. Spreading of imported water and runoff occurs in the Pacoima, Tujunga, and Hansen Spreading Grounds. Runoff contains natural streamflow from the surrounding mountains, precipitation falling on impervious areas, reclaimed wastewater, and industrial discharges. Water flowing in surface washes infiltrates, particularly in the eastern portion of the basin.[7]

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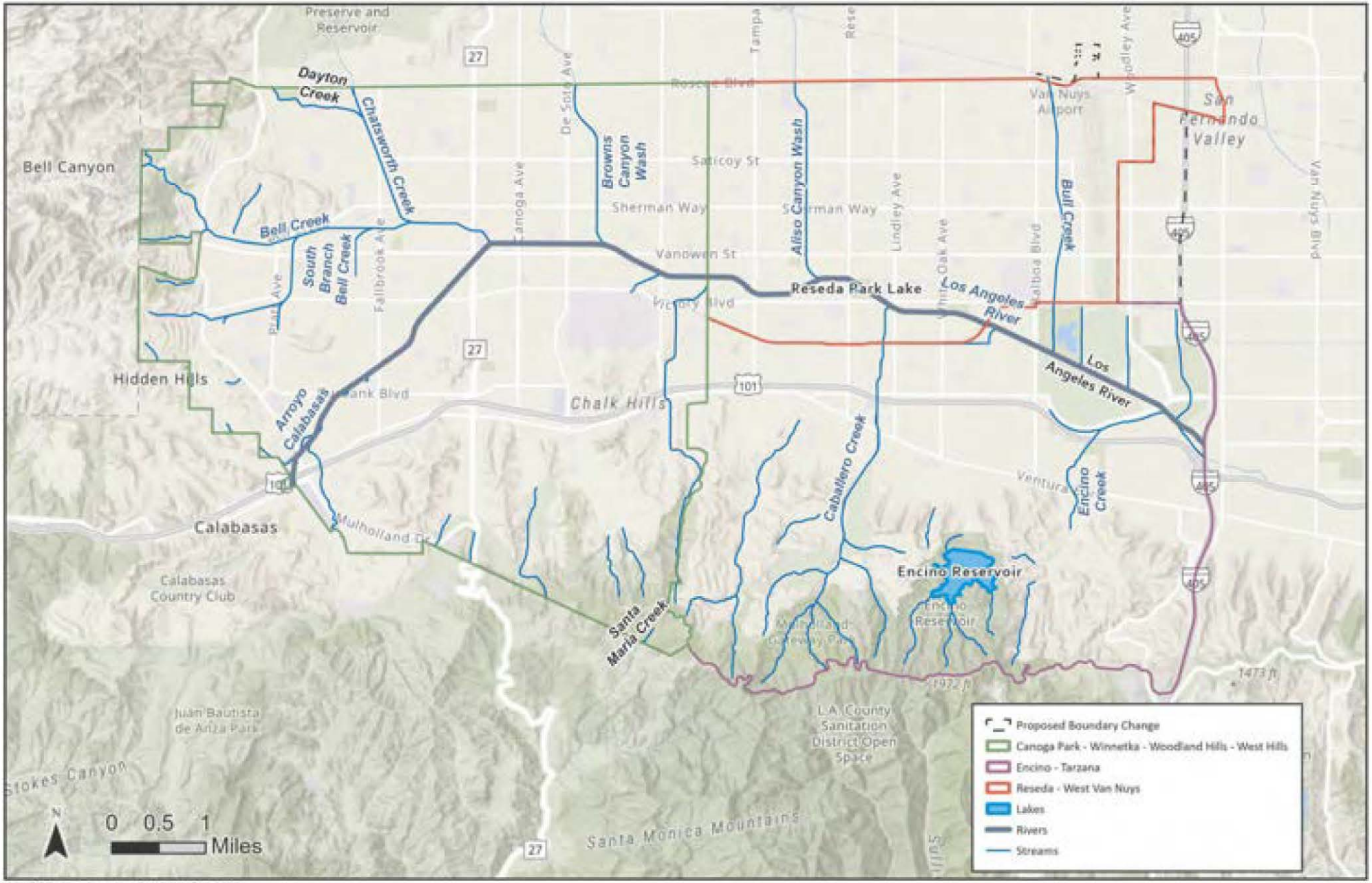
6 California Department of Water Resources, *San Fernando Valley Groundwater Basin*, 2004, available online at: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/4_012_SanFernandoValley.pdf , accessed February 6, 2026.

7 California Department of Water Resources, *San Fernando Valley Groundwater Basin*, 2004, available online at: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/4_012_SanFernandoValley.pdf , accessed February 6, 2026.



SOURCE: City of Los Angeles, 2026; Esri, 2026

FIGURE **4.10-3**

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Southwest Valley CPAs Surface Water Resources

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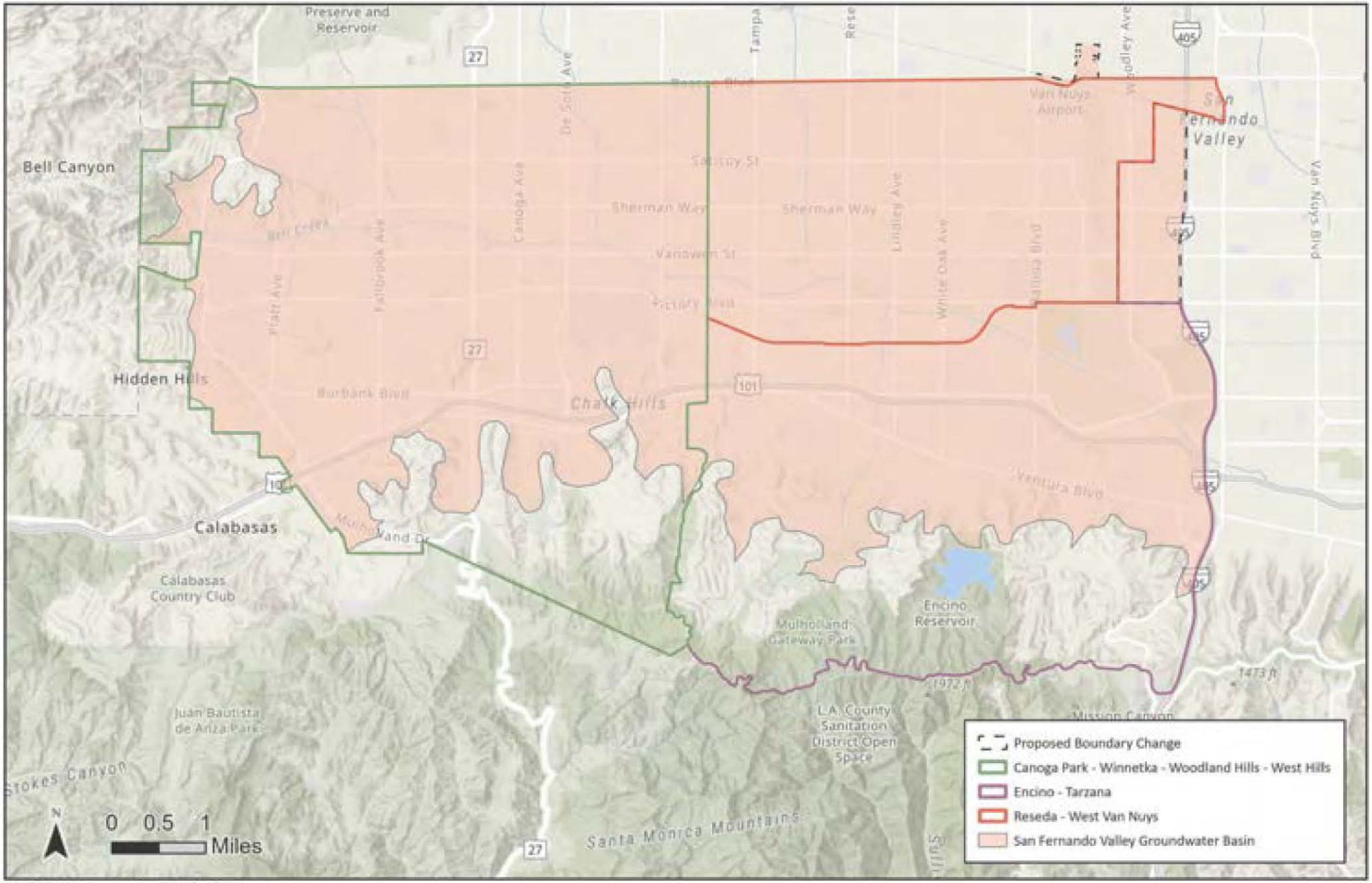

SOURCE: City of Los Angeles, 2020; Esri, 2026

FIGURE **4.10-4**

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Southwest Valley CPA Groundwater Basin

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Groundwater levels in San Fernando Valley Groundwater Basin have remained relatively stable with hydrograph data indicating fluctuations of 5–40 feet in the western basin, approximately 40 feet in the southern and northern areas, and around 80 feet in the eastern portion. Groundwater generally flows from the basin margins toward the center, then passes beneath the Los Angeles River Narrows into the Central Subbasin of the Coastal Plain of the Los Angeles Basin. In the northeast, groundwater from La Crescenta moves south through Verdugo Canyon toward the Los Angeles River near Glendale, while flow from Tujunga moves west along Tujunga Wash around the Verdugo Mountains to converge with groundwater moving from the west along the Los Angeles River near Glendale. Flow velocities vary from approximately 5 feet per year in the western basin to about 1,300 feet per year beneath the Los Angeles River Narrows. [8]

The City holds rights to extract water from the San Fernando, Sylmar, Eagle Rock, Central, and West Coast Groundwater Basins, all of which have been adjudicated and are managed under judicial decrees. The City's total adjudicated rights across these basins are approximately 109,800 acre-feet per year (AFY). In recent years, local groundwater has supplied about 28,985 AFY, compared with a peak production of 136,376 AF in 1988/89.

The LADWP has invested heavily in groundwater remediation efforts to address these contaminants and restore the basins' beneficial uses.[9] See **Section 4.17, Utilities and Service Systems**, for a discussion of the adequacy of LADWP water supplies for meeting future demand, including that associated with future development in the CPA.

Flood Control and Drainage Facilities

The Los Angeles General Plan Safety Element explains that the purpose of local flood control and drainage facilities is to quickly route stormwaters to the Santa Monica and San Pedro Bays in order to prevent flooding in the City. The City's storm drain system, maintained by the Bureau of Engineering, consists of an extensive network of underground pipes and open channels that were designed to prevent flooding. The City's storm drain system consists of approximately 1,500 miles of storm drains beneath the streets, approximately 35,000 catch basins that collect runoff, spreading grounds, and pumping facilities. Spreading grounds are facilities that re-absorb stormwater into the ground and re-supply the underground water system. Reservoirs, dams, and stormwater management ponds collect and store stormwater.

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8 California Department of Water Resources, *San Fernando Valley Groundwater Basin*, 2004, available online at: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/4_012_SanFernandoValley.pdf , accessed February 6, 2026.

9 Los Angeles Department of Water and Power, *Urban Water Management Plan*, 2025, available online at: https://www.ladwp.com/sites/default/files/2026-02/LADWP%202025%20Urban%20Water%20Management%20Plan_Public%20Review%20Draft_Final_Web.pdf , accessed February 6, 2026.

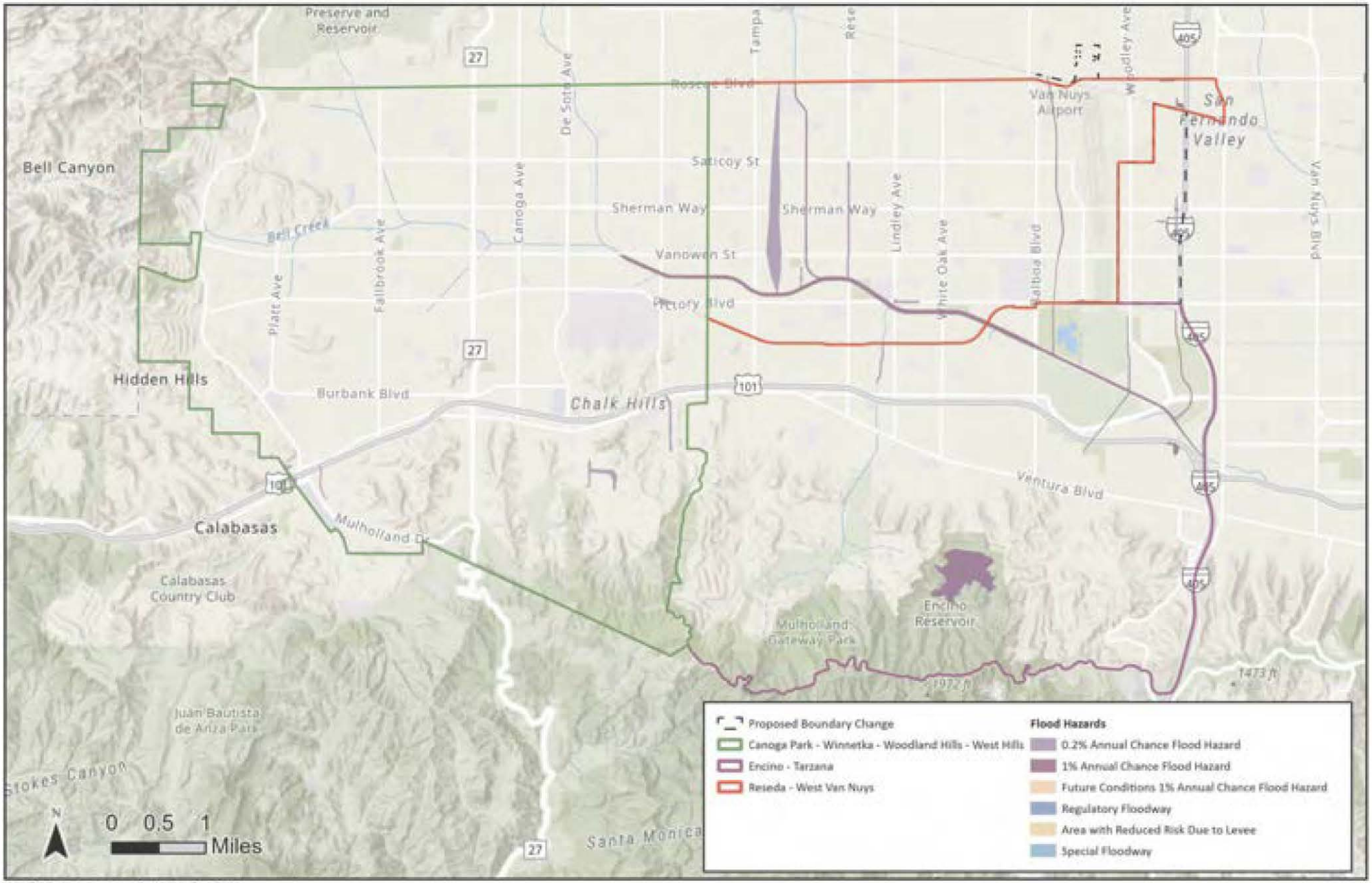
The City's system is designed to accommodate 50-year magnitude storms. During dry weather, the combined County and City storm drainage systems carry tens of millions of gallons of runoff daily. During storms, the system carries billions of gallons of storm runoff per day. As it flows over the land surface, stormwater picks up potential pollutants that may include sediment, nutrients (from lawn fertilizers), bacteria (from animal and human waste), pesticides (lawn and garden chemicals), metals (from rooftops and roadways), and petroleum by-products (from leaking vehicles). Stormwater runoff is carried via open flood control channels directly to the ocean or to collection systems. The storm drain system receives no treatment or filtering process and is completely separate from the City's sewer system.

With the exception of undeveloped open space areas and parks, most of the Southwest Valley CPAs are covered with impervious surfaces including roadways, parking lots, hardscaping, and rooftops that generate stormwater runoff. Runoff in the Southwest Valley CPAs drains from the street into gutters and enters the City's storm drain system through catch basins. From catch basins, runoff flows into underground tunnels that empty into flood control channels, which discharge into the Pacific Ocean. The Los Angeles River is a major flood control facility for draining stormwater from the Southwest Valley CPAs and directing it safely to the ocean.

Flood Hazards. Los Angeles County is subject to a wide range of flood hazards, including those caused by intense storms, earthquakes, and failure of man-made structures. Storm conditions, topography, drainage patterns, and the adequacy of the stormwater system combine under certain conditions to create areas of flooding.

Flood Plains. The Federal Emergency Management Agency (FEMA) considers land that is subject to inundation by a 100-year flood to be a Special Flood Hazard Area. FEMA defines a 100-year flood as a flood event that has a 1 in 100 chance (1 percent probability) of being equaled or exceeded in any given year, and a 500-year flood as a flood event that has a 1 in 500 chance (0.2 percent probability) of being equaled or exceeded in any given year. The 500-year flood zone is used to designate base floodplains of lesser hazards, such as areas protected by levees from 100-year flood, or shallow flooding areas with average depths of less than one foot or drainage areas less than 1 square mile. **Figure 4.10-5, Flood Hazards within the Southwest Valley CPAs**, identifies areas located within a 100-year and 500-year flood plain within the vicinity of the CPAs.

The City is a participating community in the National Flood Insurance Program (NFIP). The City floodplain management ordinance includes flood-proofing requirements for new construction within a Special Flood Hazard Area at defined base flood elevations, which are based on FEMA guidelines.



SOURCE: City of Los Angeles, 2026; Esri, 2026

FIGURE **4.10-5**

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Flood Hazards within the Southwest Valley CPAs

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Inundation. Dam inundation is defined as the flooding that occurs as the result of structural failure of a dam. The California Department of Water Resources identifies the closest potential inundation areas located in the Southwest Valley CPAs. Inundation from these areas would be associated with a dam failure of the Encino Reservoir, located within the Encino-Tarzana CPA boundary. The area within the southeastern portion of the Encino-Tarzana CPA which is at risk for inundation associated with a dam failure of the Encino Reservoir is designated for various land uses, such as single- and multi-family residential, neighborhood commercial, and open space.

Pursuant to the California Water Code (CWC), the California Division of Safety of Dams oversees the design and construction of dams and conducts yearly inspections to ensure that the dams are performing and being maintained in a safe manner. In addition, the City's Local Hazard Mitigation Plan provides a list of existing programs, proposed activities, and specific projects that may assist the City in reducing risks and injury from natural and human-made hazards, including dam failure.[10]

Seiches. Seiches are oscillations generated in enclosed bodies of water which can be caused by ground shaking associated with an earthquake. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam or other artificial body of water. Mitigation of potential seiche action has been implemented by the Department of Water and Power through regulation of the level of water in its storage facilities and providing walls of extra height to contain seiches and prevent overflow. Dams and reservoirs are monitored during storms and measures are instituted in the event of potential overflow.[11] The only significant enclosed body of water within the Southwest Valley CPAs is Encino Reservoir.

Tsunamis. Tsunamis are large ocean waves generated by sudden water displacement caused by a submarine earthquake, landslide, or volcanic eruption. The Southwest Valley CPA is located approximately 6 miles east of the Pacific Ocean. According to the City of Los Angeles Local Hazard Mitigation Plan, the Southwest Valley CPA does not include areas within a Tsunami Hazard Mitigation Zone.[12] The City of Los Angeles has developed an Emergency Operations Plan (EOP) to facilitate response during tsunami incidents.[13]

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10 City of Los Angeles, *Local Hazard Mitigation Plan*, 2024, available online at: https://drive.usercontent.google.com/download?id=16UGVwkVmsP_jA5wMm5tUkdAKCFmgrDxF&authuser=0&acrobatPromotionSource=gdrive_chrome-list , accessed February 6, 2026.

11 City of Los Angeles, *General Plan Safety Element*, 2025, available online at: https://planning.lacity.gov/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf , accessed February 6, 2026.

12 *Op. Cit.*

13 City of Los Angeles, *Emergency Operations Plan - Tsunami Hazard Specific Annex*, June 2018, available online at: https://emergency.lacity.gov/sites/g/files/wph1791/files/2021-04/tsunami_2018.pdf, accessed February 6, 2026.

Mudflow/Mudslides. Mudflows develop when saturated, loose surface materials (e.g., soil, colluvium/slopewash, and weathered bedrock formations) in hillside areas become unstable and, due to gravitational forces, slide down the hillside slopes. Development occurring within the Southwest Valley CPAs hillside areas will be required to comply with Chapter 1A Development Standards during construction to minimize risks related to construction in high-risk hillside areas.

4.10.2 REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding hydrology and water quality at the federal, state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Clean Water Act
- Federal Antidegradation Policy
- Safe Drinking Water Act
- National Flood Insurance Program
- Porter-Cologne Water Quality Act (California Water Code)
- Sustainable Groundwater Management Act (SGMA) of 2014
- NPDES Permit Program
- County of Los Angeles Hydrology Manual
- Low Impact Development Ordinance
- Stormwater Program – Los Angeles County MS4 Permit Citywide Implementation
- Los Angeles Floodplain Hazard Management Specific Plan Ordinance (No. 172,081)
- 2020 Floodplain Management Plan
- Local Hazard Mitigation Plan
- Los Angeles Municipal Code Section 62.105, Construction "Class B" Permit
- Los Angeles Municipal Code Sections 12.40 through 12.43, Landscape Ordinance
- Los Angeles Municipal Code Section 64.70, Stormwater and Urban Runoff Pollution Control Ordinance
- Water Quality Compliance Master Plan for Urban Runoff
- Los Angeles Municipal Code Section 64.72, Stormwater Pollution Control Measures for Development Planning and Construction Activities

Federal

Clean Water Act. The Clean Water Act (CWA), formerly known as the Federal Water Pollution Control Act, was first introduced in 1948, with major amendments in the 1960s, 1970s and 1980s.[14] The CWA authorizes federal, state, and local entities to cooperatively create comprehensive programs for eliminating or reducing the pollution of state waters and tributaries. Amendments to the CWA in 1972 established the National Pollutant Discharge Elimination System (NPDES) permit program, which prohibits discharge of pollutants into the nation's waters without procurement of a NPDES permit from the United States Environmental Protection Agency (U.S. EPA). The purpose of the permit is to translate general requirements of the Clean Water Act into specific provisions tailored to the operations of each organization that is discharging pollutants. Although federally mandated, the NPDES permit program is generally administered at the state and regional levels.

The U.S. EPA NPDES Program requires NPDES permits for: (1) Municipal Separate Storm Sewer Systems (MS4) Permit generally serving, or located in, incorporated cities with 100,000 or more people (referred to as municipal permits); (2) 11 specific categories of industrial activity (including landfills); and (3) construction activity that disturbs five acres or more of land. As of March 2003, Phase II of the NPDES Program extended the requirements for NPDES permits to numerous small municipal separate storm sewer systems, construction sites of one to five acres, and industrial facilities owned or operated by small municipal separate storm sewer systems, which were previously exempted from permitting.

Federal Antidegradation Policy. The Federal Antidegradation Policy has been incorporated within the Clean Water Act and requires states to develop state-wide antidegradation policies and identify methods for implementing them.[15] Pursuant to the Code of Federal Regulations, state antidegradation policies and implementation methods must, at a minimum, protect and maintain: (1) existing in-stream water uses; (2) existing water quality, where the quality of the waters exceeds levels necessary to support existing beneficial uses, unless the state finds that allowing lower water quality is necessary to accommodate economic and social development in the area; and (3) water quality in waters considered an outstanding national resource.

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14 U.S. Environmental Protection Agency, *Clean Water Act*, 2002, available online at: https://www.epa.gov/sites/production/files/2017-08/documents/federal-water-pollution-control-act-508full.pdf, accessed September 20, 2022.

15 U.S. Environmental Protection Agency, *Water Quality Standards Handbook*, Chapter 4: Antidegradation, 2010, available online at: https://www.epa.gov/sites/production/files/2014-10/documents/handbook-chapter4.pdf, accessed September 19, 2022.

Safe Drinking Water Act. The Safe Drinking Water Act (SDWA) is the main federal law that ensures the quality of the Nation's drinking water.[16] The SDWA was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply and its sources: rivers, lakes, reservoirs, springs, and groundwater wells. Under SDWA, the U.S. EPA sets standards for drinking water quality and oversees the states, localities, and water suppliers that implement those standards. The SDWA regulates contaminants of concern in domestic water supply, including maximum contaminant levels (MCLs), and that the U.S. EPA has delegated the California Department of Public Health the responsible agency for administering California's drinking water program. MCLs are established under CCR Title 22, Div. 4, Ch. 15, Article 4 (Title 22 Standards).

National Flood Insurance Program. The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate FEMA to evaluate flood hazards.[17] FEMA provides flood insurance rate maps (FIRMs) for local and regional planners to promote sound land use and development practices, by identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies referred to as flood insurance studies (FIS). Using information gathered in these studies, FEMA engineers and cartographers delineate special flood hazard areas (SFHA) on FIRMs.

The Flood Disaster Protection Act requires owners of all structures within identified SFHAs to purchase and maintain flood insurance as a condition of receiving federal or federally related financial assistance, such as mortgage loans from federally-insured lending institutions. Community members within designated areas are able to participate in the National Flood Insurance Program (NFIP) afforded by FEMA.

National Pollutant Discharge Elimination System (NPDES). The federal government also administers the National Pollutant Discharge Elimination System (NPDES) permit program, which regulates discharges into surface waters. Section 404 of the Clean Water Act prohibits the discharge of dredged or fill materials into Waters of the United States or adjacent wetlands without a permit from the U.S. Army Corps of Engineers. As discussed under **Flood Hazards**, FEMA establishes base flood heights for 100-year and 500-year flood zones.

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16 United States Code, *Title 42 – The Public Health and Welfare- Chapter 6A Public Health and Service, Safe Drinking Water Act*. 2006 Edition, Supplement 4, available online at: https://uscode.house.gov/view.xhtml?path=/prelim@title42/chapter6A/subchapter12&edition=prelim, accessed September 19, 2022.

17 The National Flood Insurance Act of 1968, as amended, and The Flood Disaster Protection Act of 1973, 42 U.S.C. 4001 et. seq. Available online at: https://www.fema.gov/sites/default/files/2020-07/national-flood-insurance-act-1968.pdf, accessed February 19, 2026.

The primary regulatory control relevant to the protection of water quality is the NPDES permit administered by the State Water Resources Control Board. This board establishes requirements prescribing the quality of point sources of discharge and establishes water quality objectives. These objectives are established based on the designated beneficial uses (e.g., water supply, recreation, and habitat) for a particular surface water body or groundwater basin. The NPDES permits are issued to point source dischargers of pollutants to surface waters and are issued pursuant to Water Code Chapter 5.5 that implements the federal Clean Water Act. Examples include, but are not limited to, public wastewater treatment facilities, industries, power plants, and groundwater cleanup programs discharging to surface waters (State Water Resources Control Board, Title 23, Chapter 9, Section 2200). Discharge limits, under the NPDES permits, for minerals and pollutants are established and regulated by the California Regional Water Quality Control Board.

State

Porter-Cologne Water Quality Act (California Water Code). The Porter-Cologne Water Quality Control Act established the legal and regulatory framework for California's water quality control.[18] The California Water Code (CWC) authorizes the State Water Resources Control Board (SWRCB) to implement the provisions of the CWA, including the authority to regulate waste disposal and require cleanup of discharges of hazardous materials and other pollutants. In California, the NPDES stormwater permitting program is administered by the SWRCB.

Under the CWC, the State of California is divided into nine Regional Water Quality Control Boards (RWQCBs), which govern the implementation and enforcement of the CWC and the CWA. The CPA is located within Region 4, also known as the Los Angeles Region (LARWQCB). The RWQCBs develop and enforce water quality objectives and implement plans that will best protect California's waters, acknowledging areas of different climate, topography, geology, and hydrology. Each RWQCB is required to formulate and adopt a Water Quality Control Plan or Basin Plan for its region. The Basin Plan establishes beneficial use definitions for the various types of water bodies and serves as the basis for establishing water quality objectives, discharge conditions and prohibitions, and must adhere to the policies set forth in the CWC and established by the SWRCB. In this regard, the LARWQCB issued the Los Angeles Basin Plan on August 29, 2014, for the Coastal Watersheds of Los Angeles and Ventura Counties, with subsequent amendments.

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18 State Water Resources Control Board, *Porter-Cologne Water Quality Control Act*, 2018, available online at: https://www.waterboards.ca.gov/laws_regulations/docs/portercologne.pdf, accessed February 19, 2026.

The RWQCB is also given authority to issue waste discharge requirements, enforce actions against stormwater discharge violators, and monitor water quality.[19]

Sustainable Groundwater Management Act (SGMA) of 2014. The Sustainable Groundwater Management Act of 2014 (SGMA) requires the designation of groundwater sustainability agencies (GSAs) by one or more local agencies and the adoption of groundwater sustainability plans (GSPs) for basins designated as medium- or high-priority by the California Department of Water Resources (DWR). SGMA grants new powers to GSAs, including the power to adopt rules, regulations, ordinances, and resolutions; regulate groundwater extractions; and impose fees and assessments. SGMA also allows the State Water Resources Control Board (SWRCB) to intervene if local agencies will not or do not meet the SGMA requirements, in addition to mandating that critically over-drafted basins be sustainable by 2040, and medium- or high-priority by 2042.

California Toxics Rule. In 2000, the California Environmental Protection Agency (Cal-EPA) promulgated the California Toxics Rule, which establishes water quality criteria for certain toxic substances to be applied to waters in the State.[20] Cal-EPA promulgated this rule based on Cal-EPA's determination that the numeric criteria of specific concentrations of regulated substances are necessary for the State to protect human health and the environment. The California Toxics Rule establishes acute (i.e., short-term) and chronic (i.e., long-term) standards for bodies of water such as inland surface waters and enclosed bays and estuaries that are designated by the LARWQCB as having beneficial uses protective of aquatic life or human health.

California State Water Resource Control Board (SWRCB). The SWRCB was established through the California Porter Cologne Water Quality Act of 1969. At the State level, SWRCB has responsibility for the protection of water quality and sets Statewide policies and regulations for the implementation of water quality control programs mandated by federal and state water quality statutes and regulations. The SWRCB delegates to the nine RWQCBs the responsibility for the protection of water quality in each major drainage basin throughout the state. The LARWQCB has jurisdiction over the coastal drainages between Rincon Point (on the coast of western Ventura County) and the eastern Los Angeles County line. A more detailed discussion of the LARWQCB is presented below.

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19 U.S. Environmental Protection Agency, *Compliance and Enforcement Program Oversight*, 2016, available online at: https://www.epa.gov/compliance/state-review-framework-compliance-and-enforcement-performance, accessed February 19, 2026.

20 U.S. Environmental Protection Agency, *Water Quality Standards, Establishment of Numeric Criteria for Priority Toxic Pollutants for the State of California*, available online at: https://www.epa.gov/wqs-tech/water-quality-standards-establishment-numeric-criteria-priority-toxic-pollutants-state, accessed February 19, 2026.

NPDES General Construction Activity Stormwater Permit (GCASP). Pursuant to CWA Section 402(p) and the Porter-Cologne Water Quality Control Act, SWRCB has issued a Statewide NPDES General Permit, or GCASP, under Order No. 2009-0009-DWQ, NPDES No. CAR000002, which was adopted on September 2, 2009.[21] The Order requires that prior to the beginning of construction activities, the permit applicant must obtain coverage under a GCASP permit by preparing and submitting a Notice of Intent (NOI) along with the appropriate fee to SWRCB. Construction activities subject to GCASP include clearing, grading, and disturbances to the ground, such as stockpiling or excavation, which result in soil disturbances of one acre of total land area or more.

Prior to obtaining the GCASP, an adequate Stormwater Pollution Prevention Plan (SWPPP) has to be prepared. The SWPPP specifies best management practices (BMPs) that will prevent construction pollutants from contacting stormwater with the intent of keeping all products of erosion from moving off-site into receiving waters. BMPs are intended to diminish impacts to the Maximum Extent Practicable (MEP), which is a standard developed by Congress to allow regulators the flexibility needed to shape programs to the site-specific nature of municipal stormwater discharges. The SWPPP has two major objectives: (1) to help identify the sources of sediment and other pollutants that affect the quality of stormwater discharges and (2) to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater as well as non-stormwater discharges. The SWPPP includes a description of: (1) the site, (2) erosion and sediment controls, (3) means of waste disposal, (4) implementation of approved local plans, (5) control of post-construction sediment and erosion control measures and maintenance responsibilities, and (6) non-stormwater management controls. Dischargers are also required to inspect their construction sites before and after storms to identify stormwater discharge associated with construction activity and to identify and implement controls where necessary.

BMPs are intended to diminish impacts to the MEP, which is a standard developed by Congress to allow regulators the flexibility needed to shape programs to the site-specific nature of municipal stormwater discharges. Reducing impacts to the MEP generally relies on BMPs that emphasize pollution prevention and source control, with additional structural controls as needed.

Within the City of Los Angeles, SWPPP requirements are enforced through the City's Building and Safety Department plan review and approval process. During the review process, development project plans are reviewed for compliance with the stormwater requirements. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address stormwater pollution prevention goals.

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21 California Water Code Section 13263(i).

Cobey-Alquist Flood Plain Management Act. CWC Sections 8400 et seq. documents the state's intent to support local governments in their use of land use regulations to accomplish floodplain management and to provide assistance and guidance, as appropriate.

Regional

Water Replenishment District of Southern California. The City of Los Angeles is included within the Water Replenishment District (WRD) of Southern California. The WRD service area is categorized as a High Priority basin and pursuant to the SGMA must either: (a) form a groundwater sustainability agency (GSA) to prepare and submit a groundwater sustainability plan; or directly submit an Alternative Analysis in lieu of forming a GSA. The WRD, in conjunction with key stakeholders including LADWP, has prepared and submitted an Alternative Analysis that satisfies the requirements of the SGMA. The Alternative Analysis demonstrates compliance with applicable portions of the CWC and provides adequate information to show that the applicable, underlying West Coast Subbasin has operated within its sustainable yield over a period of at least 10 years; and that the Alternative Analysis satisfies SGMA's objectives by promoting sustainable management of the groundwater in the West Coast Subbasin.

Los Angeles County Standard Urban Stormwater Mitigation Plan. On March 8, 2000, Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP) requirements were approved by the LARWQCB as part of the MS4 permit to address stormwater pollution from new construction and redevelopment projects. SUSMP is a comprehensive stormwater quality program to manage urban stormwater and minimize pollution of the environment. The purpose of the SUSMP is to reduce the discharge of pollutants in stormwater by outlining BMPs that must be incorporated into the design plans of new development and redevelopment. The SUSMP requirements contain a list of minimum BMPs that must be employed to infiltrate or treat stormwater runoff, control peak flow discharge, and reduce the post-project discharge of pollutants from stormwater conveyance systems. The SUSMP requirements define, based upon land use type, the types of practices that must be included and issues that must be addressed as appropriate to the development type and size. The SUSMP requirements apply to all development and redevelopment projects that fall into one of the following categories:

- Single-family hillside residences
- One acre or more of impervious surface area for industrial/commercial developments
- Automotive service facilities
- Retail gasoline outlets
- Restaurants

- Ten or more residential units (BMP)
- Parking lots of 5,000 square feet or greater or with 25 or more spaces
- Projects located in or directly discharging to an Ecologically Sensitive Area

The SUSMP requirements are enforced through the City's Building and Safety Department plan review and approval process. During the review process, individual development project plans are reviewed for compliance with stormwater requirements.

Water Quality Control Plan for the Los Angeles Region (Basin Plan). All of Los Angeles is within the jurisdiction of the LARWQCB, which is one of the nine regional WQCBs in California. The LARWQCB provides permits for projects that may affect surface waters and groundwater locally and is responsible for preparing the Basin Plan, which is updated as necessary every three years. The Basin Plan establishes narrative and numerical water quality objectives for surface waters and groundwater within the Los Angeles region and designates the beneficial uses of inland surface waters. Water quality objectives, as defined by the CWA Section 13050(h), are the "limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses or the prevention of nuisance within a specific area." The State has developed TMDLs, which are a calculation of the maximum amount of a pollutant that a water body can have and still meet water quality objectives established in the Basin Plan.

Enhanced Watershed Management Plans (EWMPs). On November 8, 2012, the RWQCB adopted the current municipal stormwater permit (NPDES Permit No. CAS004001, Order No. R4-2012-0175), which contains the most extensive provisions to date with 32 incorporated TMDLs, of which 22 affect the City, expanded programs for Minimum Control Measures, development and implementation of watershed management plans, and expanded monitoring provisions. The NPDES permit provides for the development of EWMPs by the MS4 permittees to implement the requirements of the permit on a watershed scale through customized strategies, control measures, and BMPs. EWMPs also address compliance requirements of the 22 TMDLs that currently are effective, as well as other elements of the City's Stormwater Program.

NPDES Permit Program. As indicated above, in California, the NPDES stormwater permitting program is administered by the SWRCB through its nine RWQCBs. This NPDES permit, referred to as General Permit for Stormwater Discharges from Construction Activities by the SWRCB, establishes a risk-based approach to stormwater control requirements for construction projects.

Construction: Stormwater Pollution Prevention Plan

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 General Permit must prepare and implement a SWPPP that meets the requirements of the General Permit.[22] The purpose of an 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). The SWPPP is also required to include a discussion of the proposed program to inspect and maintain all BMPs.

A site-specific SWPPP could include, but not be limited to the following BMPs:

- Erosion Control BMPs – to 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 – are 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. Such 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.

The SWRCB adopted a General Permit for Stormwater Discharges from Construction Activities on September 2, 2009, and most recently amended the permit on July 17, 2012 (Order No. 2012-0006-DWQ, General NPDES Permit No. CAS000002). 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.

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22 State Water Resources Control Board, *Construction Stormwater Program*, 2019, available online at: https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.html, accessed February 6, 2026.

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 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.

NPDES Permit for Discharges of Groundwater from Construction and Project Dewatering

Dewatering operations are practices that discharge non-stormwater, such as ground water, which 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 and shall continue in full force until it expires November 13, 2023.[23] In accordance with the NOI, among other requirements and actions, the discharger must demonstrate that the discharges shall not cause or contribute to a violation of any applicable water quality objective/criteria for the receiving waters, perform reasonable potential analysis using a representative sample of groundwater or wastewater to be discharged. The discharger must obtain and analyze (using appropriate methods) a representative sample of the groundwater to be treated and discharged under the Order. The analytical method used shall be capable of achieving a detection limit at or below the minimum level.

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23 Los Angeles Regional Water Quality Control Board, Order No. R4-2023-0429. General NPDES Permit No. CAG994004, Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties, March 21, 2024. Available online at: https://www.waterboards.ca.gov/rwqcb4/board_decisions/adopted_orders/general_orders/r4-2023-0429/R4-2023-0429.pdf , accessed February 6, 2026.

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.[24]

Operation: Los Angeles County Municipal Stormwater NPDES Program

The County of Los Angeles and the City are two of the co-permittees under the Los Angeles County MS4 Permit (Order No. R4-2023-0429, NPDES Permit No. CAG994004). The Los Angeles County MS4 Permit has been determined by the State Water Resources Control Board to be consistent with the requirements of the Clean Water Act 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] §1342(p); 33 CFR Part 328.11). On September 8, 2016, the LARWQCB amended the Los Angeles County MS4 Permit to incorporate modifications consistent with the revised Ballona Creek Watershed Trash TMDL and the revised Los Angeles River Watershed Trash TMDL, among other TMDLs incorporated into the Los Angeles County MS4 Permit and the Basin Plan for the Coastal Waters of Los Angeles and Ventura Counties.

Under the amended Los Angeles County MS4 Permit, the County and City are both 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 the City 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 Low Impact Development (LID) Plan, except where the Standard Urban Stormwater Mitigation Plan (SUSMP) is proven applicable. 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.

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24 Los Angeles Regional Water Quality Control Board, Order No. R4-2023-0429. General NPDES Permit No. CAG994004, Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties, March 21, 2024. Available online at: https://www.waterboards.ca.gov/rwqcb4/board_decisions/adopted_orders/general_orders/r4-2023-0429/R4-2023-0429.pdf , accessed February 6, 2026.

The Los Angeles County MS4 Permit (Part VI.D.7.c, New Development/Redevelopment Project Performance Criteria) 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 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, 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 Quality Management Program. The objective of the Stormwater Quality Management Program 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 Stormwater Quality Management Program. 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. In response to the Los Angeles County MS4 Permit requirements, the City adopted Ordinance No. 173,494 (LID Ordinance), as authorized by Los Angeles Municipal Code (LAMC) Section 64.72.

The City supports the requirements of the Los Angeles County MS4 Permit through the City of Los Angeles' Development Best Management Practices Handbook, Low Impact Development Manual, Part B: Planning Activities (5th edition, May 2016) (LID Handbook),[25] which provides guidance to developers to ensure the post-construction operation of newly developed and redeveloped facilities comply with the Developing Planning Program regulations of the City's Stormwater Program. The LID Handbook assists developers with the selection, design, and incorporation of stormwater source control and treatment control BMPs into project design plans and provides an overview of the City's plan review and permitting process.

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25 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, *Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition*, 2016, available online at: https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf, accessed February 6, 2026.

The City implements the requirement to incorporate stormwater BMPs, including LID BMPs, through the City's plan review and approval process. During the review process, project plans are reviewed for compliance with the City's General Plan, zoning ordinances, and other applicable local ordinances and codes, including stormwater requirements. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address stormwater pollution prevention goals.

Stormwater Program – Los Angeles County MS4 Permit Citywide Implementation. The Watershed Protection Division of the Department of Public Works, Bureau of Sanitation is responsible for stormwater pollution control throughout the City in compliance with the Los Angeles County MS4 Permit. The Watershed Protection Division administers the City's Stormwater Program, which has two major components: Pollution Abatement and Flood Control. The Watershed Protection Division publishes the two-part Development Best Management Practices Handbook that provides guidance to developers for compliance with the Los Angeles County MS4 permit through the incorporation of water quality management into development planning. The Development Best Management Practices Handbook, Part A: Construction Activities, provides specific minimum BMPs for all construction activities.[26] The Development Best Management Practices Handbook, Low Impact Development Manual, Part B: Planning Activities (5th edition, May 2016) (LID Handbook) provides guidance to developers to ensure the post-construction operation of newly developed and redeveloped facilities comply with the Developing Planning Program regulations of the City's Stormwater Program.[27] The LID Handbook assists developers with the selection, design, and incorporation of stormwater source control and treatment control BMPs into project design plans, and provides an overview of the City's plan review and permitting process. The LID Handbook addresses the need for frequent and/or regular inspections of infiltration facilities in order to ensure on-site compliance of BMP standards, soil quality, site vegetations, and permeable surfaces. These inspections are required to guarantee that facilities follow all proprietary operation and maintenance requirements.

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26 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition, 2016, available online at: https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf, accessed February 6, 2026.

27 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, *Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition*, 2016, available online at: https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf, accessed February 6, 2026.

During the development review process, project plans are reviewed for compliance with the City's General Plan, zoning ordinances, and other applicable local ordinances and codes, including stormwater requirements. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address stormwater pollution prevention goals.

County of Los Angeles Hydrology Manual. Drainage and flood control in the City of Los Angeles (City) are subject to review and approval by the Department of Public Works, Bureau of Engineering (Bureau of Engineering). Storm drains within the City are constructed by both the City and the Los Angeles County Flood Control District (County Flood Control). The County Flood Control constructs and has jurisdiction over regional facilities such as major storm drains and open flood control channels, while the City constructs and is responsible for local interconnecting tributary drains. Per the City's Special Order No. 007-1299, December 3, 1999, the City has adopted the Los Angeles County Department of Public Works' Hydrology Manual as its basis of design for storm drainage facilities.[28] The Department of Public Works' Hydrology Manual requires that a storm drain conveyance system be designed for a 25-year storm event and that the combined capacity of a storm drain and street flow system accommodate flow from a 50-year storm event. Areas with sump conditions are required to have a storm drain conveyance system capable of conveying flow from a 50-year storm event. The County also limits the allowable discharge into existing storm drain (MS4) facilities based on the County's MS4 Permit, which is enforced on all new developments that discharge directly into the County's MS4 system.

Drainage and flood control structures and improvements within the City are subject to review and approval by the City's Department of Public Works and Department of Building and Safety. As required by the Department of Public Works, all public storm facilities must be designed in conformity with the standards set forth by Los Angeles County. The Department of Public Works reviews and approves MS4 plans prior to construction. Any proposed increases in discharge directly into County facilities, or proposed improvements of County-owned MS4 facilities, such as catch basins and drainage lines, require approval from County Flood Control to ensure compliance with the County's Municipal NPDES Permit requirements.

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28 Los Angeles County Department of Public Works, *Hydrology Manual*, 2006, available online at: http://dpw.lacounty.gov/wrd/Publication/engineering/2006_Hydrology_Manual/2006%20Hydrology%20Manual-Divided.pdf, accessed February 6, 2026.

Local

Los Angeles Municipal Code (LAMC). The City of Los Angeles relies on Municipal Code Chapter VI, Public Works and Property, to require permits and oversee the implementation of any land use or development involving grading activities, or the construction of new structures or paving. Article 4, Sewers, Water Courses and Drains, and Article 4.4, Stormwater and Urban Runoff Pollution Control, of the Municipal Code establishes minimum standards, guidelines, and/or criteria for specific discharges, connections, and/or Best Management Practices (BMPs). Additional measures are required by the City, when applicable, to prevent or reduce the discharge of pollutants to achieve water quality standards and receiving water limitations. Article 4.4 includes prohibitions for illicit discharges to enter the MS4 and requires implementation of BMPs and LID practices per LAMC 64.70. These requirements apply to all development, including projects in hillside areas, where steeper slopes could increase runoff velocities and affect drainage patterns. In addition, the City requires all construction activities and facility operations to be consistent with the landscape ordinance (Ordinance No. 170,978) as well as other related requirements, outlined in Chapter XII, The Water Conservation Plan of the City of Los Angeles, and the Planning and Land Development Handbook for Low Impact Development (LID; The Handbook). The Handbook is a tool for developers to comply with the requirements of the City's Standard Urban Stormwater Mitigation Plan (SUSMP). The handbook summarizes the City's project review and permitting process, identifies stormwater mitigation measures, and references source and treatment control BMP information. The latest edition was adopted on May 9, 2016.

Proposition O. Proposition O, a $500 million bond, authorized the City to fund projects that protect public health, capture stormwater for reuse and meet the requirements of the federal CWA through removal and prevention of pollutants entering regional waterways. Proposition O projects include, but are not limited to, the Temescal Canyon Park Stormwater BMP, Los Angeles Zoo Parking Lot, the Westchester Stormwater BMP, Echo Park Lake Rehabilitation Project, and the Hansen Dam Recreational Area Parking Lot and Wetlands Restoration. In addition, Proposition O funds were utilized for the Catch Basin Screen Cover and Insert Project, which provided for the installation of catch basin inserts and screen covers throughout the City beginning in 2005 with completion on September 30, 2007 (Phase I and Phase II). Phase III began in the spring of 2008 and will retrofit approximately 34,000 remaining catch basins with open screen covers.

Flood Control Authority in the City of Los Angeles. In general, flood control authority can be summarized as follows: (1) the U.S. Army Corps of Engineers (USACE) oversees construction of projects associated with navigable bodies of water, including the Los Angeles River-related flood control systems and ocean harbors; (2) the Los Angeles County Department of Public Works (LACDPW) oversees construction of ancillary Los Angeles County Flood Control District (LACFCD) facilities and designs and/or maintains the flood control drainage facilities, including the Los Angeles River system (under the guidance of USACE)

to mitigate 100- and 500-year storms; and (3) LACDPW BOE oversees construction and maintenance of the City's storm drainage system which is designed to mitigate 50-year magnitude storms. Various City agencies implement development permits, slope stability, and watershed protection regulations.

City of Los Angeles General Plan Safety, Conservation, and Framework Elements. The intent of the Conservation Element is the conservation and preservation of natural resources. Policies from the Conservation Element address the effect of erosion on such natural resources as beaches, watersheds, and watercourses. The General Plan Framework Element is a more general, long-term, programmatic element. The policies in the Framework Element address infrastructure and public service systems, many of which are interrelated, and all of which support the City's population and economy. Objectives and policies related to hydrology and water quality contained in these elements are listed in **Table 4.10-1, Relevant General Plan Hydrology and Water Quality Objectives and Policies.**

Table 4.10-1
Relevant General Plan Hydrology and Water Quality Objectives and Policies

Objective/Policy	Objective/Policy Description
	Safety Element – Hazard Mitigation
Policy 1.1.6	State and Federal Regulations. Assure compliance with applicable State and Federal planning and development regulations. Regularly adopt new provisions of the California Building Standards Code, Title 24, and California Fire Code into the LAMC to ensure that new development meets or exceeds Statewide minimums. Ensure new development in VHFHSZs adheres to the California Building Code, the California Fire Code, Los Angeles Fire Code and California Public Resources Code, including Title 14, California Code of Regulations (CCR), Division 1.5, Chapter 7, Subchapter 2, Articles 1-5 (commencing with Section 1270, SRA Fire Safe Regulations) and Title 14, CCR, Division 1.5, Chapter 7, Subchapter 3, Article 3 (commencing with Section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations) for SRAs and/or VHFHSZs. Facilitate compliance with new standards for existing non-conforming structures and evacuation routes.
	Safety Element – Emergency Response (Multi-Hazard)
Policy 2.1.2	Health and Environmental Protection. Develop and implement procedures to protect the environment, sensitive species and public from potential health and safety hazards associated with disaster events, hazard mitigation and disaster recovery efforts.
	Conservation Element – Erosion
Policy 2	Continue to prevent or reduce erosion that will damage the watershed or beaches or will result in harmful sedimentation that might damage beaches or natural areas.
	Conservation Element – Ocean
Policy 1	Continue to reduce pollutant discharge into the bays from both natural and human sources.
	Framework Element – Chapter 9 Infrastructure and Public Services
Policy 9.3.2	Consider the use of treated wastewater for irrigation, groundwater recharge, and other beneficial purposes.
Objective 9.5	Ensure that all properties are protected from flood hazards in accordance with applicable standards and that existing drainage systems are adequately maintained.
Policy 9.5.1	Develop a stormwater management system that has adequate capacity to protect its citizens and property from flooding which results from a 10-year storm (or a 50-year storm in sump areas, a pit or hollow in which liquid collects).
Policy 9.5.2	Assign the cost of stormwater system improvements proportionately to reflect the level of runoff generated and benefits.

Objective/Policy	Objective/Policy Description
Policy 9.5.3	Implement programs to correct any existing deficiencies in the stormwater collection system.
Policy 9.5.4	Ensure that the City's drainage system is adequately maintained.
Objective 9.6	Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.
Policy 9.6.1	Pursue funding strategies which link the sources of revenues for stormwater system improvement to relevant factors including sources of runoff and project beneficiaries.
Policy 9.6.2	Establish standards and/or incentives for the use of structural and non-structural techniques which mitigate flood-hazards and manage stormwater pollution.
Policy 9.6.3	The City's watershed-based approach to stormwater management will consider a range of strategies designed to reduce flood hazards and manage stormwater pollution. The strategies considered will include, but not necessarily be limited to: Support regional and City programs which intercept runoff for beneficial uses including groundwater recharge; Protect and enhance the environmental quality of natural drainage features; Create stormwater detention and/or retention facilities which incorporate multiple-uses such as recreation and/or habitat; On-site detention/retention and reuse of runoff; Mitigate existing flood hazards through structural modifications (flood proofing) or property by-out; Incorporate site design features which enhance the quality of off-site runoff; and Use land use authority and redevelopment to free floodways and sumps of inappropriate structures which are threatened by flooding and establish appropriate land uses which benefit or experience minimal damages from flooding.
Policy 9.6.4	Proactively participate in inter-agency efforts to manage regional water resources, such as the Santa Monica Bay Restoration Project, the Los Angeles River Master Plan, the Los Angeles River Parkway Project and the Los Angeles County Drainage Area Water Conservation and Supply Feasibility Study.
Objective 9.7	Continue to develop and implement a management practice-based stormwater program which maintains and improves water quality.
Policy 9.7.1	Continue the City's active involvement in the regional NPDES municipal stormwater permit.
Policy 9.7.2	Continue to aggressively develop and implement educational outreach programs designed to foster an environmentally aware citizenry.
Policy 9.7.3	Investigate management practices which reduce stormwater pollution to identify technically feasible and cost effective approaches, through: Investigation of sources of pollution using monitoring, modeling and special studies; Prioritization of pollutants and sources; Conducting research and pilot projects to study specific management practices for the development of standards; and Developing requirements which establish implementation standards for effective management practices.
Objective 9.9	Manage and expand the City's water resources, storage facilities, and water lines to accommodate projected population increases and new or expanded industries and businesses.
Policy 9.9.3	Protect existing water supplies from contamination and clean up groundwater supplies so those resources can be more fully utilized.
Policy 9.9.4	Work to improve water quality and reliability of supply from the State Water Project and other sources.
Policy 9.9.5	Maintain existing rights to groundwater and ensure continued groundwater pumping availability.
Objective 9.11	Ensure, to the maximum extent possible, the continued provision of water capacity, quality and delivery after an earthquake or other emergency.
Policy 9.11.1	Provide for the prompt resumption of water service with adequate quantity and quality of water after an emergency.

Source: City of Los Angeles. 2001. General Plan Framework Element.
City of Los Angeles. 2001. General Plan Conservation Element.
City of Los Angeles. 2025. General Plan Safety Element.

Low Impact Development Ordinance. In 2011, the City adopted a Citywide Low Impact Development Ordinance (LID Ordinance) that amended the City's existing Stormwater Ordinance (LAMC Section Nos. 64.70 and 64.72, discussed above). The LID Ordinance, effective May 12, 2012, and updated in September 2015 (Ordinance No. 183,833), enforces the requirements of the Los Angeles County MS4 Permit. LID is a stormwater management strategy with goals to mitigate the impacts of increased runoff and stormwater pollution as close to their source as possible; and that promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater.

The goal of LID practices is to remove nutrients, bacteria, and metals from stormwater while also reducing the quantity and intensity of stormwater flows. Through the use of various infiltration strategies, LID is aimed at minimizing impervious surface area. Where infiltration is not feasible, the use of bioretention, rain gardens, green roofs, and rain barrels that will store, evaporate, detain, and/or treat runoff can be used.[29]

The intent of LID standards is to:

- Require the use of LID practices in future developments and redevelopments to encourage the beneficial use of rainwater and urban runoff;
- Reduce stormwater/urban runoff while improving water quality;
- Promote rainwater harvesting;
- Reduce off-site runoff and provide increased groundwater recharge;
- Reduce erosion and hydrologic impacts downstream; and
- Enhance the recreational and aesthetic values in our communities.

The Citywide LID strategy addresses land development planning as well as storm drain infrastructure. Toward this end, LID is implemented through BMPs that fall into four categories: site planning BMPs, landscape BMPs, building BMPs, and street and alley BMPs. While the LID Ordinance and the BMPs contained therein comply with Los Angeles County MS4 Permit requirements for stormwater management, the MS4 requirements apply only to proposed new development and redevelopment of a certain size, primarily address stormwater pollution prevention as opposed to groundwater recharge and vary over time as the permit is reissued every five years.

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29 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, *Planning and Land Development Handbook for Low Impact Development (LID), Part B: Planning Activities, 5th Edition*, 2016, available online at: https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mdc3/~edisp/cnt017152.pdf, accessed February 6, 2026.

The LID Ordinance provides a consistent set of BMPs that are intended to be inclusive of, and potentially exceed, SUSMP standards, apply to existing as well as new development, and emphasize natural drainage features and groundwater recharge in addition to pollution prevention in receiving waters. The LID Ordinance requires the capture and management of the greater of an 85th percentile rain event or the first 0.75-inch of runoff flow during storm events defined in the City's LID BMPs, through one or more of the City's preferred LID improvements in priority order: on-site infiltration, capture and reuse, or biofiltration/biotreatment BMPs, to the maximum extent feasible.

Per the City's 2016 LID Handbook's Figure 3.3 and Section 4.1, the City's preferred LID improvement is on-site infiltration of stormwater, since it allows for groundwater recharge and reduces the volume of stormwater entering municipal drains.[30] If project site conditions are not suitable for infiltration, the City requires on-site retention via stormwater capture and reuse. Should capture and reuse be deemed technically infeasible, high efficiency bio-filtration/ bioretention systems should be utilized. Lastly, under the LID Ordinance (LAMC Section 64.72 (C) 6), as interpreted in the LID Handbook, if no single approach listed in the LID Handbook is feasible, then a combination of approaches may be used.[31]

The LID Ordinance applies first to a project in lieu of SUSMP. If a large project cannot meet the requirements of the LID Ordinance, then SUSMP applies instead.

Los Angeles Floodplain Hazard Management Specific Plan Ordinance (No. 172,081). On April 14, 2021, the City adopted an update to the Los Angeles Floodplain Hazard Management Specific Plan Ordinance (No. 172,081). This amendment ensured that the Specific Plan Ordinance conforms to federal regulations and maps relating to the NFIP. Conformance to the requirements of the NFIP is necessary in order to participate in the program. Requirements of the ordinance include new construction and substantial improvements in flood-prone areas including service facilities to be designed to prevent water entry or accumulation; new or replacement water supply and sanitary sewer systems to minimize or eliminate infiltration and to require on-site waste disposal systems be located to avoid impairment or contamination; notification of neighboring communities of watercourse alterations or relocations; among other requirements.

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30 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, *Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition*, 2016, available online at: https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf, accessed September 20, 2022.

31 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, *Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition*, 2016, available online at: https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf, accessed September 20, 2022.

2020 Floodplain Management Plan. The 2020 Floodplain Management Plan (FMP) identifies 78 flood hazard mitigation actions to mitigate impacts of flood hazards in the Los Angeles area. These include coordinating local floodplain management activities with federal, state, and regional programs, educating residents on the flooding hazard, loss reduction measures, and the natural and beneficial functions of floodplains, and fulfilling planning requirements for obtaining state or federal assistance.

Local Hazard Mitigation Plan. The Local Hazard Mitigation Plan (LHMP) is a regulatory document that includes long-term and short-term policies, programs, projects, and other activities to alleviate the death, injury, and property damage that can result from a disaster. The LHMP complies with federal and state hazard mitigation planning requirements to establish eligibility for funding under FEMA grant programs.

Los Angeles Municipal Code Section 62.105, Construction "Class B" Permit. Proposed drainage improvements within the street rights-of-way or any other property owned by, to be owned by, or under the control of the City, require the approval of a B-permit (LAMC Section 62.105). Under the B-permit process, storm drain installation plans are subject to review and approval by the Bureau of Engineering. Additionally, connections to the MS4 system from a property line to a catch basin or a storm drainpipe require a storm drain permit from the Bureau of Engineering.

Los Angeles Municipal Code Sections 12.40 through 12.43, Landscape Ordinance. In 1996, Ordinance No. 170,978 amended LAMC Sections 12.40 through 12.43 to establish consistent landscape requirements for new projects within the City. LAMC Section 12.40 contains general requirements, including a point system for specific project features and techniques in order to determine compliance with the Ordinance, and defines exemptions from the Ordinance. LAMC Section 12.41 sets minimum standards for water delivery systems (irrigation) to landscapes. LAMC Section 12.43 defines the practices addressed by the Ordinance, of which two are applicable to stormwater management. The Heat and Glare Reduction practice states among its purposes the design of vehicular use areas that reduce stormwater runoff and increase groundwater recharge. The Soil and Watershed Conservation practice is intended to encourage the restoration of native areas that are unavoidably disturbed by development; to conserve soil and accumulated organic litter and reduce erosion by utilization of a variety of methods; and to increase the "residence time of precipitation" (i.e., the time between the original evaporation and the returning of water masses to the land surface as precipitation) within a given watershed. Implementation guidelines developed for the Ordinance provide specific features and techniques for incorporation into projects, and include water management guidelines addressing runoff, infiltration, and groundwater recharge. This Ordinance is incorporated into the LID Ordinance.

Los Angeles Municipal Code Section 64.70, Stormwater and Urban Runoff Pollution Control Ordinance. LAMC Section 64.70, the Stormwater and Urban Runoff Pollution Control Ordinance, was added by Ordinance No. 172,176 in 1998 and prohibits the discharge of unauthorized pollutants in the City. The Watershed Protection Program (Stormwater Program) for the City is managed by the Bureau of Sanitation along with all City Flood Protection and Pollution Abatement (Water Quality) Programs, including, but not limited to, regulatory compliance, implementation, operations, reporting and funding. Section 64.70 sets forth uniform requirements and prohibitions for discharges and places of discharge into the storm drain system and receiving waters necessary to adequately enforce and administer all federal and state laws, legal standards, orders and/or special orders that provide for the protection, enhancement and restoration of water quality. Through a program employing watershed-based approaches, the regulation implements the following objectives:

1. To comply with all federal and state laws, lawful standards and orders applicable to stormwater and urban runoff pollution control;
2. To prohibit any discharge which may interfere with the operation of, or cause any damage to the storm drain system, or impair the beneficial use of the receiving waters;
3. To prohibit illicit discharges to the storm drain system;
4. To reduce stormwater runoff pollution;
5. To reduce non-stormwater discharge to the storm drain system to the maximum extent practicable; and
6. To develop and implement effective educational outreach programs designed to educate the public on issues of stormwater and urban runoff pollution.

The Ordinance applies to all dischargers and places of discharge that discharge stormwater or non-stormwater into any storm drain system or receiving waters. While non-stormwater discharge is generally prohibited under the County's Municipal NPDES Permit, adoption of the Ordinance allows enforcement by the Department of Public Works as well as the levy of fines for violations. General Discharge Prohibitions require that no person shall discharge, cause, permit, or contribute to the discharge any hazardous materials and substances (liquids, solids, or gases) into the storm drain system or receiving waters that constitute a threat and/or impediment to life and the storm drain system, singly or by interaction with other materials. A specific list of prohibited substances can be found under LAMC Section 64.70.

Under LAMC Section 64.70.02.D, Requirement to Prevent, Control, and Reduce Stormwater Pollutants, any owner of a facility engaged in activities or operations as listed in the Critical Sources Categories, Section III of the Board's Rules and Regulations shall be required to implement BMPs as promulgated in the Rules and Regulations. The owner/developer of a property under construction shall be required to implement the stormwater pollution control requirements for construction activities as depicted in the project plans approved by the Department of Building and Safety. In the event a specified BMP proves to be ineffective or infeasible, the additional and/or alternative, site-specific BMPs or conditions deemed appropriate to achieve the objectives of this Ordinance as defined in Subsection B of LAMC Section 64.70.

Los Angeles Municipal Code Section 64.72, Stormwater Pollution Control Measures for Development Planning and Construction Activities. LAMC Section 64.72, Stormwater Pollution Control Measures for Development Planning and Construction Activities, was added by Ordinance 173,494 (LID Ordinance) in 2000 and sets forth requirements for construction activities and facility operations of development and redevelopment projects to comply with the requirements of the NPDES permit SUSMP requirements. The provisions of this section contain requirements for construction activities and facility operations of development and redevelopment projects to comply with the Land Development requirements of the Los Angeles County MS4 permit through integrating LID practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's Landscape Ordinance and other related requirements in the Development Best Management Practices Handbook.

Water Quality Compliance Master Plan for Urban Runoff. The Water Quality Compliance Master Plan for Urban Runoff (Water Quality Compliance Master Plan)[32] was developed by the Department of Public Works, Bureau of Sanitation, Watershed Protection Division, and was adopted in April 2009.

The Water Quality Compliance Master Plan addresses planning, budgeting, and funding for achieving clean stormwater and urban runoff for the next 20 years and presents an overview of the status of urban runoff management within the City. The Water Quality Compliance Master Plan identifies the City's four watersheds; summarizes water quality conditions in the City's receiving waters as well as known sources of pollutants; summarizes regulatory requirements for water quality; describes BMPs required by the City for stormwater quality management; and discusses related plans for water quality that are implemented within the Los Angeles region, particularly TMDL Implementation Plans and Watershed Management Plans in Los Angeles.

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32 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, *Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition*, 2016, available online at: https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf, accessed September 20, 2022.

4.10.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to hydrology and water quality if they would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- Substantially alter the existing drainage pattern of the area, including through 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 or amount of surface runoff in a manner which would result in flooding on- or offsite;
  - 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;
  - impede or redirect flood flows;
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.10.4 METHODOLOGY

Baseline information for the analysis was compiled from a review of data and reports published by state agencies, environmental documents for projects in the vicinity, as well as information compiled and evaluated by the City of Los Angeles in conjunction with its stormwater management and hazard mitigation programs. The result of the effort is a general and qualitative analysis of the types of hydrologic and water quality changes that could be expected relative to the implementation of the Proposed Plans.

The analysis of water quality impacts identifies the types of pollutants potentially associated with future development as a result of implementation of the Proposed Plans and considers their effects on water quality. Consideration is given to BMPs, which would serve to minimize pollutants in stormwater runoff. Further, the Proposed Plans' consistency with relevant regulatory permits/requirements is evaluated to demonstrate how compliance would protect water quality.

Independent of the CEQA process, there is a comprehensive regulatory framework implemented at the federal, state, regional and City level to reduce the impacts of effects related to storm drainage, urban pollutants, and flood hazards. Compliance with these regulations is required, not optional. Compliance must be demonstrated by the project proponent to have been incorporated in the project's design before permits for project construction would be issued. Based upon the comprehensiveness of the regulations and the requirement that compliance must be demonstrated to have been incorporated in the project's design before permits are issued, the assumption that compliance with all applicable laws, regulations, and standards is reasonable. Therefore, the analysis presented herein assumes compliance with all applicable laws, regulations, and standards.

This discussion of hydrology and water quality addresses impacts within the entire Southwest Valley CPA. The impact analysis was based on several factors, including the policies and land uses of the Proposed Plans, the degree to which existing land uses in the Southwest Valley CPA would change, and the thresholds of significance for hydrology and water quality.

In addition, the 2015 California Supreme Court decision in *CBIA v. BAAQMD*, held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of a project. However, if a project exacerbates a condition in the existing environment, the lead agency is required to analyze the impact of that exacerbated condition on future residents and users of a project, as well as other impacted individuals. The following thresholds of significance for hydrology and water quality are also analyzed consistent with this decision.

4.10.5 IMPACTS

Threshold 4.10-1 **Would implementation of the Proposed Plans violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?**

This impact would be less than significant.

Hydrology and water quality resources of concern within the Southwest Valley CPA are subject to the federal, state, and local standards and regulations protecting water quality and hydrological resources. The Proposed Plans and their implementing ordinances do not contain any specific guidelines or changes that would violate any water quality standards or waste discharge requirements. In addition, the Proposed Plans include a number of policies to support stormwater management and improve water quality. Individual development projects would be required to comply with applicable regulations, standards, and policies, which would prevent violations of water quality standards and waste discharge requirements.

Regulations and policies that would apply to project construction and operational activities are discussed below.

Due to the existing urbanized nature of the Southwest Valley CPA, the rate and volume of stormwater runoff as an indirect result of the Proposed Plans would not result in a substantial increase in stormwater flows to the City's system that discharges into the Los Angeles River Watershed.

As mentioned in the **Methodology** discussion, there is a comprehensive regulatory framework implemented at the state, regional and City level to reduce the impacts of effects related to storm drainage, urban pollutants, and flood hazards. Compliance with these regulations is required, not optional. These standards in relation to the construction or operation of a development project within the Southwest Valley CPAs are discussed in more detail below.

Construction (Temporary/Short-term)

Grading, excavation, and other construction activities associated with development projects within the Southwest Valley CPAs could impact water quality due to erosion resulting from exposed soils that may be transported from the Southwest Valley CPAs in stormwater runoff. In addition, construction activities have the potential to generate short-term water pollutants, including sediment, trash, construction materials, and equipment fluids. In areas with varying topography, including hillside locations, construction activities could increase runoff rates and erosion potential due to steeper slopes and higher runoff velocities, which may result in greater transport of sediment and pollutants during storm events. However, all construction activities are subject to NPDES GCASP permit requirements and the City's Stormwater and Urban Runoff Pollution Control Ordinance, which requires construction activities to comply with the requirements of the SUSMP to address stormwater pollution from construction and redevelopment projects.

The City enforces its SUSMP per NPDES permit requirements, to the maximum extent practicable through BMPs. As required by the SUSMP, all development projects (as applicable), including development projects that could be constructed in the Southwest Valley CPAs, will be required to implement BMPs to control release of pollutants in stormwater runoff. The SUSMP identifies the types and size of private development projects that are subject to these requirements (see the Regulatory Framework subsection above for the types of development that are subject to SUSMP requirements). Typical BMPs include:

- Using temporary de-silting basins to ensure that surface water flows do not carry significant amounts of onsite soils and contaminants downstream;

- Conducting construction vehicle maintenance in staging areas where appropriate controls have been established to ensure that fuels, motor oil, coolant, and other hazardous materials are not deposited into areas where they may enter surface water and groundwater;
- Restricting the use of chemicals that may be transferred to surface waters by stormwater flows or leach to groundwater basins through water percolation into the soil;
- Requiring that permanent slopes and embankments be vegetated following final grading;
- Installation of silt fences, erosion control blankets;
- Proper handling and disposal of wastes; and
- Installation of anti-tracking pads at site exits to prevent off-site transport of soil material.

Requirements of the SUSMP are enforced through the City's plan approval and permit process, and all new development projects are subject to City inspection. Compliance with the LAMC would ensure that construction does not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. In addition, development and redevelopment within the Southwest Valley CPAs, including potential hillside development, would be required to comply with LAMC Section 64.72, which implements the City's LID requirements in accordance with the County MS4 Permit.

For development projects where construction activities would disturb more than one acre of land, construction activities are also subject to NPDES GCASP requirements, which require the preparation and implementation of a SWPPP. Compliance with the City's Stormwater and Urban Runoff Pollution Control Ordinance, SUSMP requirements, and GCASP requirements would ensure that construction within the Southwest Valley CPAs does not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality.

Construction activities, such as excavation for subterranean parking structures and foundation-laying for taller structures, may extend down into the water table necessitating de-watering of the soils to lower the water table. Depending on the method used for de-watering, displaced groundwater may need to be captured and discharged elsewhere, such as to man-made groundwater wells intended to store groundwater discharge. NPDES Order No. R4-2018-0125 establishes requirements for discharges of groundwater from construction dewatering to surface waters in coastal watersheds of Los Angeles and Ventura County. The permit sets criteria for the quality of discharges, such as a maximum daily concentration of 75 milligrams (mg) per liter of suspended solids per day and an acceptable water pH[33]

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33 A generally accepted, pH is a measure of acidity or alkalinity; a pH of 7, the value for pure distilled water, is regarded as neutral; pH values from 7 to 0 indicate increasing acidity and from 7 to 14 indicate increasing alkalinity.

and temperature range, and criteria for the quality of the receiving water after it has received the discharge. The permit also requires that the discharger store potential pollutants in areas where they would not contribute to runoff and to contain, remove, and clean any spills of such materials immediately. Thus, impacts during construction would be ***less than significant***.

Operational (Long-term)

All development projects within the Southwest Valley CPAs are required to comply with the LID Ordinance, Stormwater and Urban Runoff Pollution Control Ordinance, and NPDES permit requirements, which prohibit the discharge of pollutants, into the storm drain system or receiving waters, and require the implementation of BMPs to prevent, control and reduce stormwater pollutants. The City's Stormwater and Urban Runoff Pollution Control Ordinance requires future development to comply with the SUSMP requirements; integrate LID practices and standards for stormwater pollution mitigation; and maximize open, green, and pervious space on all development consistent with the City's landscape ordinance and other related requirements.

Required elements of the SUSMP include provisions for:

- Peak stormwater runoff discharge rates
- Conservation of natural areas
- Minimization of stormwater pollutants of concern
- Protection of slopes and channels
- Storm drain system stenciling and signage
- Properly designed outdoor material storage areas
- Properly designed trash storage areas
- Proof of ongoing BMP maintenance
- Design standards for structural or treatment control BMPs
- Provisions for individual priority project categories
- Limitations on use of infiltration BMPs

Therefore, implementation of LID and NPDES requirements, as well as compliance with the Stormwater and Urban Runoff Pollution Control Ordinance would ensure future development projects occurring under the Proposed Plans do not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality.

Furthermore, discharges associated with the Proposed Plans would not create pollution, contamination or nuisance as defined in CWC Section 13050 or cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. Additionally, discharge would not impair the waters of the State in a way that creates a hazard to public health or diminishes the community enjoyment of property. Implementation of the Proposed Plans would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Thus, impacts would be ***less than significant***.

Conclusion

Compliance with federal, state, and local regulations would serve to reduce impacts resulting from future development in the Southwest Valley CPAs due to implementation of the Proposed Plans. Furthermore, the Proposed Plans do not introduce any features that would preclude implementation of or alter these policies and procedures in any way. Therefore, implementation of the Proposed Plans would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, and impacts would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.10-2 **Would implementation of the Proposed Plans substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the plans may impede sustainable groundwater management of the basin?**

This impact would be less than significant.

Construction (Temporary/Short Term)

While construction activities may use water (typically provided by LADWP) for varying purposes, the duration of such activities and the amount of water used is generally limited and would not have the potential to substantially decrease levels of groundwater supplies as construction activities are short-term and generally use less water than the future site use. **Section 4.17, Utilities and Service Systems,** of this EIR addresses sources of LADWP water as well as temporary increases in water use associated with construction activities and indicates that such uses would not be substantial in relation to groundwater supplies. Use of groundwater for construction would not reduce the yields of groundwater wells or well fields.

Future development in the Southwest Valley CPAs would be subject to stormwater quality BMPs. Implementation of BMPs would ensure that surface water quality is effectively maintained so that stormwater infiltration, if any, would not represent a substantial risk to groundwater quantity or quality. In addition, compliance with the City's Stormwater and Urban Runoff Pollution Control Ordinance and NPDES GCASP permit requirements is mandatory. These regulations would ensure construction activities associated with future development would not substantially decrease the existing levels of groundwater supplies or interfere with groundwater recharge. Thus, implementation of the Proposed Plans would not have a significant impact on groundwater level in a way that would change potable water levels sufficiently. Thus, impacts related to groundwater supplies during construction would be ***less than significant***.

Operational (Long-Term)

The Southwest Valley CPAs are located within the geographic boundaries of the San Fernando Valley Groundwater Basin, as shown in **Figure 4.10-4**. Implementation of the Proposed Plans would not involve direct groundwater withdrawal or injection that would create a net deficit in aquifer volume, yields or change the rate or direction of groundwater. In addition, implementation of the Proposed Plans would not result in a demonstrable or sustained reduction of groundwater recharge capacity, such that there would be a lowering of the local groundwater table level.

Water supply for residential and commercial uses in the Southwest Valley CPAs are provided by LADWP. While LADWP does obtain some of its water from groundwater sources within the City of Los Angeles (approximately 8 percent from the most recent years for which data is available), the majority of the water is provided by the Los Angeles Aqueduct and Metropolitan Water District (MWD).[34] The presence of industrial contamination, including Volatile Organic Compounds (VOCs) and other hazardous substances, has impeded the City's ability to exercise the full extent of its groundwater rights. Declining groundwater levels and potential overdraft conditions have become additional concerns for local groundwater basins where decades of expanding urbanization, increasing impervious hardscape, and channelization of stormwater runoff have diverted natural groundwater recharge away from local aquifers. Aging wellfields and distribution system infrastructure have also presented challenges to the development and use of the City's local groundwater resources.[35] Locally, the City holds water rights in the San Fernando, Sylmar, Eagle Rock, Central, and West Coast Basins. All these basins have been adjudicated by California courts and are governed by judicial decrees. LADWP currently has the right to withdraw 87,000 afy from the San Fernando Basin, which accounts for approximately 89 percent of the City of Los Angeles' allowed groundwater withdrawal.

Although the Proposed Plans would increase development density along major corridors such as Ventura Boulevard, Canoga Avenue, Topanga Canyon Boulevard, Sherman Way, and Reseda Boulevard, these areas of the Southwest Valley CPAs are highly urbanized and covered largely by non-permeable surfaces (e.g., buildings, road, and parking lots) that interfere with groundwater recharge. Thus, any new development occurring during the lifetime of the Proposed Plans, whether more intense than existing conditions or not, would not result in a substantial increase in impervious surfaces that would further impact groundwater recharge. Further, new development has the potential to increase the permeable surface as new projects will be required to provide a certain amount of lot amenity space designed with a minimum amount of permeable surface. Implementation of the Proposed Plans may provide some benefits to groundwater recharge by replacing older development with new development subject to open space, landscaping, and stormwater BMP requirements that would increase pervious surfaces. These newer developments would also include modern features such as retention basins and similar BMPs that improve runoff and overall water quality. Thus, operational impacts related to groundwater supplies would be ***less than significant***.

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34 Los Angeles Department of Water and Power, *Urban Water Management Plan*, 2020, available online at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed February 19, 2026.

35 Los Angeles Department of Water and Power, *Urban Water Management Plan*, 2020, available online at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed February 19, 2026.

Conclusion

Implementation of the Proposed Plans would not deplete the groundwater supply or interfere substantially with groundwater recharge. Compliance with applicable water quality and stormwater regulations would ensure that impacts related to groundwater would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.10-3 **Would implementation of the Proposed Plans substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:**

i. **result in substantial erosion or siltation on- or off-site?**

ii. **substantially increase the rate or amount 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?**

iv. **impede or redirect flood flows?**

This impact would be less than significant.

Construction (Temporary/Short Term)

Construction activities occurring during the life of the Proposed Plans would occur within the developed portions of the Southwest Valley CPAs. In these areas, grading for new structures is expected to consist of grading for foundations, building pads, access roads, and utility trenches. These types of construction activities could result in small, localized changes in surface drainage patterns that could cause increased erosion potential when soils are exposed during construction. In areas with varying topography, including

hillside locations, construction activities could incrementally increase runoff rates and alter drainage patterns due to steeper slopes and higher runoff velocities.

All earthwork and grading activities would require grading permits from the Department of Building and Safety that include requirements and standards designed to limit potential erosion and siltation. Additionally, earthwork and grading activities would be required to comply with applicable provisions of LAMC Chapter IX, Division 70, which addresses grading, excavations, and fills. This section of the LAMC also requires the preparation of a site-specific geotechnical report to evaluate soils issues for new development. Applicants of development projects will be required to comply with the recommendations contained within the geotechnical report. Additionally, all applicable developments must comply with LAMC Chapter VI, Article 4.4, Section 664.72, which governs pollutant control requirements and construction activity. Compliance with these precautions within the LAMC would reduce erosion and siltation potential within the Southwest Valley CPAs.

As noted above in the Regulatory Framework discussion, all future development subject to NPDES permit requirements (e.g., projects over one acre) would be required to develop a SWPPP and SUSMP, which would ensure that future development within the Southwest Valley CPAs would not result in changes to surface drainage patterns that could cause substantial increased erosion or siltation. The NPDES permit sets erosion control standards and requires implementation of nonpoint source control of surface drainage through the application of a number of BMPs to decrease the effects of erosion and sedimentation associated with grading. These BMPs are meant to reduce the amount of constituents, including eroded sediment, which enter streams and other water bodies. A SWPPP, as required by RWQCB as part of the NPDES permitting, describes the stormwater BMPs that would control the quality and quantity of stormwater runoff for any project that would potentially cause sedimentation to a receiving water body. NPDES permit requirements would ensure that future development within the Southwest Valley CPAs would not result in changes to surface drainage patterns that could cause increased erosion or siltation. Thus, construction impacts related to drainage patterns would be ***less than significant***.

The Proposed Plans would not alter the existing drainage pattern of the Southwest Valley CPAs through the alteration of the course of a stream or river. The Proposed Plans would preserve existing open space areas, including the public parks in the Southwest Valley CPAs. The existing drainage patterns of open space would remain unchanged. The Proposed Plans would increase development potential, with the most potential proposed around and along major corridors. Future development would be concentrated in areas of the Southwest Valley CPAs containing impervious surfaces; therefore, implementation of the Proposed Plans would result in a negligible increase in impervious surfaces compared to existing conditions.

However, some development could occur in less developed or hillside areas, which could incrementally increase impervious surface coverage and reduce infiltration, potentially increasing runoff volumes and flow velocities.

The Proposed Plans would not create or contribute to stormwater runoff that would exceed capacity of existing or planned stormwater drainage or result in substantial additional sources of polluted runoff. Future development associated with the Proposed Plans would be required to comply with the City's LID Ordinance, which requires all development or redevelopment that is 500 square feet or more in size to capture and manage 100 percent of the first three-quarter-inch of stormwater on-site by implementing best management practices for on-site infiltration, capture and use, and biofiltration/bio-treatment to the maximum extent feasible. Adherence to the LID and applicable best management practices would ensure that future construction activities associated with the Proposed Plans would not exceed the capacity of existing storm drains or impede the existing flood flows in the Southwest Valley CPAs.

Future development would be subject to the City's building codes, which establish design standards that deal with flood prevention and control. The City's zoning codes establish zoning designations that allow for floodplains and flood control facilities and City's LID Ordinance. Through the building permit application review and approval process, the City would be able to monitor and ensure the availability of sufficient drainage capacity as those projects that are consistent with the City's existing design standards would have sufficient drainage capacity. Under Los Angeles Department of Building and Safety (LADBS) and Bureau of Engineering (BOE) guidelines, site drainage capacity must safely handle a channel flow capacity of 10 cubic feet per second (cfs) per acre of tributary area, or manage runoff based on local Low Impact Development (LID) standards for the 85th-percentile storm event. Open channel down drains require a minimum capacity equal to four times the standard required pipe size. Compliance with the City's ordinances and regulations, as well as compliance with NPDES permit requirements, would ensure that future development during the lifetime of the Proposed Plans would not cause a substantial increase in the peak flow rates or volumes of stormwater runoff that would cause on-site or off-site flooding. Therefore, impacts related to surface runoff that would result in flooding on- or off-site are ***less than significant***.

Operational (Long Term)

Stormwater runoff is influenced by rainfall intensity, ground surface permeability, watershed size and shape, and physical barriers. The introduction of impermeable surfaces greatly reduces natural infiltration, allowing for a greater volume of runoff. In addition, paved surfaces and drainage conduits can accelerate the velocity of runoff, concentrating peak flows in downstream areas faster than under natural conditions. Significant increases to runoff and peak flow can overwhelm drainage systems and alter flood elevations in downstream locations.

Future development within the Southwest Valley CPAs is expected to occur primarily as infill on previously developed or, to a lesser extent, underutilized or vacant sites, and in some cases in hillside areas. Implementation of the Proposed Plans would result in changes in uses and zoning. It would allow for an increase in development intensity in underutilized areas located near major community assets and along major corridors within the Southwest Valley CPAs. Any new development within the Southwest Valley CPAs, regardless of building densities and lot coverage, would not result in a substantial increase in non-permeable surfaces such that surface drainage patterns would be altered. Further, new development has the potential to increase the permeable surface as new projects will be required to provide a certain amount of outdoor amenity space designed with a minimum amount of permeable surface and incorporate BMPs. Thus, operational impacts related to drainage patterns would be ***less than significant.***

Conclusion. Compliance with state NPDES permit and applicable LAMC regulatory requirements, in combination with the City's standard grading and building permit requirements would minimize any potential water quality impacts from erosion and siltation. Additionally, future development during the lifetime of the Proposed Plans, regardless of building densities and lot coverage, would not result in a substantial increase in non-permeable surfaces such that surface drainage patterns would be altered. Therefore, implementation of the Proposed Plans would not cause changes in surface drainage patterns and surface water bodies in a manner that could cause erosion or siltation, contribute to runoff that would exceed the existing capacity or provide substantial additional sources of polluted runoff, or substantially increase the rate or amount of runoff in a manner which would result in on- or off-site flooding. Impacts related to changing drainage patterns would be ***less than significant.***

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.10-4 **Would implementation of the Proposed Plans in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**

This impact would be less than significant.

Flood Plains

FEMA considers land that is subject to inundation by a 100-year flood to be a Special Flood Hazard Area. As previously discussed, **Figure 4.10-5** identifies areas located within a 100-year flood plain within the Southwest Valley CPAs. Special Flood Hazard Areas designated within Southwest Valley CPAs include areas by the Los Angeles River. Any future development that would occur in the 100-year flood hazard zones would be subject to restrictions and requirements as part of the City's existing permitting process. Future development within the 100-year flood plain or floodway would be required to incorporate appropriate City and FEMA flood plain management measures in the design of new buildings, as specified in the Flood Hazard Specific Plan Guidelines and Floodplain Management Plan and enforced by the Department of Building and Safety. Flood plain management measures include, but are not limited to, requiring nonresidential development in flood prone areas to be anchored and flood-proofed to prevent damage from a 100-year flood or elevated to at least one foot above the 100-year flood level. Flooding, which could occur on industrial land uses, could pose a risk to the release of pollutants into the environment. However, this condition already exists, and the Proposed Plans would not cause or exacerbate existing flood hazards, nor would the Proposed Plans significantly increase the risk of releasing pollutant due to inundation due to flood hazards. Furthermore, as described in **Section 4.8, Hazards and Hazardous Materials**, businesses that use, store or transport large quantities of hazardous materials are required to comply with health and safety, and environmental protection laws and regulations which require businesses handling or storing certain amounts of hazardous materials to prepare a hazardous materials business plan. The Proposed Plans include an inventory of hazardous materials used or stored on-site and establishes procedures in the event of the release of a hazardous material. In addition, the City participates in NFIP and provides emergency response services for flood events. The City's hazard mitigation planning and emergency response programs would continue to be implemented to reduce potential losses. These measures are expected to ensure against reasonably foreseeable damage and loss of property and human life. Impacts would be ***less than significant***.

Tsunamis

The Southwest Valley CPAs are located six miles inland from the Pacific Ocean and not located within a Tsunami Hazard Mitigation Zone. The Proposed Plans would not exacerbate the risk of releasing pollutants from potential tsunamis in the Southwest Valley CPAs and impacts would be ***less than significant***.

Seiches

The only significant enclosed body of water within the Southwest Valley CPAs is Encino Reservoir. The Proposed Plans do not include any major renovations of Encino Reservoir. The Proposed Plans actions would not exacerbate the risk of releasing pollutants from seiches in the Southwest Valley CPAs. Impacts would be ***less than significant***.

Inundation

Potential inundation areas located within the Encino-Tarzana CPA would be associated with a dam failure of the Encino Reservoir. The Encino-Tarzana CPA which is at risk for inundation is designated for various land uses, such as single- and multi-family residential, neighborhood commercial, and open space.

Pursuant to the California Water Code (CWC), the California Division of Safety of Dams oversees the design and construction of dams and conducts yearly inspections to ensure that the dams are performing and being maintained in a safe manner. In addition, the City's Local Hazard Mitigation Plan provides a list of existing programs, proposed activities, and specific projects that may assist the City in reducing risks and injury from natural and human-made hazards, including dam failure.[36] No other large bodies of water are present in the immediate vicinity of the Southwest Valley CPAs that are known risks.

Compliance with the existing regulatory requirements related to flood plain management would ensure implementation of the Proposed Plans would not place housing within a flood hazard area without incorporating proper floodplain management measures that are designed to ensure against foreseeable risk of loss or damage to property and human life. Therefore, implementation of the Proposed Plans for the Southwest Valley CPAs would not exacerbate the risk of releasing pollutants compared to existing conditions and impacts related to placing housing within a flood hazard, tsunami, or seiche zone would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

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36 City of Los Angeles, *Local Hazard Mitigation Plan*, 2024, available online at: https://drive.usercontent.google.com/download?id=16UGVwkVmsP_jA5wMm5tUkdAKCEmgrDxF&authuser=0&acrobatPromotionSource=gdrive_chrome-list , accessed February 6, 2026.

Significance After Mitigation

Less than significant.

Threshold 4.10-5 **Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

This impact would be less than significant.

The *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties* (Basin Plan) establishes water quality standards for ground and surface waters within the Los Angeles region, and is the basis for the Los Angeles RWQCB's regulatory programs. The water quality objectives of the Basin Plan are intended (i) to protect the public health and welfare and (ii) to maintain or enhance water quality in relation to the designated existing and potential beneficial uses of the water. Water quality objectives are achieved through Waste Discharge Requirements and other programs outlined in Chapter 4 of the Basin Plan, Strategic Planning and Implementation.[37] The Southwest Valley CPAs are located in the San Fernando Valley Basin, along with portions of the Los Angeles River Watershed.

Construction activities associated with future development under the Proposed Plans, such as excavation, could impact water quality within the San Fernando Valley Basin. As such, future development in the Southwest Valley CPAs would be subject to federal, state, and local standards and regulations protecting water quality and hydrological resources. In addition, the Proposed Plans includes a number of policies to support stormwater management and improve water quality. Individual development projects would be required to comply with applicable regulations, standards, and policies, which would prevent violations of water quality standards and waste discharge requirements. Impacts related to obstruction of a water quality control plan would be ***less than significant.***

Mitigation Measures

No mitigation measures are required.

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37 Los Angeles Regional Water Quality Control Board, *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties*, Chapter 3 Water Quality Objectives, available online at: https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/2020/Chapter_3/Chapter_3.pdf, accessed February 6, 2026.

Significance After Mitigation

Less than significant.

4.10.6 CUMULATIVE IMPACTS

The analysis of hydrology and water quality impacts resulting from the adoption and implementation of the Proposed Plans considers the effects of future growth and development throughout the geographic extent of the Proposed Plans. The cumulative context for the analysis of hydrology and water quality impacts is a function of the type of impact and geographic considerations. Some cumulative impacts may have a broad, regional context, while others may be limited by site-specific conditions or location. Cumulative development resulting from planning efforts that include the RTP/SCS, adjacent community plans, and the Proposed Plans contribute to cumulative impacts.

Water Quality Impacts. The Proposed Plans along with cumulative projects could result in significant impacts related to water quality if development were to result in substantial decreases in water quality. All development within the Los Angeles River and Los Angeles River Watershed is required to conform to applicable Waste Discharge Requirements (WDRs) that are imposed by the City and County of Los Angeles. Stormwater runoff from cumulative development in the watershed, including development that could be facilitated by the Proposed Plans, could contribute to water quality impairments if measures are not implemented to minimize pollutant levels in runoff. However, all future development, including projects that could be constructed in the Southwest Valley CPAs (as applicable), are required to implement operational BMPs to control the release of pollutants in stormwater runoff per NPDES GCASP permit and SUSMP requirements, and also comply with all applicable local regulations. Requirements of the SUSMP are enforced through the City's plan approval and permit process, and all new development projects are subject to City inspection. Furthermore, all applicable projects must comply with LAMC Chapter VI, Article 4.4, Section 64.72, which governs pollutant control requirements and construction activity requirements. Future development resulting from implementation of the Proposed Plans would occur primarily as infill on previously developed or vacant sites, the nature of which would not significantly change the types or amounts of pollutants in stormwater runoff. Therefore, the Proposed Plans would not make a cumulatively considerable contribution to impacts on water quality.

Groundwater Impacts. The Proposed Plans along with cumulative projects could result in significant impacts related to groundwater supply and recharge if development substantially impeded groundwater recharge and/or resulted in contaminated groundwater. Future development in the Southwest Valley CPAs and in the City would be subject to the City's stormwater quality BMPs, Stormwater and Urban Runoff Pollution Control Ordinance, and NPDES GCASP permit requirements.

These regulations would ensure construction activities associated with future development would not substantially deplete groundwater supplies or interfere with groundwater recharge. Other jurisdictions located within the groundwater basin would also be subject to federal, state regional, and local regulations and requirements, including NPDES GCASP permit. Furthermore, based on the urbanized state of the City, future development in already developed areas would not result in demonstrable or sustained reduction of groundwater recharge capacity, such that there would be a lowering of the local groundwater table level. Future development in the City would occur primarily as infill on previously developed or vacant sites. Therefore, the Proposed Plans would not make a cumulatively considerable contribution related to groundwater supply and recharge.

Drainage, Runoff, and Localized Flooding Impacts. The Proposed Plans along with cumulative projects could result in significant impacts related to drainage, runoff, and localized flooding if such development significantly increased the need for drainage, significantly increased runoff and/or localized flooding or if it made conditions worse than they would otherwise be. The area of impact for cumulative impacts would be the extensive storm drain system operated by the City of Los Angeles, which is described in the Environmental Setting above. Stormwater flows from the Southwest Valley CPAs currently combine with those from surrounding development in the greater Los Angeles area and are discharged into the storm drain system that conveys flows to the Los Angeles River. LAMC Section 17.05(M) prescribes performance standards for storm drain systems, which would apply to cumulative development contributing flows to the system. Open space areas in the Southwest Valley CPAs would be preserved, and future development would be concentrated in areas of the Southwest Valley CPAs already containing impervious surfaces. Therefore, flows from areas of future development are already accounted for in system capacity. Potential development projects that could be implemented under the Proposed Plans would not result in substantial increases in impervious surfaces. Therefore, the rate and volume of stormwater flows from the Proposed Plans would represent a negligible contribution to system flows. The Proposed Plans would not make a cumulatively considerable contribution related to drainage, runoff, and flooding.

Impacts Related to 100-year Flood Hazard Areas. The Proposed Plans along with cumulative projects could result in significant impacts related to 100-year flood hazard areas if such development increased the likelihood of a 100-year storm event or if it made such an event worse. The area of impact for cumulative impacts would be the incorporated boundary of the City of Los Angeles, which participates in the NFIP and provides emergency response services for flood events. Other adjacent jurisdictions that have areas within a 100-year flood plain also participate in NFIP and provide emergency response service for flood events.

Future development within the 100-year flood plain or floodway would be required to incorporate appropriate City and FEMA flood plain management measures in the design of new buildings as specified in the Flood Hazard Specific Plan Guidelines and Floodplain Management Plan and enforced by the Department of Building and Safety. Compliance with these existing regulatory requirements would ensure the Proposed Plans would not place housing within a flood hazard area without incorporating proper measures and reducing this impact to less than significant. In addition, the City's hazard mitigation planning and emergency response programs would also continue to be implemented to reduce potential losses. As previously discussed under **Impact 4.10-4**, the Proposed Plans would not make a cumulatively considerable contribution related to 100-year flood hazard areas.

Inundation and Mudslide Impacts. The Proposed Plans along with cumulative projects could result in significant impacts related to seiche, inundation, and mudslides if such development increased the likelihood of seiche, inundation and/or mudslides or made such events worse. The City of Los Angeles and nearby jurisdictions participate in the NFIP and provide emergency response services for flood events. Cumulative development could be at risk of dam failure inundation or mudflow/mudslide, depending on location. However, the Proposed Plans would not result in physical changes that would alter or redirect dam flooding or flow directions for mudslides/mudflows or exacerbate existing conditions with respect to the risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. New industrial development in the 100-year flood hazard zones would be subject to restrictions and requirements as part of the City's existing permitting process. Future development within the 100-year flood plain or floodway would be required to incorporate appropriate City and FEMA flood plain management measures in the design of new buildings, as specified in the Flood Hazard Specific Plan Guidelines and Floodplain Management Plan and enforced by the Department of Building and Safety. Flood plain management measures include, but are not limited to, requiring nonresidential development in flood prone areas to be anchored and flood-proofed to prevent damage from a 100-year flood or elevated to at least one foot above the 100-year flood level. The location of future development and potential impact related to dam failure or mudflow/mudslide would be evaluated on a case-by-case basis during the permitting process to ensure proper siting of facilities and project design. Cumulative population growth could result in an increase in the number of people and structures exposed to hazards; however, the City and other nearby jurisdictions' hazard mitigation planning and emergency response programs would continue to be implemented to reduce potential losses. The Proposed Plans would have no impact related to physical changes that would alter or redirect dam flooding or flow directions for mudslides/mudflows or exacerbate existing conditions with respect to the risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. The Proposed Plans would not make cumulatively considerable contributions to impacts related to seiche, inundation, and mudslides.

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4.11 LAND USE AND PLANNING

INTRODUCTION

This section provides an overview of land use and planning policy within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area, the Encino-Tarzana Community Plan Area, and the Reseda-West Van Nuys-Lake Balboa Community Plan Area, collectively identified as the Southwest Valley Community Plans Areas (CPAs), and evaluates the impacts associated with the Southwest Valley Community Plans Update, which includes the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys-Lake Balboa Community Plan, hereinafter, collectively referred to as the "Southwest Valley Community Plans" or "Proposed Plans." Topics addressed include the potential for the Proposed Plans to divide an established community, and whether the Proposed Plans would conflict with any applicable land use plan, policy, or regulations.

4.11.1 EXISTING ENVIRONMENTAL SETTING

The Southwest Valley CPAs are located in the City of Los Angeles in the southwest portion of the San Fernando Valley, in the northwestern portion of the City. The Southwest Valley CPAs are geographically contiguous. The combined area of the Proposed Plans is approximately 61 square miles. The Canoga Park-Winnetka-Woodland Hills-West Hills CPA encompasses approximately 30 square miles (17,906 acres) and is situated in the western portion of the Southwest Valley CPAs. The current Canoga Park-Winnetka-Woodland Hills-West Hills CPA is generally bounded by Roscoe Boulevard to the north, the Upper Las Virgenes Canyons to the west, and the Santa Monica Mountains to the south. The Canoga Park-Winnetka-Woodland Hills-West Hills CPA is generally bounded by Corbin Avenue to the east and shares this boundary with the Reseda-West Van Nuys-Lake Balboa CPA and the Encino-Tarzana CPA. The Encino-Tarzana CPA encompasses approximately 20 square miles (13,007 acres) and is situated in the southeastern corner of the Southwest Valley CPAs. The Encino-Tarzana CPA is generally bounded by Victory Boulevard, Oxnard Street, and Topham Street to the north, Interstate 405 (I-405) to the east, the Santa Monica Mountains to the south, and Corbin Avenue and Oakdale Avenue to the west. The Encino-Tarzana CPA shares a boundary along Victory Boulevard, Oxnard Street, and Topham Street with the Reseda-West Van Nuys-Lake Balboa CPA. The Reseda-West Van Nuys-Lake Balboa CPA is situated in the northeastern corner of the Southwest Valley CPAs and encompasses approximately 13 square miles (7,765 acres). The current Reseda-West Van Nuys-Lake Balboa CPA is generally bounded by Roscoe Boulevard to the north, I-405 to the east, Victory Boulevard, Oxnard Street, and Topham Street to the south, and Corbin Avenue to the west.

The Southwest Valley CPAs contain primarily low-density residential neighborhoods, as well as multiple centers of commercial activity and open spaces. Approximately 70 percent of land in the Southwest Valley CPAs are designated exclusively for residential use, totaling 21,048 acres of land. Specifically, residential uses account for 74 percent (9,767 acres) of the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, 66 percent (7,291 acres) of the Encino-Tarzana CPA, and 65 percent (3,990 acres) of the Reseda-West Van Nuys-Lake Balboa CPA. Of this total, the vast majority of the residential uses are comprised of either Very Low Residential or Low Residential, which provide single-family housing, typically set away from centers of activity. The building form is low scale. The existing zoning permits a minimum lot size of 5,000 square feet. Parcels designated as Very Low Residential make up 25 percent of the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, 41 percent of the Encino-Tarzana CPA, and five percent of the current Reseda-West Van Nuys-Lake Balboa CPA. Parcels designated as Low Residential make up 42 percent of the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, 13 percent of the Encino-Tarzana CPA and 53 percent of the Reseda-West Van Nuys-Lake Balboa CPA. This residential typology is found throughout the Southwest Valley CPAs. Medium-density residential uses, although present, make up a smaller portion of land in the Southwest Valley CPAs, as Low Medium, Medium, and High Medium Residential land use designations make up six percent of the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, four percent of the Encino-Tarzana CPA, and eight percent of the current Reseda-West Van Nuys-Lake Balboa CPA.

Within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, commercial uses are concentrated along multiple major corridors, such as Topanga Canyon Boulevard (SR-27), Sherman Way, and Ventura Boulevard. Commercial development along the major thoroughfares includes shopping centers, chain restaurants, strip malls, and office buildings. Warner Center, located in the center of the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, is a high-density regional center with a mix of employment, multi-family housing, commercial, and civic uses. Warner Center includes Westfield Topanga Mall, the Warner Center Business Park, and several retail stores and restaurants. Industrial uses within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA include several supply chain stores and small manufacturing warehouses that are concentrated along the Canoga Avenue corridor. Institutional resources are dispersed throughout the Canoga Park-Winnetka-Woodland Hills-West Hills CPA including religious buildings and schools and are located within residential neighborhoods or along commercial corridors.

Within the Encino-Tarzana CPA, commercial uses are concentrated along Ventura Boulevard and include a variety of one-to-three story retail, restaurants, hotels, autobody services, and offices, as well as a cluster of high-rise buildings just west of the I-405 freeway. Commercial uses also occur in other segments like Reseda Boulevard (which extends south across the CPA boundary into Tarzana), Balboa Boulevard, and

parts of Vanowen Street. Institutional uses within the Encino-Tarzana CPA include religious buildings and schools and are located within residential neighborhoods or along commercial corridors. The majority of these institutional uses date from the early 1950s through the late 1970s.[1] Open spaces within the Encino-Tarzana CPA include neighborhood pocket parks, state historic parks (i.e., Rancho Los Encinos State Park) and natural reserves (Sepulveda Basin and Sepulveda Wildlife Reserve).

Within the Reseda-West Van Nuys-Lake Balboa CPA, commercial uses are concentrated along several main corridors, such as Reseda Boulevard, Lindley Avenue, White Oak Avenue, Louise Avenue, Sherman Way, Saticoy Street, and Vanowen Street. However, the Reseda Boulevard and Sherman Way corridors form the central commercial spine of the community and are often referred to as the Central Business District for this CPA. Commercial development in these areas include a mix of retail stores, services, offices, restaurants, and automotive uses. These buildings are one-to-two story commercial buildings. The Reseda Boulevard and Sherman Way intersections have taller commercial office buildings of two–three stories. The Van Nuys Airport (VNY) is a general aviation airport that is surrounded by single and multi-family residential uses, as well as industrial and employment uses within the Reseda-West Van Nuys-Lake Balboa CPA. Currently, the majority of the industrial uses in the immediate vicinity of the airport are designated as Light Manufacturing. In addition, there are several pocket parks that are dispersed through the entire Reseda-West Van Nuys-Lake Balboa CPA.

The Southwest Valley CPAs' transportation system includes a circulation network of freeways, highways, and surface roadways; a public transit system; bicycle routes; and a pedestrian circulation system of sidewalks and crosswalks. Major freeways are limited to I-405 and the U.S. 101 freeway, and State Route (SR) 27 traverses the Canoga Park-Winnetka-Woodland Hills-West Hills CPA. The street network is composed of arterial streets (Boulevards and Avenues), collectors, City-divided streets, and local streets. Generally, the streets are laid out along a north-south and east-west grid pattern. Most residential areas have access to the major commercial corridors and major arterials that connect to other areas.

There are several local bus lines that provide transit service along segments of Roscoe Boulevard, Strathern Street, Saticoy Street, Sherman Way, Vanowen Street, Victory Boulevard, Ventura Boulevard, Woodley Avenue, Balboa Boulevard, Reseda Boulevard, Tampa Avenue, Winnetka Avenue, De Soto Avenue, and Canoga Avenue. The Los Angeles County Metropolitan Transportation Authority, branded as Metro, is the county agency that plans, operates, and coordinates funding for most of the public transportation system in Los Angeles County. Metro offers local bus service for all of these corridors. The Metro G (Orange) Line is a bus rapid transit line that operates between the B (Red) Line station in North Hollywood to Chatsworth.

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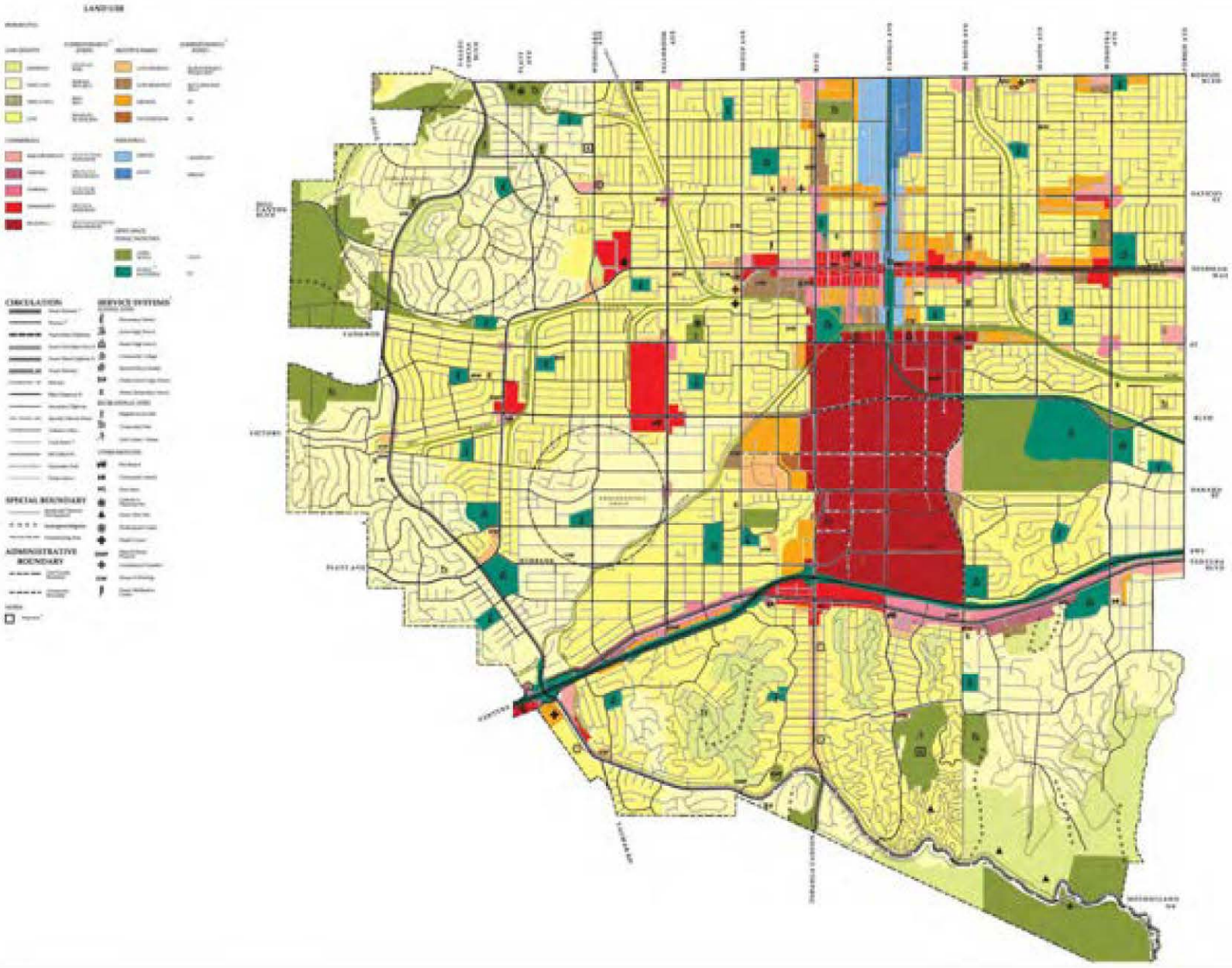
1 Encino Tarzana Community Plan. 1998. Available online at: https://planning.lacity.gov/odocument/7d419ea7-e1b9-400d-8f7e-ea7f39822527/Encino-Tarzana_Community_Plan.pdf, accessed February 2, 2026.

The Metro G Line travels along Canoga Avenue, Victory Boulevard, and Topham Street. Within the Southwest Valley CPAs, the Metro G Line includes eight stations, such as the Woodley and Balboa Stations, Sherman Way Station, Reseda Station, and the Tampa Station. There are also several bike paths that are classified by the City as Tier 1 within the Southwest Valley CPAs, including a Tier 1 (Protected Bicycle Lane) bike path that is adjacent to the Metro G Line route. There is another Tier 1 Bike Path along Variel Avenue, going north to south. Another Tier 1 Protected Bicycle Lane runs north to south along Reseda Boulevard.

The existing General Plan Land Use designations for the Southwest Valley CPAs are shown in **Figure 4.11-1, Existing Canoga Park-Winnetka-Woodland Hills-West Hills CPA Community Plan Land Use Designations**; **Figure 4.11-2, Existing Encino-Tarzana Community Plan Land Use Designations**; and **Figure 4.11-3, Existing Reseda-West Van Nuys-Lake Balboa Community Plan Land Use Designations**. **Table 4.11-1, Existing Land Use Designations**, lists the land use designation acreages and their percentages for the existing Southwest Valley CPAs.

Table 4.11-1
Existing Land Use Designations

	Canoga Park-Winnetka-Woodland Hills-West Hills		Encino-Tarzana CPA		Reseda-West Van Nuys-Lake Balboa CPA	
Residential	9,767	74	7,291	66	3,990	65
Industrial	125	1	28	<1	1,059	18
Open Space	801	6	2,942	23	337	6



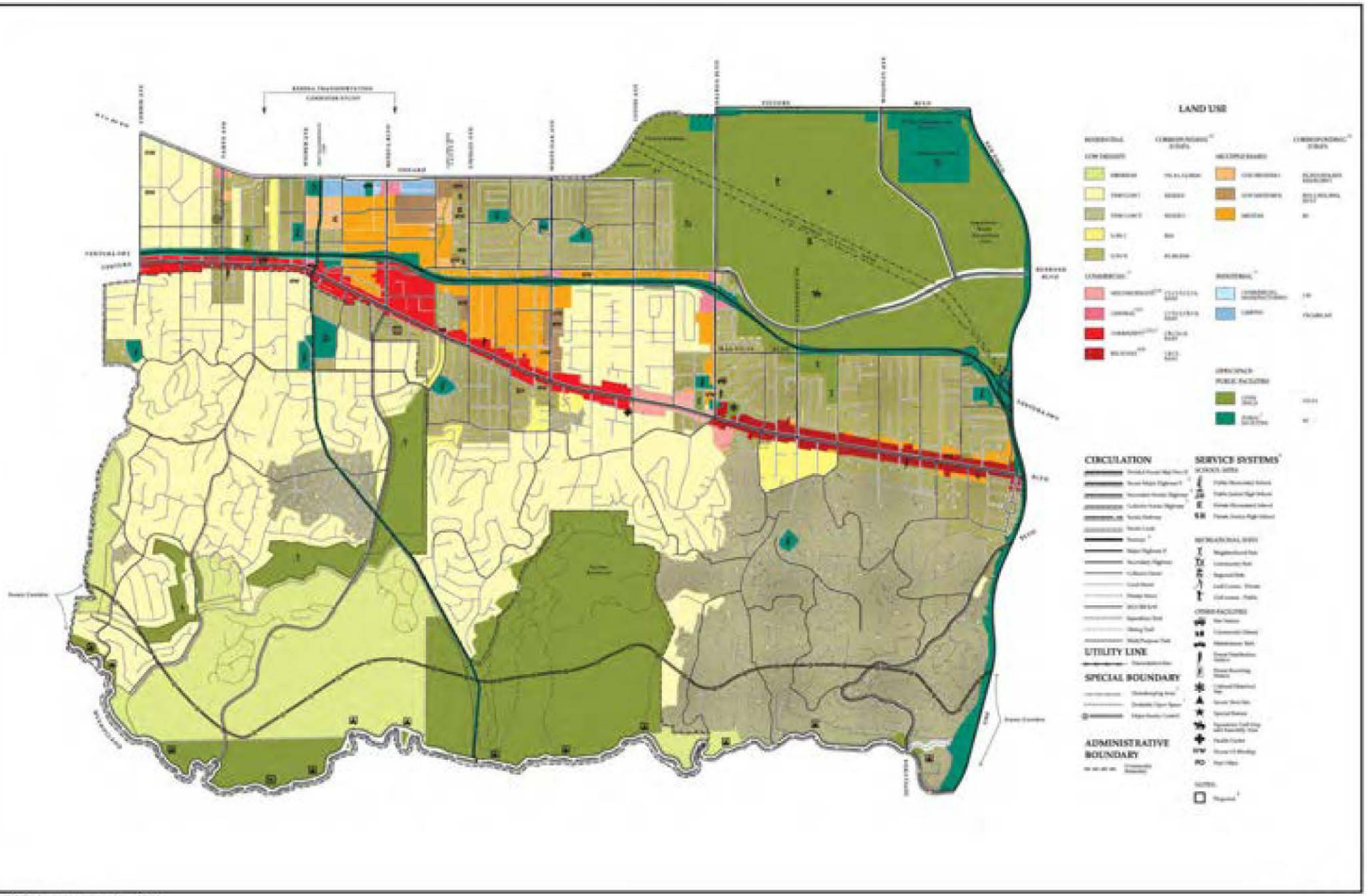
SOURCE: City of Los Angeles, 2013

FIGURE **4.11-1**

IMPACT SCIENCES

Existing Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Land Use Designations

1264.015•02/26



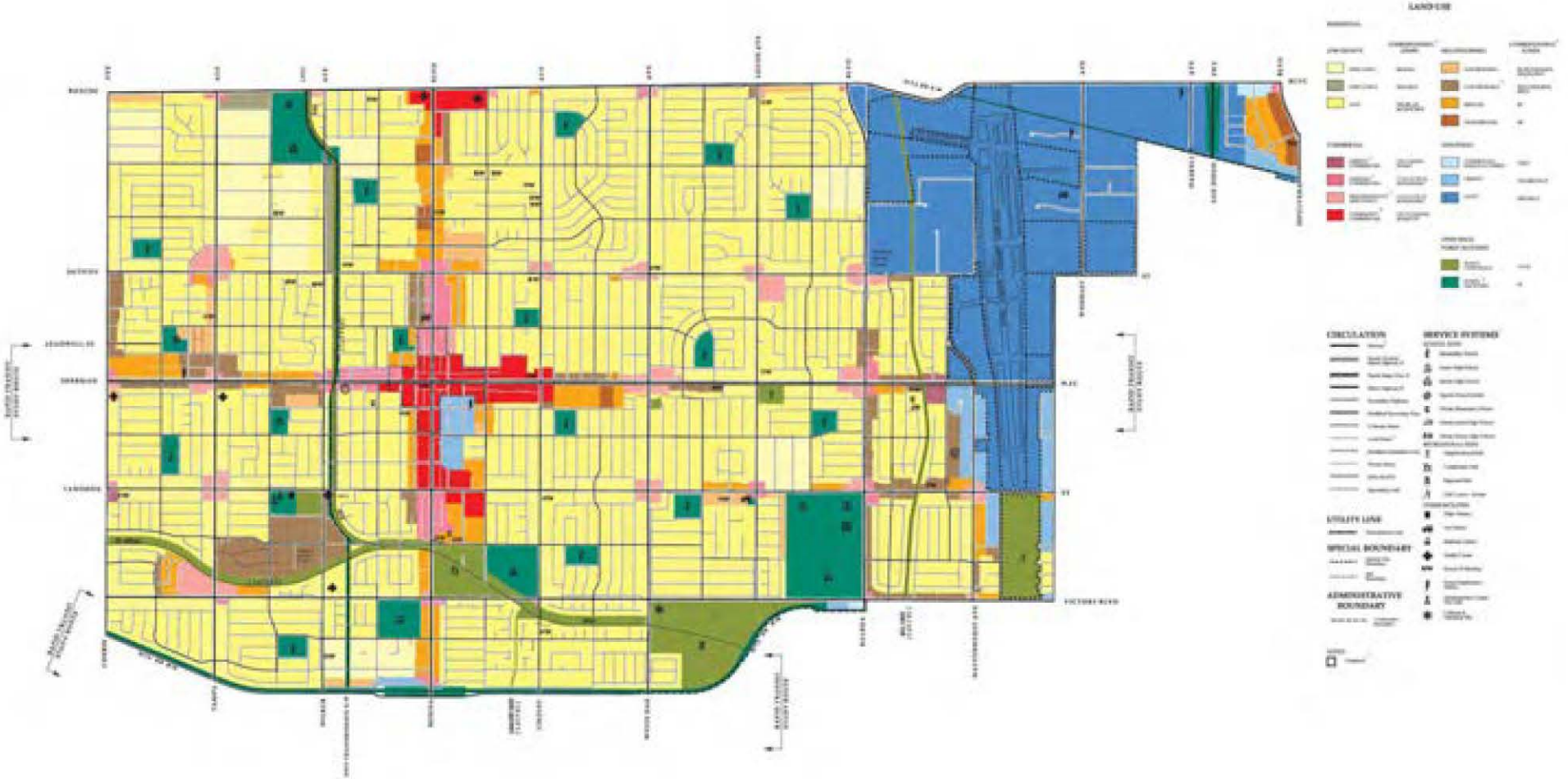
SOURCE: City of Los Angeles, 2010

FIGURE **4.11-2**

IMPACT SCIENCES

Existing Encino-Tarzana Community Plan Land Use Designations

1264.015•02/26



SOURCE: City of Los Angeles, 2010

FIGURE **4.11-3**

IMPACT SCIENCES

Existing Reseda-West Van Nuys Community Plan Land Use Designations

1264.015•02/26

Specific Plans/ Planning Overlays

There are several existing Specific Plan (SP) and Planning Overlay areas within the Southwest Valley CPAs, which are described below:

- **Ventura/Cahuenga Boulevard Corridor Specific Plan (adopted 2001)**: The Ventura/Cahuenga Boulevard corridor spans more than 17 miles in length from Woodland Hills to Studio City and traverses through the Canoga Park-Winnetka-Woodland Hills-West Hills CPA and the Encino-Tarzana CPA. The Specific Plan encompasses more than 1,200 acres of land and regulates over 4,300 individual parcels of land. It comprises parcels that front Ventura Boulevard as well as adjacent boulevards including Topanga Canyon Boulevard, Reseda Boulevard, Sepulveda Boulevard, and Van Nuys Boulevard. The majority of uses adjacent to these corridors are comprised of commercial uses, although some multi-family residential and mixed uses are dispersed throughout. Correspondingly, the SP currently designates these parcels as a variety of commercial-serving land use designations, such as Regional Commercial, Community Commercial, and Neighborhood Commercial land uses. In addition to the City's existing land use designations and regulations, the Ventura/Cahuenga Boulevard Corridor SP has an additional layer of land use regulations for properties that front Ventura Boulevard as well as parcels on adjacent boulevards, including Topanga Canyon Boulevard and Reseda Boulevard. These regulations address land use, building massing, height, parking requirements, signage, and landscaping for properties within the specific plan boundaries. For example, buildings within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA and the Encino-Tarzana CPA have a maximum height cap that ranges between 30 feet to 45 feet. Some segments of the corridor are designated as Pedestrian Oriented Areas, and the easternmost segment is designated as a Regionally Impacted Area. The purpose of the SP is to ensure that an equilibrium is maintained between the transportation infrastructure and land use development in the Corridor and within each separate community of the Ventura/Cahuenga Boulevard Corridor SP area. The SP includes building and site design guidelines and development limitations to promote multi-family and commercial development and a local circulation system of streets and alleys that are minimally impacted by the regional circulation system and reduce conflicts among motorists, pedestrians, and transit riders. The Ventura/Cahuenga Boulevard SP will be updated as part of the Proposed Plans and the SP's current regulations and standards will be updated to be consistent with the Proposed Plans.

- **Warner Center 2035 SP (adopted 2013)**: The Warner Center Specific Plan area is generally bounded by the Los Angeles River to the north, the Ventura Freeway to the south, De Soto Avenue to the east, and the west side of Topanga Canyon Boulevard to the west and comprises approximately 1,100 acres of area designated by the City of Los Angeles as Regional Center. The Warner Center 2035 SP's mixed-use transit-oriented development approach is intended to strengthen the City's Sustainable Community Strategy and in turn help the region in attaining its adopted goals and targets to reduce greenhouse gas emissions by concentrating development near transit infrastructure.

- **Mulholland Scenic Parkway SP (adopted 1992)**: The Mulholland Scenic Parkway Specific Plan established land use controls and a design review process tailored to ensure that development within the Parkway is compatible with the unique character of the Santa Monica Mountains.

- **Girard Tract SP (adopted 1989)**: The Girard Tract SP area is bound by Dumetz Road to the north, Topanga Canyon Boulevard to the west, Mulholland Drive to the west and south, and the Serrania

Avenue Park to the east. The SP provides uniform development standards for hillside lots in the Girard Tract.

- **Valley Circle/Plummer Street Scenic Corridor SP (adopted 1978)**: The Valley Circle/Plummer Street Scenic Corridor plan area generally includes a portion of Valley Circle Boulevard from Roscoe Boulevard to Plummer Street and a portion of Plummer Street from Valley Circle Boulevard to Topanga Canyon Boulevard. The SP includes width and improvement standards for the portions of Valley Circle Boulevard and Plummer Street within the plan area.

Additionally, there are four planning overlays that allow for tailored zoning regulations in localized areas within the Southwest Valley CPAs. Objective design guidelines and standards that are outlined for each planning overlay will be codified into the Form District and Frontage District regulations. These planning overlays will be integrated into the base zoning regulations. The planning overlays are listed and discussed below:

Canoga Park Commercial Corridor Community Design Overlay (CDO): The Canoga Park Commercial Corridor is located within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA and bounded by Sherman Way from Eton Avenue on the west to De Soto Avenue on the east. Land uses within this area are primarily commercial, with no bicycle facilities and some pedestrian facilities. The Canoga Park Commercial Corridor CDO is intended to improve the appearance and enhance the identity of the Canoga Park Commercial Corridor through application of design guidelines and standards. These guidelines and standards are designed to revitalize the area and transform an auto-oriented commercial environment into a more pedestrian-friendly, transit-supportive urban corridor, while allowing a wide range of commercial and mixed-use activities. Under the Proposed Plans, the [Q] Conditions associated with this CDO will be repealed and no longer apply; instead, its objective design guidelines and development standards will be streamlined and incorporated into the New Zoning Code as part of the Frontage District.

Downtown Canoga Park CDO: The Downtown Canoga Park CDO is similarly located within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA. The Downtown Canoga Park CDO is framed by Topanga Canyon Boulevard on the west, Canoga Avenue on the east, Wyandotte Street on the north, and Gault Street on the south. The design guidelines and development standards of the Downtown Canoga Park CDO fall within an overall design concept for Downtown Canoga Park based on pedestrian-oriented design and are consistent with the "Main Street" character of traditional downtowns. The Downtown Canoga Park CDO is complemented by the Downtown Canoga Park Streetscape Plan. Similar to the Canoga Park Commercial Corridor CDO, the [Q] Conditions associated with the Downtown Canoga Park CDO will be repealed and its objective design guidelines and development standards incorporated into the New Zoning Code.

Reseda Central Business CDO: The Reseda Central Business District CDO is located within the Reseda-West Van Nuys-Lake Balboa CPA and is bounded by Saticoy Street to the north, Lindley Avenue to the east, Kittridge Street to the south, and Wilbur Avenue to the west.

The Reseda Central Business District CDO establishes Design Guidelines and Standards for projects dealing with commercial properties. It aims to promote small-scale commercial retail character and provide the community with a planning tool focused on the revitalization of their business district. The Reseda Central Business District CDO is complemented by the Reseda Central Business District Streetscape Plan. Under the Proposed Plans, the [Q] Conditions associated with this CDO will be repealed and no longer apply, with relevant design standards integrated into the New Zoning Code's Frontage Districts.

River Improvement Overlay (RIO) District: The RIO District is a special use district that requires new projects to achieve points in three design categories: Watershed, Urban Design, and Mobility. The RIO also provides guidelines for new "complete" streets and includes a mobility strategy to ensure that the needs of pedestrians, bicyclists, transit riders, and vehicle drivers are considered when major projects or street improvements are undertaken. The RIO enables the City to better coordinate land use development all along the 32-mile corridor of the Los Angeles River that flows within the City's boundaries. The RIO includes all of the neighborhoods within the City of Los Angeles that are adjacent to the Los Angeles River. Portions of the RIO currently within the Southwest Valley CPAs will be amended to avoid redundancy, as its regulations regarding zoning will be incorporated directly into the New Zoning Code.

4.11.2 REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Land Use and Planning at the state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- California Government Code Section 65302 (General Plan)
- Senate Bill 375
- State Density Bonus Law (65915)
- Senate Bill 79
- Housing Accountability Act
- Senate Bill 35 (65913.4)
- Senate Bill 9
- California Government Code Section 66310 – 66342 (State Accessory Dwelling Unit (ADU) Law)

- Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
- City of Los Angeles General Plan
- Framework Element and relevant Chapters
- Circulation Element - Mobility Plan 2035
- Housing Element
- Los Angeles Municipal Code
- Overlays
- Health Element - Plan for a Healthy LA
- Citywide Design Guidelines

State

California Government Code Section 65302 (General Plan). California law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community's environmental, social, and economic goals. As stated in Section 65302 of the California Government Code, "The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principle, standard, and plan proposals." While a general plan will contain the community vision for future growth, California law also requires each plan to address the mandated elements listed in Section 65302. The mandatory elements for all jurisdictions are land use, circulation, housing, conservation, open space, noise, safety, and environmental justice.

Senate Bill 375. On September 30, 2008, Senate Bill (SB) 375 was instituted to help achieve Assembly Bill (AB) 32 goals through regulation of cars and light trucks. SB 375 aligns three policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) achievement of greenhouse gas (GHG) emission reduction targets for the transportation sector set forth in Assembly Bill (AB) 32. It establishes a process for the California Air Resource Board (CARB) to develop GHG emission reduction targets for each region (as opposed to individual local governments or households). SB 375 also requires Metropolitan Planning Organizations (MPO), such as SCAG, to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP) that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region.

SB 375 uses California Environmental Quality Act (CEQA) streamlining as an incentive to encourage residential or mixed-use residential projects, which help achieve AB 32 goals to reduce GHG emissions.

State Density Bonus Law (Government Code Section 65915). The State Density Bonus law (signed into law in 1979) requires jurisdictions to provide applicants with a density bonus, development incentives, or concessions for the production of housing development in which affordable housing units are also provided. Examples of eligible projects include 100 percent affordable housing developments, housing developments with 10 percent or more housing units for lower income households, 5 percent or more of the housing for very low-income households, and senior citizen housing. Multiple state bills have amended State Density Bonus Law significantly over the past decade to encourage municipalities to facilitate the production of affordable housing units through expanded eligibility and deeper density bonuses, incentives, and other concessions. The City has and continues to implement State Density Bonus Law and its amendments in various municipal code sections of the LAMC—the Citywide Housing Incentive Program adopted in early 2025 aims to ensure that the City implements the most recent version of State Density Bonus Law. On September 27, 2014, Governor Brown signed AB 2222, which amended sections of the State Density Bonus Law (Government Code Section 65915). AB 2222 requires that density bonus projects resulting in a loss of existing affordable and otherwise locally-regulated (i.e., rent-stabilized) housing units replace those units one-for-one. It also extended the affordability period from 30 to 55 years. Several other clarifications of the existing law are also included, but they were not judged to represent a change to current City policy.

Senate Bill (SB) 79. As previously described in **Section 3.0** (Project Description), SB 79 is a State law signed into law in October 2025 with an effectuation date of July 1, 2026, that establishes new development standards on land zoned for residential (including single-family residential zones), mixed, or commercial uses within specified distances of "transit-oriented development (TOD) stops" (as defined in Section 21064.3 Public Resources Code). Specifically, the bill provides guaranteed height, floor area ratio (FAR), and density standards for multi-family housing to encourage five to nine story developments near transit, with development standards scaled based on a project site's proximity to an eligible TOD stop within a half-mile radius. SB 79 also includes affordability requirements for projects with more than 10 units; labor requirements for buildings over 85 feet in height; and eligibility restrictions on industrial land, and projects with hotels. **Figure 3.0-4 (Reference Map for SB 79 TOD Stops)** in Section 3.0 (Project Description) identifies areas within the Plan Area that are subject to SB 79. Under this law, jurisdictions are allowed to delay the full effectuation of SB 79 and to exclude qualifying sites from eligibility until one year after they adopt a 7th cycle Housing Element (approximately 2030 for the City of Los Angeles), if the jurisdiction adopts a local ordinance that partially implements SB 79 while also expanding zoning capacity in areas exempt from delayed effectuation.

The delayed effectuation is intended to allow jurisdictions time to analyze the legislation and technical guidance from the California Department of Housing and Community Development (HCD), and to complete the necessary detailed parcel-level analysis for a potential local Alternative Plan. In June 2026, the City adopted the Phased Implementation Ordinance, which pauses full implementation of SB 79. The ordinance is paired with the Low-Rise Ordinance, which expands the existing Citywide Housing Implementation Program's (CHIP) Corridor Transition incentives to all residential zoned parcels in TOD "Opportunity Stations", which are TOD stop areas composed of majority Higher and Moderate Opportunity Area Census tracts as defined by California Tax Credit Allocation Committee (TCAC). The Low-Rise Ordinance temporarily replaces SB 79 and would permit the construction of mid-scale housing such as bungalow courts, row houses, townhomes, by offering density, height bonuses in exchange for including affordable housing. If a TOD Alternative Plan is not adopted within the required timeline (adoption of an Alternate Plan by 2030), then SB 79 regulations and development standards would apply to all eligible sites. The Proposed Project and No Project scenarios and their associated analysis in this Draft EIR take a conservative approach and consider the potential impacts of SB 79 regulations in their full effectuation.

Housing Accountability Act (Government Code Section 65589). The Housing Accountability Act (HAA) was originally signed into law in the early 1980s to highlight the State's critical need for housing production. However, over the past five years, various legislative amendments to the HAA (such as Assembly Bill 1893 adopted in 2024) strengthened the State's ability to impose housing-streamlining requirements on jurisdictions across California, as well as meaningful consequences for jurisdictions that do not comply with the law. The policy intent of the HAA is to increase approval and construction of new housing at all affordability levels, build more housing in urban areas, and provide additional protection for developments that include covenanted housing units for very low-, low-, or moderate-income households.[2] The law limits local governments' ability to deny or reduce the density of housing development projects that comply with existing State law (i.e. Density Bonus Law) or existing local zoning and general plan standards. Additionally, local governments may not take an action inconsistent with an adopted Housing Element or fail to implement Housing Element programs, which could render a City out of compliance with state law and be subject to potential consequences. This includes the effectuation of the "builders remedy," which strips jurisdictions of local zoning control.[3] The "builders remedy" limits a jurisdiction's ability to deny density bonus applications for new affordable and mixed-income housing

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2 California Department of Housing and Community Development, Housing Law Fact Sheet: Housing Accountability Act. April 2026 https://www.hcd.ca.gov/sites/default/files/docs/planning-and-community/housing-accountability-act.pdf

3 Los Angeles Department of City Planning, Fact Sheet: Housing Element Law. November 2024 https://planning.lacity.gov/odocument/7db47bad-1b4f-4d48-aa10-144450c42ff7/FD%20_HE%20Rezoning%20Law%20Fact%20Sheet%20110124%20.pdf

developments that may result in out-of-scale developments inconsistent with the existing and/or envisioned built environment and underlying zoning.

Senate Bill (SB) 9, Housing Opportunity and More Efficiency Act. SB 9 was signed into law in 2021, becoming effective January 2022. This law provides for a ministerial process, without discretionary review or a public hearing, to streamline the approval of two-unit developments and urban lot split projects on lots zoned for single-family residential uses that meet certain eligibility criteria. The law applies to single-family zoned sites that are not a historic resource or located in a historic district, or within the boundaries of wetlands, hazardous waste sites, floodways, conservation areas, or habitat areas for certain species. If an eligible site is located in a Very High Fire Hazard Severity Zone (and/or an Earthquake Fault Zone, and/or a special flood hazard area) the project may be permitted if it meets the criteria established in Government Code Section 65913.4. This law allows for a potential of up to four housing units on eligible single-family zone lots.[4]

State Accessory Dwelling Unit (ADU) Law. ADUs and Junior Accessory Dwelling Units (JADUs) are a form of housing permitted in zones that allow single-family and multi-family housing, as stipulated in California's Government Code Section 66310 - 66342. ADUs and JADUs can be detached from the primary dwelling structure, attached to the primary structure, or be converted from existing space (i.e., a garage). Between 2023 and 2025, multiple legislative updates to the ADU law became effective to streamline the approval processes and further accommodate the development of ADUs and JADUs throughout California. State ADU law sets the statutory minimum requirement and the allowable combinations of ADUs and JADUs on each single-family and multi-family zoned site. For example, on single-family lots, local jurisdictions must allow at least one ADU constructed from existing space, one JADU, and one newly constructed detached ADU (thereby allowing up to 4 dwelling units on sites that typically permit only the one primary dwelling unit). For multifamily lots, local agencies must permit at least one ADU constructed from existing non-livable space (or up to 25 percent of the number of multifamily units), and two detached ADUs.[5]

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4 Senate Bill 9 (Published 09/17/21), available online at: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220SB9, accessed July 14, 2026.

5 California Department of Housing and Community Development, Accessory Dwelling Unit Handbook, March 2026 https://www.hcd.ca.gov/sites/default/files/docs/policy-and-research/adu-handbook-update.pdf

Senate Bill (SB) 35 (Government Code section 65913.4). SB 35 was adopted in 2017 to address the state's housing shortage crisis. The law requires the availability of a "Streamlined Ministerial Approval Process" for developments in jurisdictions across California that have not yet made sufficient progress towards their allocation of their regional housing need (as established by each jurisdiction's RHNA allocation). Eligible developments must include a specified level of affordability (minimum of 50% of the total units calculated prior to any density increase), be on an urban infill site, comply with existing residential and mixed-use general plan or zoning provisions, and comply with other requirements such as locational and demolition restrictions.[6] Eligible developments are not subject to the California Environmental Quality Act (CEQA), and applicants may also request that their entitlement of their eligible development be approved through a streamlined, administrative process.[7]

Complete Streets Act. Assembly Bill 1358, the Complete Streets Act (Government Code Sections 65040.2 and 65302), was signed into law by former 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, the California Department of Transportation (Caltrans) unveiled a revised version of Deputy Directive 64, 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.

Regional

SCAG RTP/SCS. On April 4, 2024, the Southern California Association of Governments Regional Council adopted the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal 2024. The 2024–2050 RTP/SCS establishes a long-range, multimodal transportation and land use vision for the six-county SCAG region, including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, through the year 2050. The plan provides updated baseline population, housing, and employment projections that inform regional transportation investment decisions and support coordinated planning by state, regional, and local agencies. A central theme of the RTP/SCS is the integration of land use and transportation planning to reduce automobile

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6 California Department of Housing and Community Development, Final Updated Streamlined Ministerial Approval Process Guidelines, March 30, 2021 https://www.hcd.ca.gov/policy-research/docs/SB-35-Guidelines-Update-Final.pdf

7 Los Angeles Department of City Planning, SB 35 – STREAMLINED INFILL PROJECTS: Filing Instructions, April 7, 2026 https://planning.lacity.gov/odocument/23b09292-faf9-430c-ab0c-bd52a2f072bb/SB%2035%20Streamlined%20Infill%20Projects%20-%20Application%20Instructions.pdf

dependence and improve system efficiency. SCAG policies emphasize focusing growth in existing communities, job centers, and transit-served areas to reduce vehicle miles traveled and greenhouse gas emissions while improving mobility options.

Building on prior RTP/SCS efforts, Connect SoCal 2024 advances a core vision centered on maintaining and modernizing the transportation system, expanding transit and active transportation, and improving system performance and safety. The plan prioritizes transit investments, complete streets, goods movement improvements, and climate-resilient infrastructure to support economic vitality and environmental sustainability. Connect SoCal 2024 also incorporates enhanced strategies addressing housing-transportation coordination, equity, climate adaptation, and public health, with an emphasis on serving historically underserved and disadvantaged communities. The RTP/SCS includes performance-based targets aimed at reducing per-capita vehicle travel, lowering greenhouse gas emissions consistent with state law, and increasing access to jobs, services, and housing.

Regional Housing Needs Assessment (RHNA). The RHNA is a key tool used by SCAG and its member governments to plan for growth. The 6th cycle Final RHNA Allocation Plan was adopted by the SCAG Regional Council on March 22, 2021 (then updated July 1, 2021) and quantifies the need for housing within each local government under its jurisdiction between October 2021 and October 2029.[8] Cities and counties then plan and determine how they will address this need through the process of completing the housing elements of their general plans. The RHNA allows communities to anticipate growth, so that they can grow in ways that enhance quality of life, improve access to jobs, transportation and housing, and not adversely impact the environment. The RHNA is produced periodically by SCAG, as mandated by State law, to coincide with the region's schedule for preparing housing elements. It consists of two measurements: 1) existing unmet needs for housing and 2) future need for housing. Factors, such as overcrowding and cost burden, were included to better account for the deficit, which resulted in significantly larger 6th RHNA cycle allocations.[9] The City of Los Angeles's 2021-2029 Housing Element must accommodate a total of 456,643 units, of which 184,721 units must be affordable to lower income households (Very Low and Low levels).[10]

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8 Southern California Association of Governments, *6th Cycle Final RHNA Allocation Plan*, 2021, available online at: https://scag.ca.gov/sites/main/files/file-attachments/6th-cycle-rhna-final-allocation-plan.pdf?1625161899, accessed on February 4, 2026.

9 City of Los Angeles, *Housing Element 2021-2029, Chapter 1 Housing Needs Assessment*, available online at: https://planning.lacity.org/odocument/80dad37f-f499-4a28-893f-001e18e6fabd/Chapter_1_Housing_Needs_Assessment.pdf, accessed February 3, 2026.

10 City of Los Angeles, *Housing Element FAQ*, available online at: https://planning.lacity.org/plans-policies/housing-element-update#resources, accessed on February 3, 2026.

The 2021-2029 Housing Element includes multiple programs aimed at increasing zoning capacity to accommodate the City's housing needs through the end of the element's cycle. Programs such as the RHNA Rezoning Program (Program 121) and the Plan for Housing Growth and Place-Based Strategies in Community Plan Areas (Program 65) identify and direct 16 Community Planning efforts being carried out by the Department of City Planning, including the Southwest Valley Community Plan Areas, to develop land uses and zoning that, when adopted and implemented, will provide for more housing development opportunities near transit and jobs. These programs thus assist the City in meeting its RHNA allocation and accommodating the Plan Areas' anticipated growth.

Local

City of Los Angeles General Plan. The City of Los Angeles General Plan (General Plan), originally adopted in 1974, sets forth goals, objectives, policies, and programs to provide an official guide to the future development of the City, while integrating a range of state-mandated elements,[11] including Land Use, Circulation (Mobility Plan 2035), Housing, Conservation, Open Space, Safety, Noise, Air Quality, and Environmental Justice (Plan for a Healthy Los Angeles or Health and Wellness Element). The City's General Plan also includes the Framework Element, the Infrastructure Systems Element, and the Public Facilities & Services Element. Both the City's General Plan land use controls and the goals, objectives, and policies within individual elements of the General Plan include numerous provisions that are intended to avoid or reduce potential adverse effects on the environment. The elements that make up the City's General Plan are described in more detail below.

Framework Element

The City of Los Angeles General Plan Framework Element (General Plan Framework) establishes the conceptual basis for the City's General Plan. The General Plan Framework sets forth a Citywide comprehensive long-range growth strategy and establishes Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services. The General Plan Framework provides guidelines for future updates of the City's Community Plans and does not supersede the more detailed Community and Specific Plans.

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11 The term "element" refers to the topics that California law requires to be covered in a general plan. California State Legislature, *Government Code Section 65302*, 2022. Available online at: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=65302, accessed on February 3, 2026. In addition, State law permits the inclusion of optional elements which address needs, objectives or requirements particular to that city or county. California State Legislature, *Government Code Section* 65303, 1984. Available online at: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=65303&lawCode=GOV#:~:text=The%20general%20plan%20may%20include,of%20the%20county%20or%20city, accessed on February 3, 2026.

Land Use Chapter

The General Plan Framework Land Use Chapter designates Districts (i.e., Neighborhood Districts, Community Centers, Regional Centers, Downtown Center, and Mixed-Use Boulevards) that include standards and policies that shape the scale and intensity of proposed uses with the purpose of supporting the vitality of the City's residential neighborhoods and commercial centers. The establishment of the designated arrangement of land uses and development densities addresses an array of environmental issues, including, but not limited to: reductions in VMT, reductions in noise impacts, improved efficiency in the use of energy, improved efficiency and thus greater service levels within the infrastructure systems, availability of open space, compatibility of land uses, support for alternative modes of transportation, and provision of an attractive pedestrian environment.

Housing Chapter

The overarching goal of the General Plan Framework Housing Chapter is to define the distribution of housing opportunities by type and cost for all residents of the City. The General Plan Framework Housing Chapter recognizes that the distribution of housing in proximity to transit can reduce vehicle trips and provide residents with the opportunity to walk between their home, job, and/or neighborhood services. The Housing Chapter provides the following policies to achieve this goal through a number of measures:

- Concentrating opportunities for new development in the City's Neighborhood Districts and in Community Centers, Regional Centers, and the Downtown Center, as well as along primary transit corridors/boulevards;
- Providing development opportunities along boulevards located near existing or planned major transit facilities and areas characterized by low-intensity or marginally viable commercial uses with structures that integrate commercial, housing, and/or public service uses; and
- Focusing mixed uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.

Urban Form and Neighborhood Design Chapter

The General Plan Framework Urban Form and Neighborhood Design Chapter establishes the goal of creating a city that is attractive to future investment and a city of interconnected, diverse neighborhoods that builds on the strength of those neighborhoods and functions at both the neighborhood and Citywide scales. The purpose of the Urban Form and Neighborhood Design Chapter is two-fold: first, to support the population distribution principles of the General Plan Framework through proper massing and design of buildings and second, to enhance the physical character of neighborhoods and communities within the City. The General Plan Framework does not directly address the design of individual neighborhoods or

communities but embodies general neighborhood design and implementation programs that guide local planning efforts and lay a foundation for community plan updates. The Urban Form and Neighborhood Design Chapter encourages growth in areas that have a sufficient base of both commercial and residential development to support transit service. The existing and planned transit system provides the opportunity to concentrate development and conserve the existing character of stable neighborhoods.

Open Space and Conservation Chapter

The General Plan Framework Open Space and Conservation Chapter provides guidance for overall City provision of open space and sets forth policies for the protection of the City's natural environment resources. The Open Space and Conservation Chapter's objectives are oriented around the conservation of natural resources, provision of outdoor recreational opportunities, minimization of public risks from environmental hazards, and use of open space to enhance community and neighborhood character. Economic, social, and ecological imperative require the City to take full advantage of all existing open space elements. The ecological dimension is based on the improvement of water quality and supply, the reduction of flood hazards, improved air quality, and the provision of ecological corridors for birds and wildlife.

Economic Development Chapter

The General Plan Framework Economic Development Chapter includes goals, policies and objectives that address the appropriate land use locations for development. The Chapter also establishes mutual development objectives for land use and economic development. This Chapter sets forth policies for the development of an infrastructure investment strategy to support population and employment growth areas. The Chapter also includes goals, objectives, and policies focused on preserving commercial uses within walking distance to residential areas and promoting opportunities in areas where growth can be accommodated without encroaching on residential neighborhoods. It also focuses on establishing a balance of land uses that provide for commercial and industrial development which meet the needs of local residents, sustaining economic growth, and assuring maximum feasible environmental quality.

Transportation Chapter

The General Plan Framework Transportation Chapter includes proposals for major improvements to enhance the movement of goods and to provide greater access to major intermodal facilities. While the focus of the Transportation Chapter is on guidance for transportation investments, the Transportation Chapter also includes goals, policies and objectives that overlap with policies included in other Framework chapters of the General Plan Framework regarding land use patterns and the relationship of the pedestrian system to arrangement of land uses. The Transportation Chapter of the General Plan Framework is implemented through the General Plan's Mobility Plan 2035, which is a comprehensive update of the General Plan Transportation Element.

Infrastructure and Public Services Chapter

The General Plan Framework Infrastructure and Public Services Chapter addresses infrastructure and public service systems, including wastewater, stormwater, water supply, solid waste, police, fire, libraries, parks, power, schools, telecommunications, street lighting, and urban forests. For each of the public services and infrastructure systems, basic policies call for monitoring service demands and forecasting the future need for improvements, maintaining an adequate system/service to support the needs of population and employment growth, and implementing techniques that reduce demands on utility infrastructure or services. Generally, these techniques encompass a variety of conservation programs (e.g., reduced use of natural resources, increased site permeability, watershed management, and others). Strategic public investment is advocated in the Infrastructure and Public Services Chapter as a method to stimulate economic development as well as maintain environmental quality. Attention is also placed on the establishment of procedures for the maintenance and/or restoration of service after emergencies, including earthquakes.

Circulation Element - Mobility Plan 2035. The Mobility Plan 2035, adopted on January 20, 2016, and readopted September 7, 2016, is a comprehensive update of the General Plan Transportation Element. The Mobility Plan 2035 provides the policy foundation for achieving a transportation system that balances the needs of all road users, incorporates "complete streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets, in compliance with the Complete Streets Act (Assembly Bill [AB] 1358).

The purpose of the Mobility Plan 2035 is to present a guide to the future development of a Citywide transportation system for the efficient movement of people and goods. While the Mobility Plan 2035 focuses on the City's transportation network, it complements other components of the General Plan that pertain to the arrangement of land uses to reduce VMT and policies to support the provision and use of alternative transportation modalities. The Mobility Plan 2035 includes the following five main goals that define the City's high-level mobility priorities:

- Safety First;
- World Class Infrastructure;
- Access for All Angelenos;
- Collaboration, Communication, and Informed Choices; and
- Clean Environments and Healthy Communities.

Housing Element. The Housing Element of the General Plan is prepared pursuant to state law and provides planning guidance in meeting housing needs identified in the SCAG Regional Housing Needs Assessment (RHNA). The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create and preserve sustainable, mixed-income neighborhoods across the City. The goals of the 2021-2029 Housing Element are as follows:

- A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.
- A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.
- A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.
- A City that fosters racially and socially inclusive neighborhoods and corrects the harms of historic racial, ethnic, and social discrimination of the past and present.
- A City that is committed to preventing and ending homelessness.

Conservation Element. The City of Los Angeles General Plan includes a Conservation Element, which addresses the preservation, conservation, protection, and enhancement of the City's natural resources. Section 5 of the Conservation Element recognizes the City's responsibility for identifying and protecting its cultural and historical heritage. The Conservation Element establishes an objective to protect important cultural and historical sites and resources for historical, cultural, research, and community educational

purposes and a corresponding policy to continue protecting historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities. The Conservation Element refers to the Open Space Element for a discussion of open space aspects of the City, including park sites.

Health, Wellness and Equity Element - Plan for a Healthy LA. The Plan for a Healthy Los Angeles, the Health, Wellness and Equity Element of the City's General Plan, provides high-level policy vision, along with measurable objectives and implementation programs to elevate health as a priority for the City's future growth and development and complies with the requirements for the City to have an environmental justice element consistent with Senate Bill 1000. The Plan for a Healthy Los Angeles was originally adopted in 2015, and targeted amendments to the Plan were adopted by the City Council on November 24, 2021. Through a new focus on public health from the perspective of the built environment and City services, the City seeks to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The Plan acknowledges the relationship between public health and issues such as transportation, housing, environmental justice, and open space, among others. The Plan includes the following goals:

- Los Angeles, A Leader in Health and Equity;
- A City Built for Health;
- Bountiful Parks and Open Spaces;
- Food that Nourishes the Body, Soul, and Environment;
- An Environment Where Life Thrives;
- Lifelong Opportunities for Learning and Prosperity; and
- Safe and Just Neighborhoods.

Included in this General Plan Element are policies pertaining to the arrangement of land uses within the City and building design procedures.[12] As such, these policies address characteristics of the physical environment that contribute to public health.

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12 Los Angeles City Planning, *Plan for a Healthy Los Angeles, A Health and Wellness Element of the General Plan*, March 2015, Policy 2.2, Healthy building design and construction, page 42; and Policy 5.7, Land use planning for public health and GHG emission reduction, page 94, available online at: https://planning.lacity.org/plan-healthy-los-angeles#:~:text=As%20an%20Element%20of%20the,a%20technical%20update%20in%202021, accessed on February 5, 2026.

Los Angeles Municipal Code. All development activity on the Project site is subject to the City of Los Angeles Municipal Code (LAMC), particularly Articles 1 through 4 of Chapter 1, General Provisions and Zoning, also known as the City of Los Angeles Planning and Zoning Code. The LAMC defines the range of zoning classifications throughout the City, provides the specific permitted uses applicable to each zoning designation, and applies development regulations to each zoning designation.

The New Zoning Code is being implemented through the adoption of each Community Plan Update. The New Zoning Code will comprehensively update all sections of the existing Zoning Code to make the Code more streamlined, visual, and easier to use. The existing Zoning Code regulations for parts of the City within Community Plan Areas not undergoing an update are not being repealed as part of the New Zoning Code effort. The existing Zoning Code will continue to be located in Chapter 1 of the LAMC, while the New Zoning Code will be located in a new Chapter 1A of the LAMC applicable to each adopted Community Plan update.

Sustainable City pLAn (adopted 2015): The purpose of the City's Sustainable City pLAn is to integrate sustainability goals across City departments and align local policies with state and regional climate, land use, and transportation objectives. The pLAn promotes the development of compact, infill-oriented, and transit-supportive communities to reduce vehicle miles traveled, greenhouse gas emissions, and infrastructure costs. Key objectives include encouraging housing growth near jobs, transit, and services, and supporting land use patterns that enable walking, biking, and transit use. The pLAn emphasizes equitable access to housing, parks, healthy food, and community services, particularly in historically underserved neighborhoods. Policies support the advancement of complete communities by integrating land use planning with transportation, public health, and open space planning. It encourages adaptive reuse, mixed-use development, and efficient use of land to accommodate population growth while minimizing sprawl. Additionally, the pLAn supports climate-responsive land use strategies such as urban greening, heat-island reduction, and protection of environmentally sensitive areas.

Citywide Design Guidelines. The Citywide Design Guidelines serve to implement the General Plan Framework Element's urban design principles and are intended to be used by City of Los Angeles Department of City Planning staff, developers, architects, engineers, and community members in evaluating project applications, along with relevant policies from the Framework Element and Community Plans. By offering more direction for proceeding with the design of a project, the Citywide Design Guidelines illustrate options, solutions, and techniques to achieve the goal of excellence in new design. The Citywide Design Guidelines, which were initially adopted by the City Planning Commission in July 2013 and updated in October 2019, are intended as performance goals and not zoning regulations or development standards and, therefore, do not supersede regulations in the LAMC. The guidelines "carry out the common design objectives that maintain neighborhood form and character while promoting quality

design and creative infill development solutions" and are organized in relation to Pedestrian-First Design, 360 Degree Design, and Climate-Adapted Design. The Citywide Design Guidelines incorporate the goals of the previous Walkability Checklist and interact with other guidelines such as those found in Community Design Overlays.

Freeway Adjacent Advisory Notice for Sensitive Users (ZI No. 2427). Zoning Information File 2427 (ZI No. 2427) provides design and siting guidelines for discretionary residential projects and sensitive uses (i.e., schools, day care centers, and senior care centers) located within 1,000 feet of a freeway. ZI No. 2427 requires all projects seeking discretionary approval for which findings must be made regarding conformance to the General Plan to adhere to the Citywide Design Guidelines, including those that address freeway proximity.

Affordable Housing Linkage Fee Ordinance. On December 13, 2017, Mayor Eric Garcetti passed the Affordable Housing Linkage Fee Ordinance. The ordinance requires developers to pay a fee for new development projects in order to mitigate the need for affordable housing associated with the new project. The ordinance exempts new development projects with at least 40 percent moderate-income, 20 percent low-income, 11 percent very low-income, or eight percent extremely low-income dwelling units, public institution projects, hospitals, grocery stores, and other categories of development.

Residential Hotel Unit Conversion and Demolition Ordinance. The Residential Hotel Unit Conversion and Demolition Ordinance (RHO) prohibits conversion or demolition of dwelling units in a residential hotel without approval from the Los Angeles Housing Department (LAHD). The ordinance adds Article 7.1 to Chapter IV of the LAMC and amends Sections 91.106.4.1, 151.06, and 151.09.[13] The ordinance seeks to preserve dwelling units provided by residential hotels, which often serve as affordable housing for the very low income, elderly, and disabled.[14]

Rent Stabilization Ordinance. LAMC Chapter XV encodes the City's Rent Stabilization Ordinance (RSO). Generally, the Rent Stabilization Ordinance (RSO) applies to rental properties that were built on or before October 1, 1978, as well as replacement units. The RSO applies to most dwelling units with the exception of single-family homes that solely occupy a parcel and caps annual rent increases for continuing tenants based on the Consumer Price Index averaged for a 12-month period.

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13 City of Los Angeles, ZIMAS *Residential Hotel Unit Conversion And Demolition Ordinance*, available online at: https://zimas.lacity.org/documents/zoneinfo/ZI2353.pdf, accessed on February 5, 2026.

14 City of Los Angeles, *Los Angeles Housing + Community Investment Department*, 2018, available online at: https://housing.lacity.org/wp-content/uploads/2020/05/2018-2019_annual_report_regarding_the_low_and_moderate_housing_income_asset_fund.pdf?download=1, accessed on February 5, 2026.

City of Los Angeles Housing Element's RHNA Rezoning Program. The Housing Element RHNA Rezoning Program (Program 121) is Los Angeles' citywide initiative to align local zoning and housing policies with state housing goals. Established under the City's 2021–2029 Housing Element, the program ensures Los Angeles has the zoning capacity and regulatory tools needed to meet its Regional Housing Needs Assessment (RHNA) targets by 2025[15]. It includes several major programs established by ordinances—the Citywide Housing Incentive Program (CHIP), Housing Element Sites and Minimum Density Ordinance, and Resident Protections Ordinance—as well as updates to the Downtown and Hollywood Community Plans, all designed to increase housing opportunities, promote equitable growth, and protect renters.

The Housing Element Rezoning Program's goals are to create sufficient zoning capacity for new housing across income levels, advance fair and inclusive development, prevent displacement, and streamline the housing production process. The program seeks to ensure that future housing growth occurs in a way that supports affordability, sustainability, and access to opportunity throughout Los Angeles.

At the core of the program is the Citywide Housing Incentive Program (CHIP), which is comprised of implementation programs based on State Housing Element Law, Density Bonus Law, Housing, and other housing-related state laws. CHIP implementation programs include: the State Density Bonus Program (as previously mentioned above), the Mixed Income Incentive Program (MIIP), and the Affordable Housing Incentive Program (AHIP).

MIIP contains the Transit Oriented Incentive Program which establishes specific incentives and procedures for the local implementation of State Density Bonus requirements, pursuant to California Government Code, Chapter 4.3. (Density Bonuses and Other Incentives), Sec.65915(n). The program encourages the creation and development of restricted affordable units through mixed-income residential projects citywide by offering tailored incentives in areas throughout the City with high quality transit service. A qualifying residential project is eligible for specific development incentives known as Transit Oriented Incentive Sets based on a specific distance ranging from 750 feet to 2,640 feet from a "major transit stop" (as defined by state law).

Additionally, the AHIP program provides tailored land use incentives for development projects consisting of 100 Percent Affordable Housing units in areas identified to be Moderate, High, and Highest Resource areas by the State's Tax Credit Allocation Committee. AHIP expands the types of zones eligible for 100

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15 City of Los Angeles, Housing Element 2021-2029, Chapter 6, page 343, available online at: https://planning.lacity.gov/odocument/6fbfbbd0-a273-4bad-a3ad-9a75878c8ce3/Chapter_6_-_Housing_Goals,_Objectives,_Policies,_and_Programs_(Adopted).pdf

Percent affordable housing projects to "P" Parking zones and "PF" Public Facilities zones. The CHIP implementation programs were established by ordinance (Ordinance No. 188478) in February of 2025.

Value Capture Ordinance. On December 13, 2017, the City Council approved the Value Capture Ordinance (City of Los Angeles 2017). The ordinance requires residential and mixed-use development projects seeking a development density or FAR higher than permitted, through entitlements not subject to Measure JJJ such as Conditional Use Permits (CUPs) to provide a certain percent of restricted affordable dwelling units. The ordinance also provides an additional density bonus for projects that provide restricted affordable units beyond the minimum percentage required.[16]

4.11.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of *the State CEQA Guidelines*, the Proposed Plans would have a significant impact related to Land Use and Planning if they would:

- Physically divide an established community; and/or
- 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 effect.

4.11.4 METHODOLOGY

The discussion of a significant impact with regard to conflicts with any applicable land use plan, policy, or regulation serves two purposes: identifying significant impacts related to land use and compliance with *State CEQA Guidelines* Section 15125(d). Section 15125(d) requires that an EIR "discuss any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans." A conflict between a project and an applicable plan is not necessarily a significant impact under CEQA unless the inconsistency will result in an adverse physical change to the environment that is a "significant environmental effect" as defined by Section 15382. An inconsistency between a proposed project and an applicable plan is a legal determination that may or may not indicate the likelihood of a physical environmental impact. In some cases, an inconsistency may be evidence that an underlying physical impact is significant and adverse. For example, if a proposed project affected agricultural land, one standard for determining whether the impacts were significant would be to determine whether the project violated a plan or policy protecting agricultural land; the environmental impact, however, would be the physical conversion of agricultural land to non-agricultural uses. Similarly, an excerpt from the legal practice guide

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16 City of Los Angeles, *Value Capture Ordinance*, 2017, available online at: https://planning.lacity.org/ordinances/docs/ValueCapture/ProposedOrdinance.pdf, accessed on February 11, 2026.

Practice under the California Environmental Quality Act by the Continuing Education of the Bar illustrates the point:

> *...if a project affects a river corridor, one standard for determining whether the impact is significant might be whether the project violates plan policies protecting the corridor; the environmental impact, however, is the physical impact on the river corridor.*

Analysis of conflicts and consistency with applicable plans will be included in this impact section. Under State Planning and Zoning Law (Government Code Sections 65000, et seq.), strict conformity with all aspects of a plan is not required. Generally, plans reflect a range of competing interests and agencies are given great deference to determine consistency with their own plans. A proposed project should be considered consistent with a general plan or elements of a general plan if it furthers one or more policies and does not obstruct other policies. Generally, given that land use plans reflect a range of competing interests, a project should be compatible with a plan's overall goals and objectives but need not be in perfect conformity with every plan policy.

For the purpose of identifying significant impacts related to land use, impacts can be either direct or indirect. Direct impacts result in division of neighborhoods or communities, such as a community that could be physically divided by the construction of a new road, freeway, or railway that effectively isolates a portion of the community from the remainder of the community; or interference with land use plans, including habitat or wildlife conservation plans that result in significant environmental effects. Land use compatibility is typically addressed based on direct physical environmental impacts — primarily noise and air quality but also aesthetics, traffic, hazards, water quality, and other physical environmental issues (i.e., where one use generates physical impacts that could significantly adversely affect another use). These issues are generally addressed through existing regulations and policies and are comprehensively addressed in each environmental issue area in this document and summarized as applicable and appropriate in the discussion of Threshold 4.11-2 below. As related to the impact analysis, this section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation and are generally addressed in other topical sections of this EIR. For example, traffic impacts resulting from increased traffic as a result of reasonably anticipated development under the Proposed Plans would be discussed in **Section 4.14, Transportation and Traffic**, of this EIR; public service impacts resulting from increased demand from increased development under the Proposed Plans are discussed in the Public Services section of this EIR.

4.11.5 IMPACTS

Threshold 4.11-1 Would implementation of the Proposed Plans physically divide an established community?

No impact would occur.

The majority of the Southwest Valley CPAs are urbanized, with a mix of residential and commercial uses at varying densities and intensities, including some light industrial uses. An established community may be divided in multiple ways; actions that divide a community include constructing a new road, freeway, or railway through an established community, or adopting major changes to land use or zoning that result in radically different land use patterns inconsistent with existing development that impede access from one area of an established community to another area in the same community.

The Proposed Plans do not propose any substantial changes to roadways or circulation in the Southwest Valley CPAs. Specifically, the Proposed Plans do not involve the construction of, or propose, any new freeways, roadways, or transit infrastructure in the Southwest Valley CPAs that would physically divide or isolate existing communities.

The Proposed Plans include changes to land use and zoning in areas within the Southwest Valley CPAs; these changes would influence future land use and development patterns. Any development resulting from the changes in the Proposed Plans would not lead to land use or development patterns that would necessitate infrastructure changes that could physically divide an established community. As stated above, the Ventura/Cahuenga Boulevard Corridor SP's land use regulations and standards (applicable to the portion of Ventura Blvd. within the Plan areas) would be updated to be consistent with the Proposed Plans, ensuring land use compatibility with the SP area and its surrounding uses. The land use designations and policies established by other existing SPs within the Southwest Valley CPAs, such as the Warner Center 2035 SP, Mulholland Scenic Parkway SP, and Valley Circle/Plummer Street Scenic Corridor SP, would remain in place. The Proposed Plans would not introduce land use changes to the areas surrounding these SP areas that would create any physical barriers to the areas.

The Proposed Plans would also include boundary changes to the existing Reseda-West Van Nuy CPA. Specifically, the Proposed Plans would extend the northern boundary of the existing Reseda-West Van Nuys CPA to incorporate land from both the Mission Hills-Panorama City-North Hills Community Plan and the Northridge Community Plan. This boundary adjustment is proposed specifically to allow the entire Van Nuys (VNY) Airport Master Plan boundary to be located within a single Community Plan. This proposed boundary change places the VNY airport use all under one Community Plan and does not physically divide an established community. The land use designations, policies, and

development standards applicable to the VNY Plan area would remain in place under the Proposed Plans. Therefore, the Proposed Plans would not create any physical barriers to the VNY Airport Plan area.

The Proposed Plans would also extend the eastern boundary of the existing Reseda-West Van Nuys CPA eastward to align with the I-405 Freeway. This proposed boundary change intentionally aligns the shared boundary with the freeway right-of-way, recognizing the I-405 as the most linear and physically dividing feature demarcating the two Community Plans (Reseda-West Van Nuys-Lake Balboa CPA and Van Nuys-North Sherman Oaks CPA). The area is generally bounded by the Southern Pacific Railroad right-of-way to the north, the I-405 to the east, Victory Boulevard to the south, and Gloria and Valjean Avenues to the west. While the existing parcels designated Low Residential, Medium Residential, and Public Facilities in the area would be conserved, parcels designated as Low Medium II Residential and Medium Residential along Sherman Way and Vanowen Street would change to Low Neighborhood Residential and Medium Neighborhood Residential, respectively, and minor changes in development standards would apply. However, the Proposed Plans would not introduce land use designations that would significantly differ in permitted uses compared to existing conditions. Accordingly, the Proposed Plans would not introduce land use changes in this area that create any physical barriers to the area.

The Proposed Plans would not promote or support the construction of any barriers that would physically divide or separate any neighborhood from another in the Southwest Valley CPAs through changes to land use designation, zoning, or new policies. Rather, the Proposed Plans reinforce mobility, connectivity, and complete neighborhoods in the Southwest Valley CPAs by focusing new development in major transit nodes, along major corridors near public transportation, and allowing modest density increases paired with allowing small-scale and local-serving commercial uses on select single-family corridors.

The Proposed Plans identify "opportunity areas" within the Southwest Valley CPAs for targeted land use and zoning changes. These identified opportunity areas include properties surrounding the Reseda and Canoga Metro G Line stations and Ventura Boulevard. In general, targeted zone changes result in greater development potential through an increase in height, floor area ratio (FAR), and/or density for infill development or redevelopment projects in these areas. These land use and zoning changes would also increase mixed-use development potential along major corridors, such as Canoga Avenue, Topanga Canyon Boulevard, Sherman Way, and Reseda Boulevard. In addition, the Ventura/ Cahuenga Boulevard Corridor Specific Plan would be updated as part of the Proposed Plans to reflect these changes to height, FAR, density, and mix of allowable uses. No physical barriers would be introduced to the neighborhoods as a result of these changes, nor would these changes lead to development patterns that would divide or isolate existing established communities.

Development potential in specific transit nodes and corridors near public transportation would be increased as a result of the Proposed Plans. These changes focus on areas and parcels located near public transportation and Metro G Line stations, along commercial corridors, commercial centers, and in areas where underutilized parcels can be incentivized for jobs, housing, and mixed-use development to accommodate additional development potential. Many of these parcels are located near Metro stations, and developing jobs and housing near them would enhance mobility, reduce reliance on vehicles, and improve the jobs-housing balance. The Proposed Plans would also create opportunities to develop "missing middle" housing in existing lower-density residential areas surrounding commercial corridors and transit nodes, and on existing residential corridors that typically front multiple lanes of travel and are alley-loaded (alleys that run behind the buildings). Missing middle housing refers to a range of lower-scale multi-unit housing types that fall between traditional single-family homes and smaller-scale apartment buildings. Examples of missing middle housing types include duplexes, triplexes, townhomes, small lot homes, and courtyard apartments. By applying Low Neighborhood Residential and Low Medium Residential designations to corridors and transit nodes and allowing modest density increases in these areas, the Proposed Plans would provide a buffer between the more intense development closer to the corridor or station area and the lower-scale, primarily single-family development at its outskirts. This would also expand the housing mix and connect housing to neighborhood-serving uses near transit nodes and major commercial corridors, rather than dividing existing communities.

The potential increase in density and development potential in these areas within the CPAs would not radically change existing land use patterns; they currently exhibit land use patterns consistent with the proposed designations and would be able to support the increased density and development intensity. In many cases, the changes would make the designation for some areas more compatible with the existing built environment than the current designation. Changes in land use patterns would not physically divide an established community in the CPAs.

Finally, the Proposed Plans do not propose any new major transportation infrastructure in the Southwest Valley CPAs or any other kind of physical barrier. Therefore, the Proposed Plans would not physically divide an established community, and there would be no impact related to the division of an established community.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

No impact.

Threshold 4.11-2 **Would implementation of the Proposed Plans 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 effect?**

This impact would be less than significant.

The Proposed Plans would generally be consistent with the overall intent of applicable land use policies, goals, strategies, and/or objectives, including those contained in the City of Los Angeles General Plan and SCAG's RTP/SCS. Impacts related to conflict with applicable plans would be ***less than significant***.

The following section evaluates the potential for conflicts with land use plans or policies, consistent with 14 CCR, Section 15125(d), and for the purposes of analyzing the threshold question, focuses on aspects of such plans and polices that have the purpose of avoiding or mitigating one or more environmental effects.

Applicable land use plans that direct or guide development in the Southwest Valley CPAs and therefore could avoid or mitigate environmental effects include the 2024–2050 RTP/SCS (Connect SoCal 2024), Complete Streets Act (as implemented through the City's Mobility Plan 2035), 2022 AQMP,[17] the City's General Plan, and relevant Zoning Ordinances. This section includes a consistency analysis for the RTP/SCS and the City's General Plan. Section 4.2, Air Quality, discusses the Proposed Plans' consistency with the 2022 AQMP and Section 4.14, Transportation and Traffic, discusses the Proposed Plan's consistency with the City's Mobility Plan 2035.

SCAG RTP/SCS. The Southwest Valley CPAs are located within the six-county region that comprises the SCAG planning area. SCAG has adopted RTPs since 1976, but the Sustainable Communities and Climate (SCS) Protection Act of 2008, also known as SB 375, required SCAG to prepare an SCS as an integral part of its RTP. The 2024–2050 RTP/SCS seeks to balance the region's future mobility and housing needs with economic, environmental, and public health goals. The 2024–2050 RTP/SCS envisions growing more compact communities in existing urban areas with efficient public transit and safe mobility opportunities and preserving open space and natural lands. Major themes include integrating transportation investments and future land use patterns, striving for sustainability, providing more transportation choices, responding to demographic and housing market demand for smaller-scale housing and a more walkable lifestyle, supporting economic growth with infrastructure, and improving public health.

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17 South Coast Air Quality Management District, 2022 *Air Quality Management Plan (2022 AQMP)*, December 2022, available online at: www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16, accessed on February 2, 2026.

The Proposed Plans meet SCAG's criteria for a regionally significant project; therefore, the following analysis is completed with respect to the 2024–2050 RTP/SCS. **Table 4.11-2, Consistency of Proposed Plans with Connect SoCal 2024**, provides an analysis of the Proposed Plans' consistency with the 2024–2050 RTP/SCS.

Table 4.11-2
Consistency of Proposed Plans with Connect SoCal 2024

Goal	Project Consistency
Goal 1 Mobility: Build and maintain a robust transportation network.	Consistent: The Proposed Plans would maintain the existing transportation network within the CPAs, such as the existing major corridors, transit stations and routes, existing protected bicycle infrastructure, and pedestrian infrastructure. The Proposed Plans would not conflict with or interfere with any adopted policies, plans, or programs related to existing transportation facilities within the Southwest Valley CPAs. Rather, the Proposed Plans encourage the creation of complete and active neighborhoods through pedestrian-oriented design and development standards. Implementation of these complete and active neighborhoods would expand opportunities for affordable housing near transit stations and major corridors, thereby increasing the use of the existing transportation network.
Goal 2 Communities: Develop, connect and sustain communities that are livable and thriving.	Consistent: The Proposed Plans would introduce small-scale commercial uses along strategic residential corridors to encourage walkable communities and connection for neighborhoods to more easily access goods and services. This strategy is proposed to be applied through the Low Neighborhood Residential and Medium Neighborhood Residential land use designations, which will remain primarily residential but will allow limited local-serving commercial uses. The Proposed Plans would also implement land use policies that would encourage sustainable land use patterns that leverage transit and open space resources and access to housing and jobs. Additionally, effects to any historic properties within the Southwest Valley CPAs may be minimized through project review for future development on such a site on a project-by-project basis.
Goal 3 Environment: Create a healthy region for the people of today and tomorrow.	Consistent. Policies under the Proposed Plans aim to address the intersection between land use, public health, and the environment from an equity lens and consider both existing land use conflicts and evolving land use planning priorities. The Proposed Plans would implement land use designations to help reduce vehicle miles traveled and resulting emissions by directing affordable housing and commercial development around transit nodes (i.e., Metro G Line and bus lines) to enable more residents to access commercial uses, community spaces, and non-vehicle modes of transportation. Applying Low Neighborhood Residential and Low Medium Residential designations would facilitate missing middle housing development, providing a diversity of housing typologies in the identified opportunity areas (i.e., residential corridors, commercial corridors, and transit nodes) by increasing residential development potential in and near these areas. Implementing these land use designations would also allow limited small-scale commercial uses within these opportunity areas. In addition, the creation of mixed-use commercial centers would be encouraged under the Proposed Plans to facilitate development of affordable housing units within opportunity areas that have walkable access to transit stations, major commercial corridors, and regional centers. The Southwest Valley CPAs promote a greater jobs-housing balance, public health, and environmental sustainability outcomes consistent with the General Plan's Health Element and the City's Sustainable City pLAn. Policies under the Proposed Plans also encourage sustainable and green building practices for future development.
Goal 4 Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents.	
Policy 09. Encourage residential and employment development in areas surrounding existing and planned transit/rail stations.	

Goal	Project Consistency
Policy 32: Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities.	Consistent. The Proposed Plans would introduce zoning to accommodate the construction of more residential units, including affordable housing, and would also accommodate future population growth. Under the Proposed Plans, areas surrounding certain transit stations for the Metro G Line and areas along major corridors (i.e., Ventura Boulevard) would be identified as opportunity areas for greater future development potential with commercial uses and residential uses that include affordable units.
Policy 35: Encourage housing development in areas with access to important resources and amenities (economic, educational, health, social and similar) to further fair housing access and equity across the region. **Policy 36:** Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities.	Consistent. The Proposed Plans' goals and policies explicitly seek to expand housing development opportunities and a diversity of housing types throughout the community, including mixed-income housing in opportunity areas where residents have better access to employment, services, and amenities. Accordingly, the Proposed Plans promote complete neighborhoods with accessible commercial services, parks, schools, and supportive services within walking or biking distance of residential areas. The housing goals of the Southwest Valley CPAs support a range of housing options, including affordable housing units and missing middle housing development, and encourage locating higher residential densities around commercial centers and transit nodes (i.e. Metro G Line stations and major bus corridors) that are proximate to job centers, educational facilities, healthcare services, and community services.
Policy 37. Support local, regional, state and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region.	Consistent. The Proposed Plans would facilitate new construction of affordable housing units across all of the Southwest Valley CPAs by increasing the development potential (i.e., height, FAR, and density) for future residential development projects that include affordable housing units, within identified opportunity areas. The Proposed Plans' increased development potential would create more housing capacity for a mix of new residential units and would also assist the City in meeting its Regional Housing Needs Allocation (RHNA) obligation mandated by the State, as discussed in **Section 4.13, Population and Housing.**
Policy 38: Prioritize communities that are vulnerable to displacement pressures by supporting community stabilization and increasing access to housing that meets the needs of the region. **Policy 41:** Support efforts to increase housing and services for people experiencing homelessness across the region.	Consistent. The Proposed Plans incorporate land use policies aimed at preserving existing neighborhoods while creating more housing development capacity to accommodate a diversity of housing types and affordability levels, which helps mitigate displacement pressures in areas with historically limited housing capacity and housing unit options. In addition, the Proposed Plans integrate policies to support neighborhood stability and equitable access to resources by enhancing community infrastructure (i.e. Metro G Line station areas and transit nodes), promoting complete neighborhoods, and encouraging preservation-oriented strategies where displacement risk may be higher (i.e. existing multi-family housing subject to the City's RSO ordinance). The Proposed Plans also incorporate land use policies that the supports the development of transitional housing, emergency shelters, and social service sites that serve those experiencing homelessness.
Policy 48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience.	Consistent. Future development associated with the Proposed Plans that would be required to implement stringent sustainable and energy efficiency measures required pursuant to updated California's Green Building Standards Code (CALGreen; California Code of Regulations, Title 24, Part 11) requirements, which would reduce the energy and indoor water usage demand of new buildings constructed in the Plan Area. Future development projects would also be required to comply with all applicable measures in the California Building Code (CBC), which requires newly constructed buildings to meet energy performance standards set by the State Energy Commission.
Policy 50. Recognize and support the diversity of communities across the region by promoting local place-making, planning and development efforts that advance equity, mobility, resilience and sustainability	Consistent: See response to Goals 3 and 4.

Goal	Project Consistency
Policy 59. Support conservation of habitats that are prone to hazards exacerbated by climate change, such as wildfires and flooding	Partially Consistent. The Proposed Plans incorporate land use policies that protect existing habitats and communities from the impacts of climate change. These policies include continued evaluation of existing habitat areas and identification of important areas for supporting habitat and wildlife corridors. Hillsides in the Southwest Valley CPAs, along with a portion of Ventura Blvd., are designated Very High Fire Hazard Severity Zones, which are areas that must comply with the State and City's Fire Codes. The Proposed Plans aim to minimize the impact of wildfires by preserving the existing low-density conditions of the hillsides and directing away density and development potential increases towards commercial corridors and transit nodes in the flatlands of the CPAs, such as along Ventura Boulevard and areas surrounding Metro G Line stations. The Proposed Plans also encourage continued coordination with other City departments to assess preparedness for hazards exacerbated by wildfires and flooding. See **Section 4.18, Wildfire**, for a more detailed discussion related to Wildfires.
Policy 62. Encourage the conservation and viability of agricultural lands to protect the regional and local food supply and ensure the sustainability of local agriculture as a vital part of the region's economy	Consistent. The Southwest Valley CPAs contain approximately 224.2 acres of FMMP-designated farmland (159.15 acres Prime Farmland and 65.61 acres Unique Farmland); however, the majority of these mapped farmland parcels are not in active agricultural use and are instead located within residential neighborhoods or within areas under federal or institutional jurisdiction, such as the Sepulveda Dam Basin Recreation Area. The Proposed Plans would rezone existing farmland-designated parcels to equivalent New Zoning Code designations (e.g., A1, A2, and RG2 Use Districts) that continue to permit agricultural uses and would not convert any FMMP-designated farmland to non-agricultural use. See also **Section 4.2, Agricultural Resources and Forestry**.

Source: SCAG, 2024–2050 RTP/SCS, 2025, Impact Sciences, 2026

City of Los Angeles General Plan, Framework Element. The Framework Element contains goals, objectives, and policies related to land use that address the issues of land use distribution, policies specific to Framework land use designations, and density. The primary objectives of the policies in the Framework Element's Land Use Chapter are to support the viability of the City's residential neighborhoods and commercial centers, and, when growth occurs, to encourage sustainable growth in a number of higher-intensity commercial and mixed-use districts, centers and boulevards and industrial districts. The Framework Element seeks to focus this growth to areas in proximity to transportation corridors and transit stations. The Framework's key guiding principles, along with their relationship to the Proposed Plans, are presented below:

Grow strategically. Growth should be focused on a number of higher-intensity commercial and mixed-use districts, centers, and boulevards, particularly in proximity to transportation corridors and transit stations. This links new development with available infrastructure and encourages more walkable and transit-friendly neighborhoods. New development in walkable and transit-oriented areas helps reduce residents' and visitors' reliance on vehicles and minimizes the need for new vehicle-oriented infrastructure.

- The Proposed Plans would increase development potential for a variety of mixed-use development in areas designated Regional Center, Neighborhood Center, Community Center, Villages, and along major corridors and transit stations. The Proposed Plans would direct new higher-intensity development into these specific opportunity areas of the Southwest Valley CPAs, such as major commercial corridors, High Quality Transit Areas, and transit stations for the Metro G Line. Additionally, the existing lower-intensity residential neighborhoods within the Southwest Valley CPAs would be maintained and preserved. Conservation of the majority of the existing residential density is proposed for most of the Southwest Valley CPA's existing Low Residential, Very Low Residential, and Minimum Residential designated areas. The Proposed Plans would also encourage missing middle housing development opportunities to provide additional housing opportunities and would also create a buffer between residential areas and the more intense development closer to a commercial corridor or station area. The Proposed Plans would also preserve existing open spaces within the Southwest Valley CPAs, particularly the open spaces in the hillsides of Bell Canyon and the Santa Monica Mountains. Additionally, designated historic resources within the Southwest Valley CPAs would be preserved.

Conserve existing residential neighborhoods. By focusing much of the City's growth and development potential in centers and along commercial corridors, the City can better preserve the existing scale and character of the majority of the existing single-family and lower-to-medium density neighborhoods. The elements that contribute to the unique character of different residential neighborhoods should be identified and preserved whenever possible.

- The Proposed Plans would maintain and preserve the majority of the existing low-density neighborhoods in the Southwest Valley CPAs. Although the Proposed Plans would introduce small-scale commercial uses through the Low Neighborhood Residential and Medium Neighborhood Residential land use designations, these uses would be strategically placed along specific corridors to encourage walkable communities where residents are able to more easily access goods and services. These goods and services are also limited to small-scale commercial uses (i.e., cafes, restaurants, small-scale retail, and salons) and are aimed at being cohesive with the neighborhood character of existing residential uses. The majority of existing Very Low Neighborhood and Low Residential land use designations would be preserved. Thus, the Proposed Plans aim to preserve neighborhood character and ensure new development is cohesive and will improve the consistency of land uses within the Southwest Valley CPAs. This is consistent with Objective 3.7 of the Framework: "allow for growth in areas where there are sufficient public infrastructure and services, and the residents' quality of life can be maintained or improved."

Balance the distribution of land uses. Maintaining a variety of land uses is crucial to the long-term sustainability of the City. Commercial and industrial uses contribute to a diverse local economy, while residential uses provide necessary housing for the community. Integrating these uses within smaller geographical areas can better allow for a diversity of housing types, jobs, services, and amenities.

- The Proposed Plans maintain a variety of land uses by conserving the majority of existing single-family neighborhoods, and preserving existing public facilities, commercial uses, light industrial areas, and open space. The Proposed Plans promote residential and commercial development opportunities in areas served by the Metro G Line and other transit lines. The Proposed Plans would also improve corridor consistency by increasing density and height, and by introducing new residential or commercial uses to align with General Plan Land Use designations.

Enhance neighborhood character through better development standards. Better development standards will improve both the maintenance and enhancement of existing neighborhood character and ensure a high level of design quality in new development.

- The Proposed Plans include objective development standards in the new zoning districts, such as form districts, frontage districts and development standards districts that aim to revitalize existing neighborhood character and promote compatible new development. The development standard districts are part of the new zoning string that will be applied to all properties in the Southwest Valley CPAs with standards that are objective and tailored to the needs of each corridor and neighborhood. The Proposed Plans would help to preserve the existing character of the low-density neighborhoods that are dispersed throughout the CPAs by limiting changes to development standards for very-low and low-residential uses. Modest increases in height and density will be implemented for properties along neighborhood commercial corridors that are adjacent to low-density neighborhoods. Additionally, the Proposed Plans would apply regulations that create continuity between new and existing buildings by requiring buildings to step back after the first two stories in Village Land Use Designation areas, and requiring buildings to have higher ground floor transparency requirements and locating the parking at the rear of the building in all mixed-use Land Use Designation areas.

Create more small parks, pedestrian districts, and public plazas. While regional parks and green networks are an important component of the City's open space strategy, more small-scale, urban open spaces must be developed as well, as they are crucial to the quality of life of the City's residents. There are many opportunities at the community level to create public small parks as part of new developments, to enhance pedestrian orientation in key commercial areas, and to build well-designed public plazas.

- The Proposed Plans' policies support the preservation of the existing small parks, while also expanding pedestrian orientation and supporting access to existing public plazas within the Southwest Valley CPAs. However, much of the Southwest Valley CPAs are urbanized. The new zoning developed for the commercial corridors and opportunity areas within the Southwest Valley CPAs would incentivize future development projects to provide a minimum amount of publicly accessible open space on the ground floor. The Proposed Plans include policies to improve and expand the public realm in order to support an accessible and pedestrian friendly environment. The Proposed Plans also encourages new developments to integrate pedestrian amenities, outdoor plazas and public areas. Furthermore, pedestrian orientation along certain commercial corridors (i.e. Ventura Boulevard, Reseda Boulevard, Sherman Way and Owensmouth Avenue) within the historic downtown of each CPA would be preserved, enhanced, and expanded through design standards, such as maintaining uniform street frontage and locating parking at the rear of lots.

Improve mobility and access. The City's transportation network should provide adequate accessibility to jobs, services, amenities, open space, and entertainment, and maintain acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles. Attainment of this goal necessitates a comprehensive program of physical infrastructure improvements, traffic systems management techniques, and land use and behavioral changes that reduce vehicle trips. An emphasis should be placed on providing for and supporting a variety of travel modes, including walking, bicycling, public transit, and driving.

- The Proposed Plans aim to enhance mobility by expanding residential uses near transit service along major corridors and by prioritizing pedestrian safety and comfort to encourage walking. The Plans' focus on future growth includes areas that are well served by transit and also includes the establishment of pedestrian-oriented development standards for new development to encourage transit ridership, walking, and bicycling. The Proposed Plans promote an efficient circulation system with safe, clean, and well-maintained streets that provide enhanced access and connectivity. The Proposed Plans also encourage the use of other alternative modes of transportation that reduce vehicle trips. Specifically, the Proposed Plans incentivize mixed-use development around Metro G Line stations and transit nodes, offering residents, employees, and visitors mobility choices that enable them to reduce the number and length of vehicle trips.

Identify a hierarchy of commercial Districts and Centers. The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy, which includes Neighborhood Districts, Community Centers, Regional Centers, and Mixed-Use Boulevards, has helped shape the development and urban form of the City and will continue to do so in the future. Understanding this hierarchy helps us better understand the roles that these different types of "activity centers" play within our communities so that their unique characteristics can be enhanced.

- The Proposed Plans primarily direct new development opportunities around transit stations and along mixed-use corridors with bus lines in the areas proposed to be designated Regional Center, Community Center, Neighborhood Center, and Villages. Less intense commercial areas will be maintained as neighborhood serving places with mostly low-rise buildings.

Housing Element. The Housing Element (i.e., The Plan to House LA) embodies the City's housing goals and policies and identifies the more detailed strategies the City will implement to achieve them. One of the primary goals of the Housing Element is to encourage a range of housing opportunities for all income groups. The Proposed Plans accommodate housing opportunities for a range of income levels, including mixed-income and affordable housing. The Proposed Plans would increase development potential for housing in targeted opportunity areas, allowing the Southwest Valley CPAs to accommodate additional housing units pursuant to SCAG's RHNA allocation and growth projections, thereby implementing the goals of the Housing Element. Therefore, the Proposed Plans would be consistent with the City's Housing Element.

Health, Wellness, and Equity Element. The Health Element (i.e., Plan for a Healthy Los Angeles) outlines a series of policies intended to guide development and community planning in all neighborhoods, including neighborhoods within the Southwest Valley CPAs, by promoting healthier built environments, addressing social determinants of health, and reducing disparities in access to health-promoting resources. The Proposed Plans establish a direction for sustainable urban development to minimize environmental impacts and improve residents' health outcomes. The Proposed Plans aim to help reduce vehicle miles traveled and resulting emissions by directing new housing and commercial development around transit nodes (i.e., Metro G Line and bus lines) to enable more residents to access commercial uses, community spaces, institutional resources, and non-vehicle modes of transportation. Additionally, the Proposed Plans include policies for building design and landscaping based on the local environment and seek to support community revitalization and beautification, promote access to public and recreational facilities, and improve the overall quality of life. Therefore, the Proposed Plans would be consistent with the policies in the Plan for a Healthy LA.

Open Space Element. The Open Space Element (i.e., Open Space Plan) provides a guide for the identification, preservation, conservation, and acquisition of open space. The Proposed Plans include goals and policies that aim to preserve the existing parks and open spaces and improve public access to parks and public plazas. Additionally, the Proposed Plans seek to support urban habitats and opportunities for recreation by redesignating existing open space owned by the Santa Monica Mountains Conservancy from residential land use designations to the Open Space land use designation. Therefore, the Proposed Plans would be consistent with the Open Space Element.

Other Plans/Ordinances. See also **Section 4.1, Aesthetics; Section 4.3, Air Quality; Section 4.9, Hazards and Hazardous Materials; Section 4.10, Hydrology and Water Quality; Section 4.12, Noise and Vibration, Section 4.15, Transportation and Traffic, and Section 4.18, Wildfire,** for discussions and/or consistency analysis of other elements of the City's General Plan and relevant regional plans, including the Mobility Plan 2035, Safety Element, Health Element, the Congestion Management Plan, the Noise Element and noise ordinance, the South Coast Air Quality Management District (SCAQMD) plan, and other City ordinances.

As described above, the Proposed Plans would not conflict with applicable local and regional plans and policies. Thus, impacts related to conflicts with land use plans and policies would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.11.6 CUMULATIVE IMPACTS

The cumulative analysis for land use and planning considers the regional context. As discussed above, the Proposed Plans would be consistent with local and regional plans, policies, and regulations. In addition, the proposed land uses and future growth under the Proposed Plans would be compatible with the existing land uses in the Southwest Valley CPAs. The cumulative analysis for potential land use conflicts is localized. The Proposed Plans would not intensify development in the vast majority of existing single-family residential neighborhoods and instead focuses growth on opportunity areas, such as existing high-density regional centers, areas surrounding Metro G Line stations, and commercial corridors served by transit. Thus, any conflicts with existing land use policies would be minimal, and the Proposed Plans would not result in a substantially increased potential for land use conflicts and nuisance relationships between existing and future uses. Furthermore, future development occurring in areas where changes are proposed would be subject to use restrictions and development regulations tailored to those areas. As discussed above, no significant land use and planning impacts are expected to result from the implementation of the Proposed Plans. Therefore, cumulative impacts related to land use and planning would be less than significant and would not be cumulatively considerable.

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4.12 NOISE AND VIBRATION

INTRODUCTION

This section evaluates noise and groundborne vibration impacts resulting from construction and operation within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area, the Encino-Tarzana Community Plan Area, and the Reseda-West Van Nuys-Lake Balboa Community Plan Area, collectively identified as the Southwest Valley Community Plan Areas (CPAs), and evaluates potential impacts resulting from the Southwest Valley Community Plans Update hereinafter, collectively referred to as the "Southwest Valley Community Plans" or "Proposed Plans." Noise monitoring data and calculations are included in **Appendix 4.12, Noise Data,** of this Draft Environmental Impact Report (Draft EIR). Topics addressed include short-term construction and long-term operational noise and vibration.

4.12.1 EXISTING ENVIRONMENTAL SETTING

Noise and Vibration Basics

Noise Principles and Descriptors

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air). Noise is generally defined as undesirable (i.e., loud, unexpected, or annoying) sound. Acoustics is defined as the physics of sound and addresses its propagation and control.[1] In acoustics, the fundamental scientific model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determine the sound level and characteristics of the noise perceived by the receiver.

Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) that is measured in decibels (dB), which is the standard unit of sound amplitude measurement and reflects the way people perceive changes in sound amplitude. The dB scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound, with 0 dB corresponding roughly to the threshold of human hearing and 120 and 140 dB corresponding to the thresholds of feeling and pain, respectively.

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1 California Department of Transportation, "Technical Noise Supplement to the Traffic Noise Analysis Protocol," 2013, available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, accessed June 20, 2026.

Pressure waves traveling through air exert a force registered by the human ear as sound.[2] Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude. When all of the audible frequencies of a sound are measured, a sound spectrum is plotted consisting of a range of frequencies spanning 20 to 20,000 Hz. The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the sound frequency/sound power level spectrum.[3]

The typical human ear is not equally sensitive to the frequency range from 20 to 20,000 Hz. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that deemphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to these extremely low and extremely high frequencies. This method of frequency filtering or weighting is referred to as A-weighting, expressed in units of A-weighted decibels (dBA), which is typically applied to community noise measurements.[4] Some representative common outdoor and indoor noise sources and their corresponding A-weighted noise levels are shown in **Figure 4.12-1, A-Weighted Decibel Scale**.

Noise Exposure and Community Noise

Community noise exposure is typically measured over a period of time; a noise level is a measure of noise at a given instant in time. Community noise varies continuously over a period of time with respect to the sound sources contributing to the community noise environment. Community noise is primarily the product of many noise sources, which constitute a relatively stable background noise exposure, with many unidentifiable individual contributors. Single-event noise sources, such as aircraft flyovers, sirens, etc., may cause sudden changes in background noise level.[5] However, background noise levels generally change gradually throughout the day, corresponding with the addition and subtraction of distant noise sources, such as changes in traffic volume.

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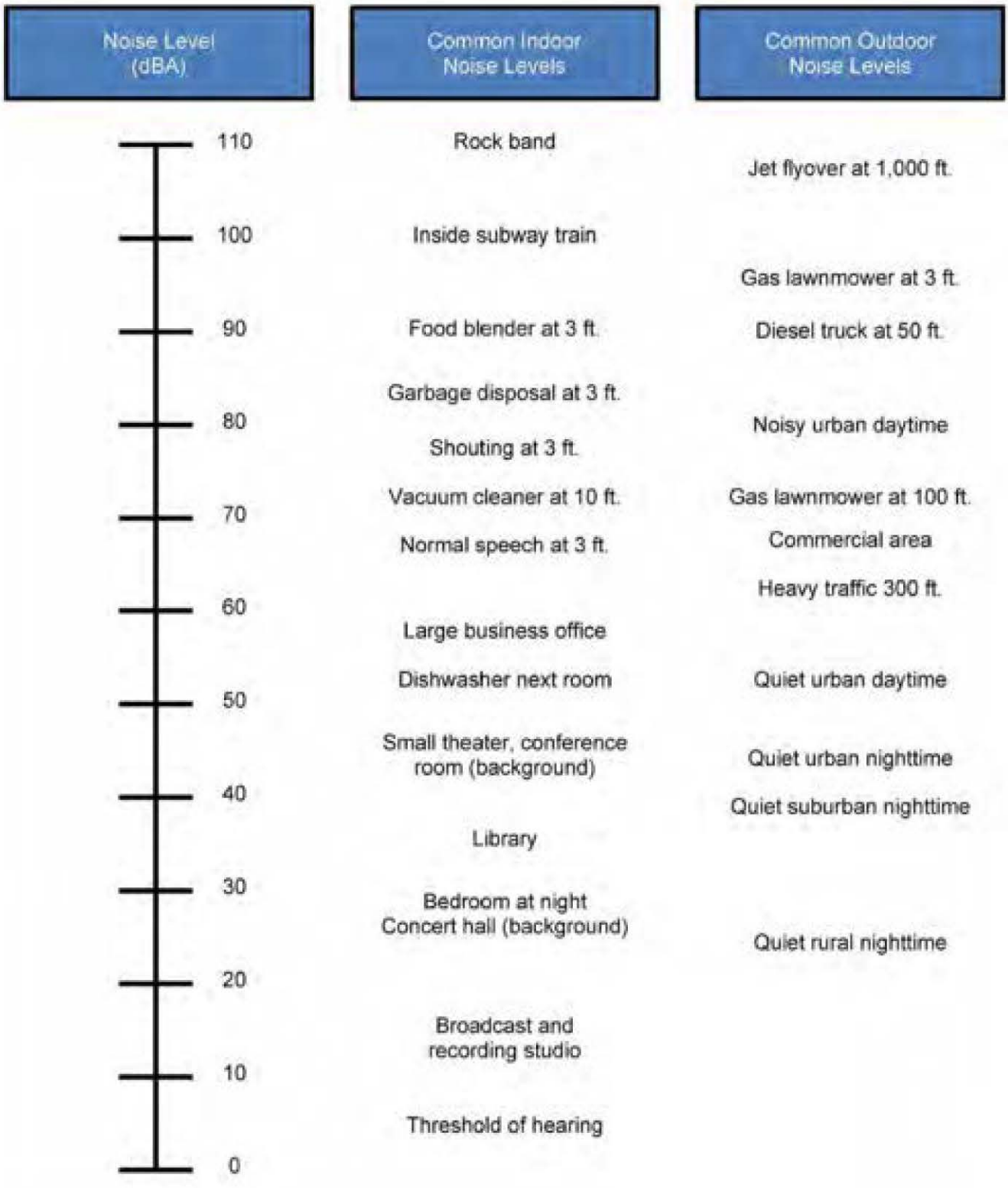
2 California Department of Transportation, "Technical Noise Supplement to the Traffic Noise Analysis Protocol," 2013, available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, accessed June 20, 2026.

3 California Department of Transportation, "Technical Noise Supplement to the Traffic Noise Analysis Protocol," 2013, available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, accessed June 20, 2026.

4 California Department of Transportation, "Technical Noise Supplement to the Traffic Noise Analysis Protocol," 2013, available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, accessed June 20, 2026.

5 California Department of Transportation, "Technical Noise Supplement to the Traffic Noise Analysis Protocol," 2013, available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, accessed June 20, 2026.



SOURCE: California Department of Transportation, 1998.

FIGURE **4.12-1**

IMPACT SCIENCES

A-Weighted Decibel Scale

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In an outdoor environment, sound energy attenuates through the air as a function of distance. Such attenuation is called "distance loss" or "geometric spreading" and is based on the type of source configuration (i.e., a point source or a line source). The rate of sound attenuation for a point source, such as a piece of mechanical or electrical equipment (e.g., air conditioner or bulldozer), is 6 dBA per doubling of distance from the noise source to the receiver over acoustically "hard" sites (e.g., asphalt and concrete surfaces) and 7.5 dBA per doubling of distance from the noise source to the receiver over acoustically "soft" sites (e.g., soft dirt, grass or scattered bushes and trees). For example, an outdoor condenser fan that generates a sound level of 60 dBA at a distance of 50 feet at an acoustically hard site would attenuate to 54 dBA at a distance of 100 feet from the point source and attenuate to 48 dBA at 200 feet from the point source. The rate of sound attenuation for a line source, such as a constant flow of traffic on a roadway, is 3 dBA per doubling of distance from the point source to the receiver for hard sites and 4.5 dBA per doubling of distance for soft sites.[6]

Receptors located downwind from a noise source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Atmospheric temperature inversion (i.e., increasing temperature with elevation) can increase sound levels over long distances. Other factors such as air temperature, humidity, and turbulence can, under the right conditions, also have substantial effects on noise levels.

Structures (e.g., buildings and solid walls) and natural topography (e.g., hills and berms) that obstruct the line-of-sight between a noise source and a receiver further reduce the noise level if the receiver is located within the "shadow" of the obstruction, such as behind a sound wall. This type of sound attenuation is known as "barrier insertion loss." If a receiver is located behind the wall but still has a view of the source (i.e., the line-of-sight is not fully blocked), barrier insertion loss would still occur but to a lesser extent. In addition, a receiver located on the same side of the wall as a noise source may actually experience an increase in the perceived noise level as the wall can reflect noise back to the receiver, thereby compounding the noise. Noise barriers can provide noise level reductions ranging from approximately 5 dBA (where the barrier just breaks the line-of-sight between the source and receiver) to an upper range of 20 dBA with a larger barrier. Furthermore, structures with closed windows can further attenuate exterior noise by a minimum of 20 dBA to 30 dBA.

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6 California Department of Transportation, "Technical Noise Supplement to the Traffic Noise Analysis Protocol," 2013, available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, accessed June 20, 2026.

Successive additions of sound to the community noise environment typically changes the community noise level from moment to moment, requiring the noise exposure to be measured over periods of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts. The following noise descriptors are used to characterize environmental noise levels over time.

L_{eq}: The equivalent sound level over a specified period of time, typically, 1 hour (L_{eq}). The L_{eq} may also be referred to as the energy-average sound level.

L_{max}: The maximum, instantaneous noise level experienced during a given period of time.

L_{min}: The minimum, instantaneous noise level experienced during a given period of time.

L_n: The noise level exceeded a percentage of a specified time period. For instance, L50 and L90 represent the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

L_{dn}: The average A-weighted noise level during a 24-hour day, obtained after an addition of 10 dBA to measured noise levels between the hours of 10:00 PM and 7:00 AM to account for nighttime noise sensitivity. The L_{dn} is also termed the day-night average noise level (DNL).

CNEL: The Community Noise Equivalent Level (CNEL) is the time average A-weighted noise level during a 24-hour day that includes an addition of 5 dBA to measured noise levels between the hours of 7:00 PM and 10:00 PM and an addition of 10 dBA to noise levels between the hours of 10:00 PM and 7:00 AM to account for noise sensitivity in the evening and nighttime, respectively.

Effects of Noise On People

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance);
- Interference effects (e.g., communication, sleep, and learning interference);
- Physiological effects (e.g., startle response); and
- Physical effects (e.g., hearing loss).

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects interrupt daily activities and includes interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep.[7]

The World Health Organization's (WHO) Guidelines for Community Noise details the adverse health effects of noise, which include hearing impairment, speech intelligibility, sleep disturbance, physiological functions (e.g., hypertension and cardiovascular effects), mental illness, performance of cognitive tasks, social and behavioral effects (e.g., feelings of helplessness, aggressive behavior), and annoyance.[8]

With regard to the subjective effects, individuals' responses to similar noise events are diverse and influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity. Overall, there is no completely satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction on people. A wide variation in individual thresholds of annoyance exists, and different tolerances to noise tend to develop based on an individual's past experiences with noise. Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted (i.e., comparison to the ambient noise environment). In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships generally occur:[9]

- Except in carefully controlled laboratory experiments, a change of 1 dBA in ambient noise levels cannot be perceived.
- Outside of the laboratory, a 3 dBA change in ambient noise levels is considered to be a barely perceivable difference.

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7 California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013, available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf; accessed June 20, 2026.

8 Berglund, Birgitta, Lindvall, Thomas, Schwela, Dietrich H & World Health Organization, Occupational and Environmental Health Team, "Geneva: World Health Organization. Guidelines for Community Noise," 1999, available at https://apps.who.int/iris/handle/10665/66217, accessed June 20, 2026.

9 California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013, available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, accessed June 20, 2026.

- A change in ambient noise levels of 5 dBA is considered to be a readily perceivable difference.
- A change in ambient noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

These relationships between change in noise level and human hearing response occur in part because of the logarithmic nature of sound and the dB scale. Because the dBA scale is based on logarithms, two noise sources do not combine in a simple additive fashion, but rather logarithmically. Under the dBA scale, a doubling of sound energy corresponds to a 3 dBA increase. In other words, when two sources are each producing sound of the same loudness, the resulting sound level at a given distance would be approximately 3 dBA higher than one of the sources under the same conditions. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA. Under the dB scale, three sources of equal loudness together produce a sound level of approximately 5 dBA louder than one source, and ten sources of equal loudness together produce a sound level of approximately 10 dBA louder than the single source.[10]

Vibration Fundamentals

Vibration can be interpreted as energy transmitted in waves through the ground or man-made structures, which generally dissipate with distance from the vibration source. Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Since energy is lost during its transfer from one particle to another, vibration becomes less perceptible with increasing distance from the source.

As described in the Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment Manual, groundborne vibration can be a serious concern for nearby neighbors of a transit system route or maintenance facility, causing buildings to shake and rumbling sounds to be heard.[11] In contrast to airborne noise, groundborne vibration is not a common environmental problem, as it is unusual for vibration from sources such as rubber-tired buses and trucks to be perceptible, even in locations close to major roads.

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10 California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013, available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, accessed June 20, 2026.

11 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2018, available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed June 20, 2026.

Some common outdoor sources of groundborne vibration are trains, heavy trucks traveling on rough roads, and certain construction activities, such as blasting, pile-driving, and operation of heavy earth-moving equipment.[12] Groundborne vibration generated by man-made activities (e.g., road traffic, construction operations) typically weakens with greater horizontal distance from the source of the vibration. By comparison, most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors.

Several different methods are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal in inches per second (in/sec) and is most frequently used to describe vibration impacts to buildings. The root mean square (RMS) amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to express RMS vibration velocity amplitude. The relationship of PPV to RMS velocity is expressed in terms of the "crest factor," defined as the ratio of the PPV amplitude to the RMS amplitude. PPV is typically a factor of 1.7 to 6 times greater than RMS vibration velocity; FTA uses a crest factor of 4. The decibel notation VdB acts to compress the range of numbers required to describe vibration. Typically, groundborne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receptors for vibration include buildings where vibration would interfere with operations within the building or cause damage (especially older masonry structures), locations where people sleep, and locations with vibration sensitive equipment, such as laboratories or surgical suites.[13]

Typical human reactions to vibration are summarized in **Table 4.12-1**. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 90 VdB, which is the general threshold where minor damage can occur in fragile buildings.

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12 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2018, available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed June 20, 2026.

13 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2018, available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed June 20, 2026.

Table 4.12-1
Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Response
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between the barely perceptible and distinctly perceptible. Many people find that transportation vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Note: VdB = decibel notation (i.e., vibration velocity amplitude)
Source: Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment.

Groundborne noise specifically refers to the rumbling noise emanating from the motion of building room surfaces due to the vibration of floors and walls; it is perceptible only inside buildings. The relationship between groundborne vibration and groundborne noise depends on the frequency of the vibration and the acoustical absorption characteristics of the receiving room. For typical buildings, groundborne vibration that causes low frequency noise (i.e., the vibration spectrum peak is less than 30 Hz) results in a groundborne noise level that is approximately 50 decibels lower than the velocity level. For groundborne vibration that causes mid-frequency noise (i.e., the vibration spectrum peak is 30 to 60 Hz), the groundborne noise level will be approximately 35 to 37 decibels lower than the velocity level.[14] Therefore, for typical buildings, the groundborne noise decibel level is lower than the groundborne vibration velocity level.

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. According to the City's General Plan Noise Element, the following land uses are considered noise-sensitive: single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodgings and other residential uses, houses of worship, hospitals, libraries, schools, auditoriums, concert halls, outdoor theaters, nature and wildlife preserves, and parks.[15] The Southwest Valley Community Plan Areas (CPAs) contain areas for residential uses and there are a number of schools, places of worship, parks, and other sensitive uses throughout the CPAs.

14 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2018, available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed June 20, 2026.

15 City of Los Angeles, *Noise Element of the General Plan*, 1999.

While residential uses are the primary sensitive receptors located within the CPAs, other sensitive receptors are listed in **Table 4.12-11, Sensitive Receptors within the Southwest Valley CPAs**, later in this section.

Vibration-sensitive receptors, which are similar to noise-sensitive receptors, include residences and institutional uses, such as hospitals, schools, and churches. However, vibration-sensitive receptors also include buildings where vibrations may interfere with vibration-sensitive equipment that is affected by vibration levels that may be well below those associated with human annoyance (e.g., recording studios or facilities with sensitive equipment). Historic buildings can also be particularly sensitive to vibration. Refer to **Section 4.4, Cultural Resources,** for a discussion of historic properties, which may be sensitive to increases in noise and vibration levels.

Existing Setting

Noise Sources

The Southwest Valley CPAs are affected by a variety of noise sources, including mobile and stationary sources. Mobile noise in the Southwest Valley CPAs is primarily generated by automobiles, trucks, passenger rail operations (including Amtrak and Metrolink), freight rail operations, buses, and the Metro G Line busway through the CPAs. Mobile-source noises generally affect numerous receptors along lengths of roadways and rail lines. Stationary source noise is primarily generated by industrial and commercial land uses; however, all land uses can generate some type of noise. The closest public use airport is the Van Nuys Airport, located within the Reseda –West Van Nuys – Lake Balboa CPA. Van Nuys Airport is a general aviation airport that accommodates private and corporate aircraft, charter and air taxi services, flight-training operations, government aircraft, and helicopters. Noise associated with airport operations is generated by fixed-wing aircraft and helicopter takeoffs and landings, aircraft overflights, taxiing, engine run-ups, and other ground operations. Van Nuys Airport averages more than 217,000 aircraft takeoffs and landings annually.[16]

Portions of the Reseda–West Van Nuys–Lake Balboa CPA are located within the airport influence area and mapped noise contours associated with Van Nuys Airport. Development within these areas is subject to applicable airport land use compatibility and noise insulation requirements.[17]

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16 Los Angeles World Airports (LAWA). Van Nuys Airport Master Plan. 2006. Available online at: https://www.lawa.org/sites/lawa/files/2025-04/VNY%20Master%20Plan%20with%20Alt%20I%20map.pdf , accessed July 28, 2026.

17 City of Los Angeles, Airport Noise Contours, available at: https://www.arcgis.com/apps/mapviewer/index.html?layers=326047ef43d548a4b92d8d450a379859 , accessed August 4, 2026.

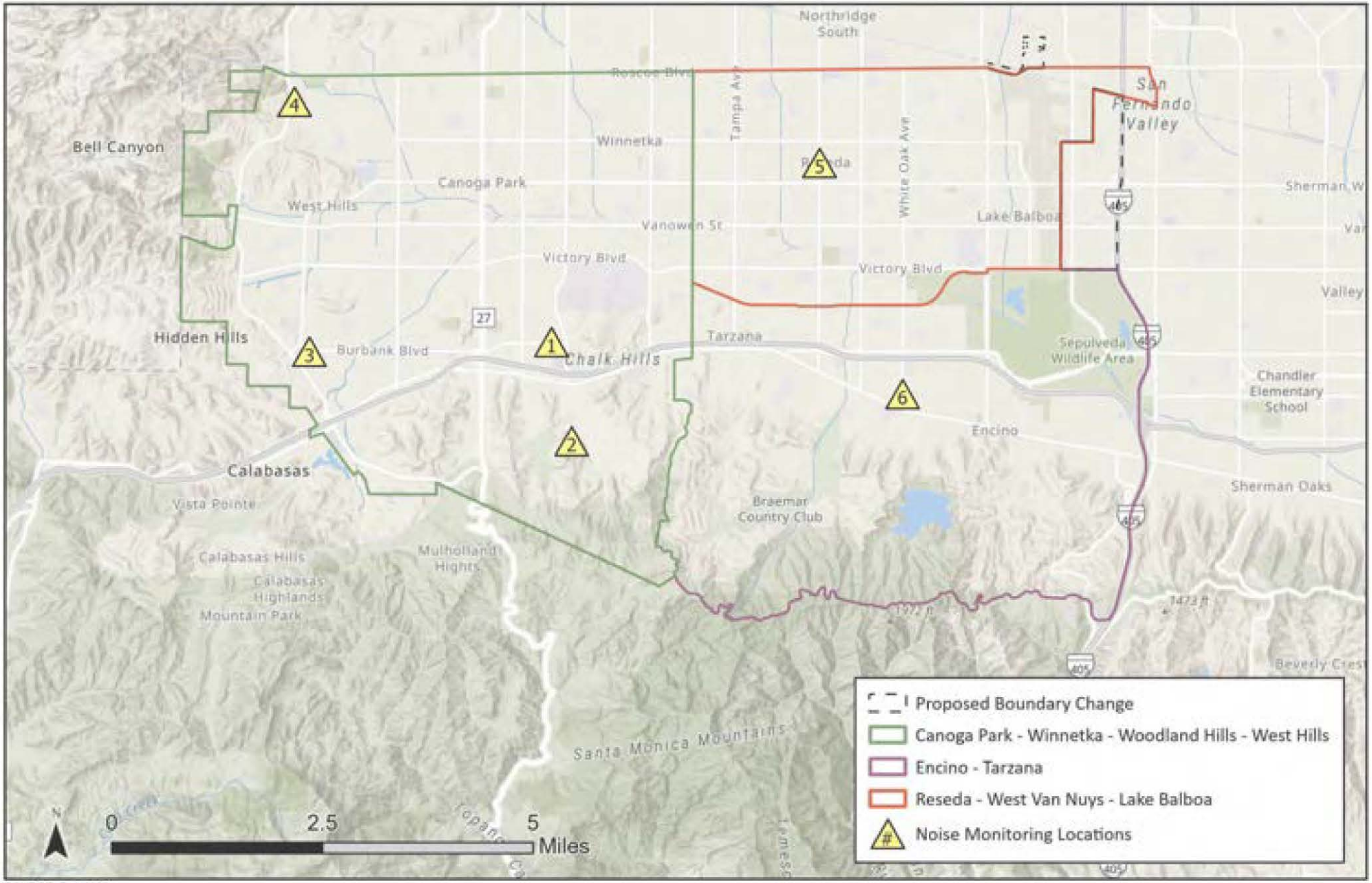
Existing Noise Levels

A series of exterior daytime noise measurements were taken on March 27, 2026, to characterize existing conditions in the Southwest Valley CPAs. Noise measurements were taken using a Larson Davis Sound Expert 821 (Type 1) sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2006) – Specification for Sound Level Meters/Type 1. This instrument was calibrated and operated according to the manufacturer's written specifications. At the measurement sites, the microphone was placed at a height of approximately five feet above grade and was typically placed on the property line adjacent to the public right-of-way. Noise monitoring locations are shown in **Figure 4.12-2, Noise Monitoring Locations**. The locations were selected to represent a wide variety of noise conditions in the Southwest Valley CPAs, including residential neighborhoods, commercial corridors, and schools, as these are the uses considered most sensitive to noise. **Table 4.12-2, Existing (Time Averaged) Noise Levels in Southwest Valley CPAs**, shows that the existing ambient daytime noise levels within the Southwest Valley CPAs range between 51.6 and 64.8 dBA L_{eq}. Existing ambient noise levels by type of land use are shown in **Table 4.12-2**. Primary sources of noise include automobiles and common urban activities.

Table 4.12-2
Existing (Time Averaged) Noise Levels in Southwest Valley CPAs

Figure 4.12-2 ID No.	Noise Monitoring Location	Primary Existing Land Use Description	Time Averaged Sound Level (dBA, L_{eq})[a]
1	Warner Center Lane/Burbank Boulevard	Industrial/Commercial	58.3
2	Serrania Park	Open Space/Recreation	51.6
3	Burbank Boulevard/Manton Avenue	Education/Single Family Residential	57.2
4	Valley Circle Boulevard/Strathern Street	Single-Family Residential	60.9
5	Reseda Boulevard/Valerio Street	Commercial	63.2
6	White Oak Avenue	Multi-Family Residential	64.8

Note: Noise measurements taken over a period of 15 minutes. Due to the nature of short-term measurements, noise levels are more variable than measurements taken over longer time periods.
[a] *Leq is the equivalent sound level over a specified period of time. The Leq may also be referred to as the energy-average sound level.*
Source: Impact Sciences Inc. 2026.



SOURCE: Esri, 2020

FIGURE **4.12-2**

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Noise Monitoring Locations

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Vibration Sources

Common sources of vibration within the Southwest Valley CPAs include heavy vehicles on rough roads, and construction activities (e.g., earth-moving equipment and pile driving). In addition, commercial or industrial activities may generate vibration (e.g., businesses that recycle construction debris and use heavy equipment). The FTA estimates that, at 50 feet, the typical background vibration in urban areas is 52 VdB, the vibration from buses and trucks is 63 VdB, and the vibration from bulldozers is 93 VdB.[18]

4.12.2 REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Noise at the federal, state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Occupational Safety and Health Act of 1970
- Noise Control Act of 1972
- Federal Transit Administration Vibration Standards
- Office of Planning and Research Guidelines for Noise Compatible Land Use
- California Noise Insulation Standards (Title 24, California Code of Regulations)
- Caltrans Vibration/Groundborne Noise Standards
- Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan
- Los Angeles Municipal Code
- City of Los Angeles General Plan Noise Element

Federal

Occupational Safety and Health Act of 1970. Under the Occupational Safety and Health Act of 1970 (29 U.S.C. §1919 et seq.), the Occupational Safety and Health Administration (OSHA) has adopted regulations designed to protect workers against the effects of occupational noise exposure. These regulations list permissible noise level exposure as a function of the amount of time during which the worker is exposed.

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18 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2018, available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed June 20, 2026.

The regulations further specify a hearing conservation program that involves monitoring noise to which workers are exposed, ensuring that workers are made aware of overexposure to noise, and periodically testing the workers' hearing to detect any degradation.[19]

Noise Control Act of 1972. Under the authority of the Noise Control Act of 1972, the United States Environmental Protection Agency (U.S. EPA) established noise emission criteria and testing methods published in Parts 201 through 205 of Title 40 of the Code of Federal Regulations (CFR) that apply to some transportation equipment (e.g., interstate rail carriers, medium trucks, and heavy trucks) and construction equipment. In 1974, U.S. EPA issued guidance levels for the protection of public health and welfare in residential areas of an outdoor L_{dn} of 55 dBA and an indoor L_{dn} of 45 dBA. These guidance levels are not standards or regulations and were developed without consideration of technical or economic feasibility. There are no federal noise standards that directly regulate environmental noise generated by the construction or operation of future development associated with the Proposed Plans. Moreover, the federal noise standards are not reflective of urban environments that range by land use, density, proximity to commercial or industrial centers, etc. As such, for purposes of determining acceptable sound levels to determine and evaluate intrusive noise sources and increases, this document utilizes the City of Los Angeles Noise Regulations, discussed below.

Federal Transit Administration Vibration Standards. There are no federal vibration standards or regulations adopted by any agency that are applicable to evaluating vibration impacts from land use plans such as the proposed Plans. However, the Federal Transit Administration (FTA) has adopted vibration criteria for use in evaluating vibration impacts from construction activities. The vibration damage criteria adopted by the FTA are shown in **Table 4.12-3, Construction Vibration Damage Criteria.**

Table 4.12-3
Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
I. Reinforced-concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

Source: FTA, Transit Noise and Vibration Impact Assessment Manual, 2018.

19 United States Department of Labor, OSH Act of 1970, available online at: https://www.osha.gov/laws-regs/oshact/completeoshact, accessed June 20, 2026.

The FTA has also adopted standards associated with human annoyance for determining the groundborne vibration and noise impacts from ground-borne noise on the following three off-site land-use categories: Vibration Category 1 – High Sensitivity, Vibration Category 2 – Residential, and Vibration Category 3 – Institutional.[20] The FTA defines Category 1 as buildings where vibration would interfere with operations within the building, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes. Category 2 refers to all residential land uses and any buildings where people sleep, such as hotels and hospitals. Category 3 refers to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment but that still potentially involve activities that could be disturbed by vibration. The vibration thresholds associated with human annoyance for these three land-use categories are shown in **Table 4.12-4, Groundborne Vibration and Groundborne Noise Impact Criteria for General Assessment**. No thresholds have been adopted or recommended for commercial or office uses.

Table 4.12-4
Groundborne Vibration and Groundborne Noise Impact Criteria for General Assessment

Land Use Category	Frequent Events[a]	Occasional Events[b]	Infrequent Events[c]
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB[d]	65 VdB[d]	65 VdB[d]
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB

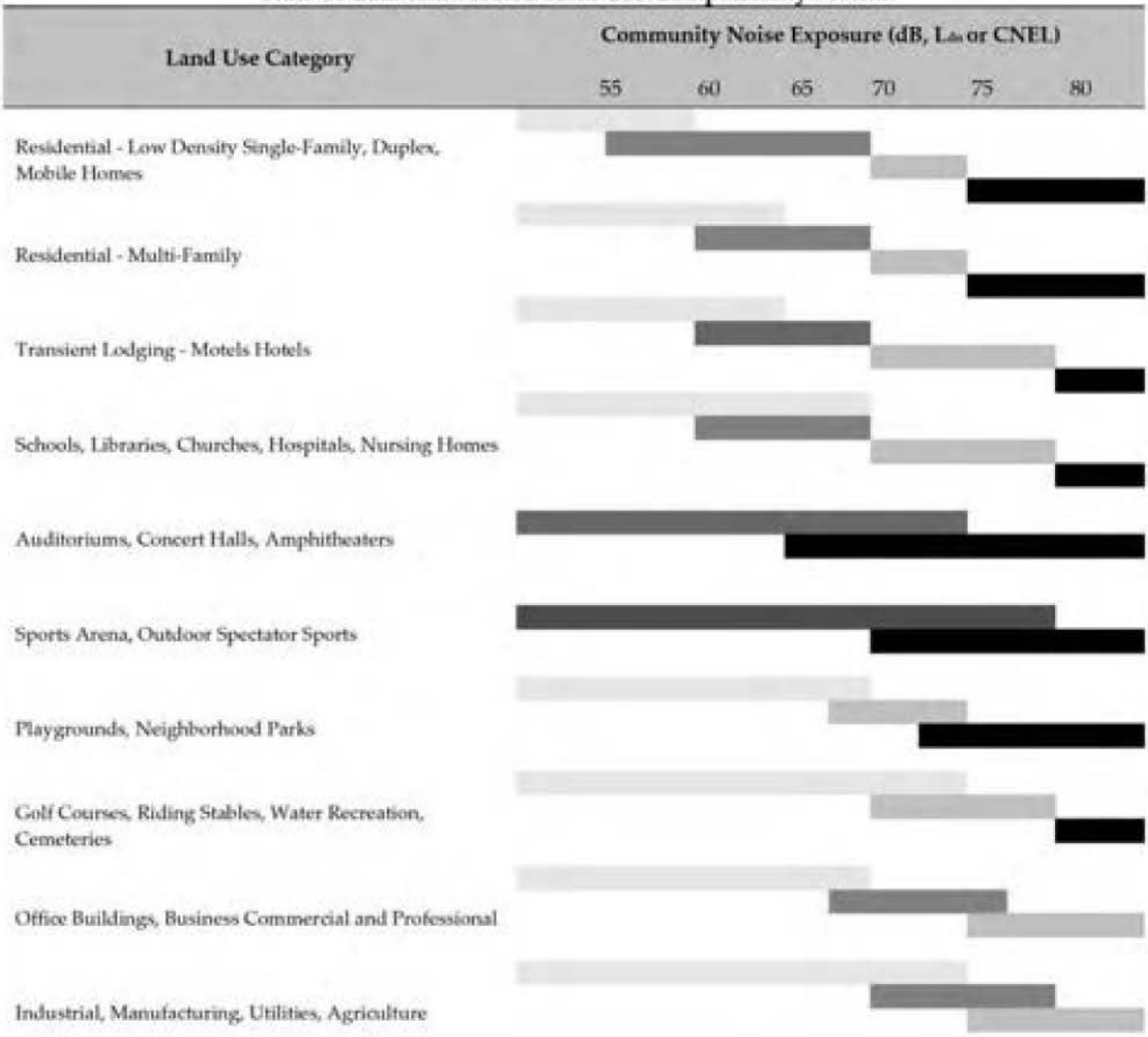
a "Frequent Events" is defined as more than 70 vibration events of the same source per day.
b "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.
c "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day.
d This criterion is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes.
Source: FTA, Transit Noise and Vibration Impact Assessment Manual, 2018.

20 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2018, available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed June 20, 2026.

State

Office of Planning and Research Guidelines for Noise Compatible Land Use. The State of California has not adopted statewide standards for environmental noise, but the Governor's Office of Planning and Research (OPR) has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure, as presented in **Table 4.12-5, State of California/Land Use Compatibility Matrix**. The purpose of these guidelines is to maintain acceptable noise levels in a community setting for different land use types. Noise levels are divided into four general categories, which vary in range according to land use type: "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable." The City has developed its own compatibility guidelines in the Noise Element of the General Plan based in part on OPR Guidelines (see **Table 4.12-8**). California Government Code Section 65302 requires each county and city in the State to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(f) requiring a noise element to be included in the general plan. The noise element must: (1) identify and appraise noise problems in the community; (2) recognize Office of Noise Control guidelines; and (3) analyze and quantify current and projected noise levels.

Table 4.12-5
State of California Noise/Land Use Compatibility Matrix



Source: California Office of Planning and Research, General Plan Guidelines - Noise Element Guidelines (Appendix D), 2017.

The State has established noise insulation standards for new multi-family residential units, hotels, and motels. These requirements are collectively known as the California Noise Insulation Standards (Title 24, California Code of Regulations). The noise insulation standards set forth an interior standard of 45 dBA CNEL in any habitable room. The standards require an acoustical analysis demonstrating that dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

Caltrans Vibration/Groundborne Noise Standards. The State of California has not adopted Statewide standards or regulations for evaluating vibration or groundborne noise impacts from land use development projects such as the proposed Project. Although the State has not adopted any vibration standard, Caltrans in its *Transportation and Construction Vibration Guidance Manual* recommends the following vibration thresholds that are more practical than those provided by the FTA.

The state noise and vibration guidelines are to be used as guidance with respect to planning for noise and vibration, not standards and/or regulations to which the City of Los Angeles must adhere.

Table 4.12-6
Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (inch/sec)	
	Transient Sources[1]	Continuous/Frequent Intermittent Sources[2]
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. 2013. Transportation and Construction Vibration Guidance Manual, Table 19.
[1] Transient sources create a single, isolated vibration event, such as blasting or drop balls.
[2] Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Local

Los Angeles Municipal Code. The City of Los Angeles Noise Regulations are provided in Chapter XI of the Los Angeles Municipal Code (LAMC). LAMC Section 111.02 provides procedures and criteria for the measurement of the sound level of "offending" noise sources. In accordance with the LAMC, a noise source that causes a noise level increase of 5 dBA over the existing average ambient noise level as measured at an adjacent property line creates a noise violation. This standard applies to radios, television sets, air conditioning, refrigeration, heating, pumping and filtering equipment, powered equipment intended for repetitive use in residential areas, and motor vehicles driven on-site. To account for people's increased tolerance for short-duration noise events, the Noise Regulations provide a 5 dBA allowance for a noise source that causes noise lasting more than 5 but less than 15 minutes in any one-hour period, and an additional 5 dBA allowance (for a total of 10 dBA) for a noise source that causes noise lasting 5 minutes or less in any one-hour period.[21]

The LAMC provides that in cases where the actual ambient conditions are not known, the City's presumed daytime (7:00 AM to 10:00 PM) and nighttime (10:00 PM to 7:00 AM) minimum ambient noise levels as defined in LAMC Section 111.03 should be used. The presumed ambient noise levels for these areas where the actual ambient conditions are not known as set forth in the LAMC Sections 111.03 are provided in **Table 4.12-7, City of Los Angeles Presumed Ambient Noise Levels**. For example, for residential-zoned areas, the presumed ambient noise level is 50 dBA during the daytime and 40 dBA during the nighttime.

Table 4.12-7
City of Los Angeles Presumed Ambient Noise Levels

Zone	Daytime Hours (7 AM to 10 PM) dBA (L_{eq})	Nighttime Hours (10 PM to 7 AM) dBA (L_{eq})
Residential (A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5)	50	40
Commercial (P, PB, CR, C1, C1.5, C2, C4, C5, and CM)	60	55
Manufacturing (M1, MR1 and MR2)	60	55
Heavy Manufacturing (M2 and M3)	65	65

Source: LAMC Section 111.03.

21 Los Angeles Municipal Code, Chapter XI, Article I, Section 111.02-(b).

Section 112.01 of the LAMC prohibits any amplified noises, especially those from outdoor sources (e.g., outdoor speakers and stereo systems) from exceeding the ambient noise levels of adjacent properties by more than 5 dB(A). Amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the project's property line.

LAMC Section 112.02 (a) prohibits HVAC systems and other mechanical equipment from elevating noise levels at neighboring residences by more than 5 dB(A).

LAMC Section 112.04 prohibits the operation of any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery equipment, or other mechanical or electrical device, or any hand tool that creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of any residence between 10:00 PM and 7:00 AM. Section 113.01 prohibits rubbish and garbage collection within 200 feet of any residence between 9:00 PM and 6:00 AM.

LAMC Section 112.05 has established noise regulations for construction activities and long-term operation of a project. The LAMC regulates noise from any powered equipment or powered hand tool in a residential zone (or within 500 feet) at a distance of 50 feet between 7:00 AM and 10:00 PM to the following:

- 75 dB(A) for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors, and pneumatic or other powered equipment;
- 75 dB(A) for powered equipment of 20 horse-power or less intended for infrequent use in residential areas, including chain saws, log chippers, and powered hand tools; and
- 65 dB(A) for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, and small lawn and garden tools.[22]

These noise limits do not apply where compliance is deemed technically infeasible. Specifically, such activities are allowed when it is demonstrated that compliance is not possible "despite the use of mufflers, shields, sound barriers, and/or other noise reduction device or techniques during the operation of the equipment."[23]

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22 City of Los Angeles, Municipal Code Chapter XI-Noise Regulation (Section 112.05), 1986.

23 *Ibid.*

LAMC Section 41.40 prohibits construction between the hours of 9:00 PM and 7:00 AM Monday through Friday, 6:00 PM and 8:00 AM on Saturday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 AM and 9:00 PM; and Saturdays and national holidays between 8:00 AM and 6:00 PM). In general, the City's Department of Building and Safety enforces Noise Ordinance provisions relative to noise generated by equipment and the Los Angeles Police Department (LAPD) enforces provisions relative to noise generated by people.

LAMC Section 113.01 prohibits collecting or disposing of rubbish or garbage, operating any refuse disposal truck, or collecting, loading, picking up, transferring, unloading, dumping, discarding, or disposing of any rubbish or garbage, as such terms are defined in LAMC Section 66.00, within 200 feet of any residential building between the hours of 9:00 PM and 6:00 AM of the following day, unless a permit therefore has been duly obtained beforehand from the Board of Police Commissioners.

LAMC Section 114.03 prohibits the loading or unloading of any vehicle, operation of any dollies, carts, forklifts, or other wheeled equipment, which causes any impulsive sound, or raucous or unnecessary noise within 200 feet of any residence between 10:00 PM and 7:00 AM.

LAMC Section 91.1206 establishes noise insulation performance standards to protect persons within new hotels, motels, dormitories, residential care facilities, apartment houses, dwellings, private schools, and places of worship from the effects of excessive noise, including but not limited to, hearing loss or impairment and interference with speech and sleep. According to Subsection 91.1206.14.1, these structures shall be designed to prevent the intrusion of exterior noise beyond prescribed levels when located in noise critical areas, such as proximity to highways, country roads, city streets, railroads, airports, and commercial or industrial areas. Proper design shall include, but shall not be limited to, orientation of the structure, setbacks, shielding, and sound insulation of the building itself. Specifically, Subsection 91.1206.14.2 limits interior noise levels attributable to exterior sources to 45 dBA L_{dn} or CNEL in any habitable room. Worst-case noise levels, either existing or future, are to be used as the basis for determining compliance with this requirement. Future noise levels are to be predicted for a period of at least ten years from the time of building permit application. Furthermore, according to Subsection 91.1206.14.3, structures identified under Subsection 91.1206.1 that are exposed to airport noise greater than 60 dBA L_{dn} or CNEL, shall require an acoustical analysis showing that the proposed design will achieve the allowable interior noise level.

Section 91.1207.14.2 prohibits interior noise levels attributable to exterior sources from exceeding 45 dBA in any habitable room. The noise metric shall be either the day-night average sound level (Ldn) or the CNEL, consistent with the noise element of the local general plan.

City of Los Angeles Municipal Code-Chapter 1A. Chapter 1A of the City's Municipal Code establishes new guidance documents to enable City Planning to be able to regulate particular land uses and activities more effectively. These guidance documents include the Chapter 1A Environmental Protection Measures (EPM) Handbook (EPM Handbook). The EPM Handbook provides guidance on how the new zoning regulations in Chapter 1A of the Los Angeles Municipal Code integrate environmental protections into land use decisions and development standards. These protections include required environmental protection measures and best management practices for project applicants and developers to implement in their development projects. To protect existing biological resources, the EPM Handbook outlines environmental protection measures and best management practices that would mainly be implemented during the construction phase of development projects. Upon Plan adoption, project applicants are required to comply with the environmental protection measures as applicable. The best management practices listed in the Handbook are not mandated and are to be implemented based on the Applicant's discretion and responsibility.

City of Los Angeles General Plan Noise Element. The Noise Element of the City's General Plan policies include the CNEL guidelines for land use compatibility as shown in **Table 4.12-8** and includes a number of goals, objectives, and policies for land use planning purposes. The overall purpose of the Noise Element is to guide policymakers in making land use determinations and in preparing noise ordinances that would limit exposure of citizens to excessive noise levels.[24] The following policies and objectives from the Noise Element apply to the Proposed Plans.

Objective 1 (Airports and Harbor): Reduce airport and harbor-related noise impacts.

Policy 1.1: Reduce incompatible land uses within the 65 CNEL airport noise exposure areas of designated airports through implementation of airport noise compatibility and land use planning programs.

Objective 2 (Non-airport): Reduce or eliminate non-airport related intrusive noise, especially relative to noise sensitive uses.

Policy 2.2: Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.

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24 City of Los Angeles, *General Plan, Noise Element*, adopted February 3, 1999, Pages 1.1-2.4, available online at: https://planning.lacity.org/odocument/b49a8631-19b2-4477-8c7f-08b48093cddd/Noise_Element.pdf, accessed June 20, 2026.

Objective 3 (Land Use Development): Reduce or eliminate noise impact associated with proposed development of land and changes in land use.

Policy 3.1: Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.

The Noise Element of the City's General Plan policies include the CNEL guidelines for land use compatibility, as shown in **Table 4.12-8**. The Noise Element also addresses noise mitigation regulations, strategies, and programs, and delineates the authority of federal, State, and City bodies in regulating automotive, rail, aircraft, and nuisance noise. The Noise Element does not include any mandatory standards for land use planning or quantitative thresholds for construction or operational groundborne vibration.

Table 4.12-8
Guidelines for Noise Compatible Land Use (CNEL)

Land Use Category	Normally Acceptable[1]	Conditionally Acceptable[2]	Normally Unacceptable[3]	Clearly Unacceptable[4]
Residential Single-Family, Duplex, Mobile Homes	50-55	55-70	70-75	Above 75
Residential Multi-Family Homes	50-60	60-70	70-75	Above 75
Transient Loading – Motels, Hotels	50-60	60-70	70-80	Above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-60	60-70	70-80	Above 80
Auditoriums, Concert Halls, Amphitheaters	--	50-65	--	Above 65
Sports Arenas, Outdoor Spectator Sports	--	50-70	--	Above 70
Playgrounds, Neighborhood Parks	50-65	--	65-75	Above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-70	--	70-80	Above 80
Office Buildings, Business and Professional Commercial	50-65	65-75	Above 75	--
Agriculture, Industrial, Manufacturing, Utilities	50-70	70-75	Above 75	--

[1] Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
[2] New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
[3] New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
[4] New construction or development should generally not be undertaken.
Source: Los Angeles General Plan Noise Element, 1999

4.12.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to noise if they would:

- Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Plans in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- Result in generation of excessive groundborne vibration or groundborne 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, expose people residing or working in the project area to excessive noise levels.

4.12.4 METHODOLOGY

The analysis is based on the Appendix G questions of the State CEQA Guidelines as the thresholds of significance. The first threshold addresses consistency with applicable standards, permanent traffic noise, operational noise, and construction noise; the second addresses construction and operational vibration; and the third addresses airport and airstrip noise exposure. The following describes the methods and criteria used to evaluate each threshold.

Construction (Temporary) Noise

Construction noise is assessed in context of the provisions of the LAMC discussed in the Regulatory Framework, including allowable hours of construction and maximum equipment noise levels. Redevelopment and associated construction noise in urban infill locations such as the Southwest Valley CPAs is very common. Construction noise from typical projects is intermittent throughout the day during the duration of construction activity. Construction noise levels may fluctuate depending on the type of equipment being used, construction phase, or equipment location. Although some individuals may find construction noise of any kind or of any duration very disturbing, as a general matter, typical construction, including with the imposition of the regulatory measures described in the Regulatory Framework, does not result in and would not be considered a significant impact.

Projects on urban infill sites are not likely to result in substantial construction noise impacts because construction activities, such as the number of pieces of equipment, at these sites are inherently limited by the size of the project site. As shown in **Table 4.12-9**, the loudest types of construction equipment, such as pile drivers and cranes, are also the largest. The size of urban infill project sites typically limits the use of the largest (i.e., noisiest) pieces of heavy-duty equipment.

The size of a project site also typically limits the size of the development and the related duration of construction activities. Therefore, while urban infill projects that meet the following criteria could result in disturbance to residents and employees at adjacent properties, resulting noise levels are not considered to be potentially significant physical impacts to the overall environment:

- One subterranean level or less (approximately 20,000 cubic yards of material);
- Construction durations of 18 months or less (excluding interior finishing);
- Equipment rated 300 horsepower or less, typically small and medium backhoes, bulldozers, etc.; and
- No impact pile driving.

Larger projects that require extended construction or heavy-duty equipment could expose sensitive uses and users in the surrounding environment to more continuous and/or louder noise impacts and result in significant short-term noise exposure. When noise-sensitive land uses (e.g., residences, schools, libraries, hospitals) are located within 500 feet of a project site, projects that meet one or more of the following characteristics are considered to have the potential to result in significant impacts:

- Two subterranean levels or more (approximately 20,000 cubic yards of material);
- Construction durations (excluding interior finishing) of 18 months or more;
- Use of large, heavy-duty equipment rated 300 horsepower or greater; or
- The potential for impact pile driving.

Construction noise levels are based on example equipment levels provided in standard technical references. Construction noise levels are also identified for various phases of construction activity based on the same sources.

Operational (Permanent) Noise

The following thresholds take into account incremental changes in 24-hour noise levels, as well as potential regular occurrences of single event, impulsive noise. As noted above, LAMC defines impulsive sound as sound of short duration, usually less than one second, with an abrupt onset and rapid decay. Such single event noise generating activities could be of short duration but permanently reoccurring depending on the source and associated land use (e.g., movie studios). The Proposed Plans would have a significant impact on noise levels from operations if:

- Permanent ambient noise level measured at the property line of affected users increases by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" categories, as shown in **Table 4.12-8**, or any 5 dBA CNEL or more increase in noise level.

The land use and noise compatibility guidelines in the Noise Element are not adopted standards relevant to determining the significance of incremental increases in permanent noise levels. Exhibit I of the Noise Element includes criteria or general guidance associated with incremental increases in noise. Exhibit I is shown in **Table 4.12-8**. This Exhibit was developed in 1990 to help guide determination of appropriate land use and mitigation measures related to existing or anticipated ambient noise levels. This guidance is applicable to assessing if a land use is compatible with the existing noise environment (i.e., impact of the environment on a project) but is not useful alone for assessing if a project would significantly increase existing noise levels. This is particularly true in urban environments like the Southwest Valley CPAs, where existing noise levels often exceed the guidelines. In addition, sound transmission control requirements are included in the International Building Code, which are the basis for the 2025 California Building Standards Code (CCR Title 24) and which in turn are incorporated into the City of Los Angeles Building Code (LAMC Section 91). Section 1206 of CCR Title 24 provides noise insulation standards. The standards require that intrusive noise not exceed 45 dB in any habitable room.

Mobile source noise levels are calculated based on the FHWA Highway Noise Prediction Model with California Vehicle Noise (CALVENO) Emission Levels that account for traffic volumes, roadway width, speeds, and vehicle mix. Representative roadway segments were selected using the Community Plan travel demand model outputs prepared by Fehr & Peers. Fehr & Peers identified roadway segments exhibiting the greatest modeled percentage increase in traffic volumes under the Proposed Plans. Those roadway segments served as the basis for selecting representative roadway segments for the traffic noise analysis. A total of 20 roadway segments were selected to provide geographic coverage across the three Community Plan Areas and represent a variety of roadway classifications, traffic volumes, and surrounding land use settings while focusing on roadway segments exhibiting the greatest percentages of projected traffic increases. The analysis also discusses operational mechanical equipment noise (e.g., heating, ventilation, and air conditioning [HVAC]), land use compatibility, and operational vibration.

This discussion of noise addresses impacts in the Southwest Valley CPAs and any properties bordering the CPAs. Noise levels are a direct function of both mobile sources (traffic in the Southwest Valley CPAs), stationary sources (such as HVAC equipment and other similar equipment), and other operational sources (such as recreational activities, schools, parking lots, rooftop entertainment spaces, manufacturing and industrial uses) throughout the Southwest Valley CPAs.

Construction and Operational Vibration

Consistent with FTA Transit Noise and Vibration Impact Assessment Manual, vibration impacts would be significant if:

- Vibration (human annoyance) caused by new development occurring because of implementation of the Proposed Plans exceeds 72 VdB at residences and buildings where people normally sleep for frequent events and 75 VdB at institutional buildings such as schools or churches for frequent events and/or

- Vibration (building damage) caused by new development occurring because of implementation of the Proposed Plans exceeds the FTA vibration damage threshold of approximately 98 VdB for engineering concrete and masonry building, 94 VdB for fragile buildings (i.e., non-engineered timber and masonry buildings) and approximately 90 VdB for extremely fragile historic buildings (i.e., buildings extremely susceptible to vibration damage).[25]

Construction vibration levels are based on representative equipment source levels identified in the FTA's Transit Noise and Vibration Impact Assessment Manual.[26]

4.12.5 IMPACTS

Threshold 4.12-1 **Would implementation of the Proposed Plans result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Plans in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

This impact would be *significant and unavoidable* for temporary impacts related to construction; and *less than significant* for permanent operational impacts.

Construction (Temporary) Noise

Future construction activity occurring in the Southwest Valley CPAs would result in temporary increases in ambient noise levels on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction activities typically require the use of a variety of noise-generating equipment. Typical noise levels at 50 feet from various types of equipment that may be used during construction are listed in **Table 4.12-9, Outdoor Construction Equipment Noise Levels**. The loudest noise levels are typically generated by impact equipment (e.g., pile drivers) and heavy-duty equipment (e.g., scrapers and graders).

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25 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2018, available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed June 20, 2026.

26 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2018, available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed June 20, 2026.

Construction noise would occur intermittently throughout construction, and, in some instances, multiple pieces of equipment may operate simultaneously, generating overall noise levels that are incrementally higher than what is shown in **Table 4.12-9**.

Table 4.12-9
Outdoor Construction Equipment Noise Levels

Construction Equipment	Noise Level at 50 Feet (dBA, L_{eq})
Pile Driver (Peak Noise Level)	95-105
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	73-95
Backhoe	73-107
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

Source: U.S. EPA. Noise from Construction Equipment and Operations, Building Equipment and Home Appliances. PB 206717. 1971.

Table 4.12-10, Outdoor Construction Phase Noise Levels, shows noise levels by construction phase at 50 feet. The grading/excavation and finishing phases typically generate the loudest noise levels at 89 dBA L_{eq} without equipment mufflers, and 86 dBA L_{eq} with equipment mufflers.

Table 4.12-10
Outdoor Construction Phase Noise Levels

Construction Phase	Noise Level at 50 Feet (dBA, L_{eq})	Noise Level at 50 Feet with Mufflers (dBA, L_{eq})
Ground Clearing	84	82
Grading/Excavation	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86

Source: U.S. EPA. Noise from Construction Equipment and Operations, Building Equipment and Home Appliances. PB 206717. 1971.

Construction activities occurring in the Southwest Valley CPAs are subject to the Regulatory Compliance Measures adopted pursuant to the City's noise ordinances. These measures include:

- Compliance with the City's Noise Regulation, codified in LAMC Chapter XI and amended by Ordinance No. 161,574, adopted July 30, 1986, which prohibits the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

- Compliance with LAMC Chapter IV, Section 41.40, which restricts construction activities to the hours of 7:00 AM to 9:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday and federal holidays, and prohibits activities on Sundays.

- Compliance with the City's Building Regulations Ordinance No. 178.048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City's telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the Los Angeles Department of Building and Safety (LADBS).

- LAMC Chapter XI, Section 112.05 establishes performance standards for powered equipment or tools. The maximum allowable noise level for most construction equipment within 500 feet of any residential zone is 75 dBA measured at 50 feet from the noise source. This restriction holds unless compliance is not technically feasible even with the use of noise "mufflers, shields, sound barriers, and/or other noise reduction devices or techniques."

Sensitive receptors are located throughout the Southwest Valley CPAs and could be exposed to noise associated with construction activities related to reasonably foreseeable development from the Proposed Plans. Residential uses are the primary sensitive receptors located within the CPAs. Other sensitive receptors that could potentially be affected by construction noise are shown in **Table 4.12-11, Sensitive Receptors within the Southwest Valley CPAs.**

Table 4.12-11
Sensitive Receptors within the Southwest Valley CPAs

Sensitive Receptor	Type
Cohasset Street Elementary School	Schools
Village Charter Academy	Schools
Gault Elementary School	Schools
Gaspar De Portola Middle School	Schools
Hart Street Elementary School	Schools
Multicultural Learning Center	Schools
James Jordan Middle School	Schools
Hesby Oaks Leadership Charter	Schools
Magnolia Science Academy #2	Schools
John A. Sutter Middle School	Schools
Enadia Way Technology Charter	Schools
Magnolia Science Academy	Schools
Ingenium Charter Middle School	Schools
Bertrand Avenue Elementary School	Schools
N.E.W. Academy Canoga Park	Schools
Stanley Mosk Elementary School	Schools
Shirley Avenue Elementary School	Schools
CHIME Institute's Schwarzenegger Community School	Schools
Diane S. Leichman Career Preparatory and Transition Center	Schools
Cantara Street Elementary School	Schools
Sven Lokrantz Special Education Center	Schools
Emelita Street Elementary School	Schools
High Tech LA	Schools
Hamlin Charter Academy	Schools
West Valley Occupational Center	Schools
Ivy Academia	Schools
George Ellery Hale Charter Academy	Schools
El Camino Real High School	Schools
Calabash Charter Academy	Schools
Woodland Hills Charter for Enriched Studies	Schools
Woodlake Avenue Charter School	Schools
Nestle Avenue Charter Elementary School	Schools
Woodland Hills Academy Middle School	Schools
Tarzana Elementary School	Schools
Wilbur Charter for Enriched Academics	Schools
Encino Charter Elementary School	Schools
Lanai Road Elementary School	Schools
Serrania Avenue Charter for Enriched Studies	Schools

Sensitive Receptor	Type
William Howard Taft Charter High School	Schools
Newcastle Avenue Elementary School	Schools
Valley Alternative Magnet	Schools
Justice Street Academy Charter School	Schools
Capistrano Avenue Elementary School	Schools
Columbus Middle School	Schools
Canoga Park Elementary School	Schools
Canoga Park High School	Schools
Sunny Brae Avenue Elementary School	Schools
Winnetka Avenue Elementary School	Schools
Melvin Avenue Elementary School	Schools
Cleveland Charter School	Schools
J. Miller Career/Transition Center	Schools
Fullbright Avenue Elementary School	Schools
Welby Way Charter School	Schools
Haynes Charter for Enriched Studies	Schools
Lockhurst Drive Charter Elementary School	Schools
Pomelo Community Charter School	Schools
Blythe Street Elementary School	Schools
Reseda Elementary School	Schools
Reseda High School	Schools
Sherman Oaks Center for Enriched Studies	Schools
Vanalden Avenue Elementary School	Schools
Calvert Charter for Enriched Studies	Schools
Stagg Street Elementary School	Schools
Lorne Street Elementary School	Schools
Anatola Avenue Elementary School	Schools
Lemay Street Elementary School	Schools
William Mulholland Middle School	Schools
Garden Grove Elementary School	Schools
Bassett Street Elementary School	Schools
Birmingham High School	Schools
Canoga Park Early Education Center	Schools
Magnolia Science Academy #5	Schools
Grey Continuation High School	Schools
Ingenium Charter School	Schools
Academy for Enriched Sciences	Schools
Daniel Pearl Senior High Journalism & Communication Magnet	Schools
Canoga Park Branch Library	Libraries
Platt Branch Library	Libraries
Woodland Hills Branch Library	Libraries
West Valley Regional Branch Library	Libraries

Sensitive Receptor	Type
Encino-Tarzana Branch Library	Libraries
Los Encinos State Historic Park	Parks and Recreation
Sepulveda Basin Recreational Area/Regional Park	Parks and Recreation
Serrania Avenue Park	Parks and Recreation
Knapp Ranch Park	Parks and Recreation
El Escorpion Park	Parks and Recreation
Lanark Recreation Center	Parks and Recreation
Runnymede Recreation Center	Parks and Recreation
Mae Boyar Recreational Center	Parks and Recreation
Balboa Sports Center	Parks and Recreation
Encino Community Center	Parks and Recreation
Hjelte Sports Center	Parks and Recreation
Tarzana Recreation Center	Parks and Recreation
Shadow Ranch Park	Parks and Recreation
Warner Ranch Park	Parks and Recreation
Balboa Sports Complex	Parks and Recreation
Libbit Park/Encino Little League	Parks and Recreation
Reseda Park	Parks and Recreation
John Quimby Park	Parks and Recreation
Alizondo Drive Park	Parks and Recreation
Woodland Hills Park	Parks and Recreation
Cohasset Melba Park (Four Oaks Park)	Parks and Recreation
Lazy J Ranch Park	Parks and Recreation
Taxco Trails Park	Parks and Recreation
Encino Park	Parks and Recreation
Randal D. Simmons Park	Parks and Recreation
Louise Park	Parks and Recreation
Aliso Creek Confluence Park	Parks and Recreation
Caballero Creek Park	Parks and Recreation
Castle Peak Park	Parks and Recreation
Jesse Owens Mini Park	Parks and Recreation
Old Fire Station 84 Pocket Park	Parks and Recreation
Mecca Avenue Park	Parks and Recreation

Source: Impact Sciences, Inc. 2026. See Section 4.14, Public Services and Recreation of this EIR.

In addition to the above identified sensitive receptors listed in **Table 4.12-11**, various places of worship or other places of assembly, hospitals, and long-term care facilities are located intermittently throughout the Southwest Valley CPAs.

As discussed in the Methodology section, individual projects that could result in significant construction noise impacts include those located on relatively large sites. These projects tend to include relatively lengthy construction durations (longer than 18 months), use heavier equipment, and generally include noisier activities. Such larger projects are not considered usual and could potentially result in significant noise impacts. When noise-sensitive land uses are located within 500 feet of the project site (e.g., residences, schools, hospitals, and parks), projects that meet one of the characteristics below would have the potential to result in disruptive impacts to ambient noise levels that would be potentially significant:

- Two subterranean levels or more (approximately 20,000 cubic yards of material);
- Construction durations of 18 months or more (excluding interior finishing);
- Use of large, heavy-duty equipment rated 300 horsepower or greater; and
- Impact pile driving.

Because specific development projects have not yet been determined at individual sites, this analysis assumes that sensitive receptors could be as close as 50 feet from where construction would take place. As shown in **Table 4.12-9**, sensitive receptors would experience maximum noise levels ranging from about 71 to 107 dBA. Construction noise levels would vary depending on the type of equipment, the duration of use, and the distance to receptors. Engine noise reduction technology, including mufflers, continues to improve, but heavy construction equipment remains noisy.

It is difficult to determine if construction noise levels at various sensitive land uses would result in significant noise impacts without an understanding of the size and location of potential projects and undertaking a detailed noise analysis. The above criteria can serve as guidelines in determining if a significant impact could occur based upon the type and size of project being constructed. Based on the allowed uses in the Proposed Plans, it is reasonably foreseeable that there would be some construction projects that would exceed the four criteria listed above. Although noise levels generated by construction typically do not vary greatly from project to project, the proximity of sensitive receptors and the overall duration of construction are key factors in determining whether construction-related noise is significant. It is reasonable to anticipate that some projects under the Proposed Plans would require a level of construction duration or equipment activity that could result in significant construction noise impacts to nearby sensitive receptors. Although construction activities are generally limited to the hours established by the LAMC, nighttime construction may also occur where authorized by the City. Construction activities occurring during nighttime hours have the potential to result in greater disturbance at nearby sensitive receptors because of increased nighttime sensitivity and ambient noise levels are generally lower during nighttime hours. Therefore, impacts related to construction noise associated with reasonably foreseeable development under the Proposed Plans are ***potentially significant***.

Operational (Permanent) Noise

Operational On-Site Noise

Regarding operational noise, the Proposed Plans would, in part, accommodate new residential and commercial development at increased intensity and density primarily along transit corridors and within existing urbanized areas. Typical noise sources associated with future residential and commercial development include stationary mechanical equipment and on-site vehicle movement (e.g., parking activity, loading/unloading, and trash collection). Certain commercial uses with outdoor space may also include outdoor activities and use of amplified sound systems. Industrial uses added under the Proposed Plans could include on-site truck activity associated with warehousing activities and goods movement as well as the use of heavy-duty equipment. A substantial permanent increase in noise would result if the ambient noise level measured at the property line of affected uses increases by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" categories, as previously shown in **Table 4.12-8**, or any 5 dBA CNEL or more increase in noise.

Mechanical Equipment. For mechanical equipment, residential and most commercial uses are generally limited to HVAC and pool equipment. Industrial land uses can contain significant sources of stationary mechanical equipment noise. Noise levels from commercial rooftop HVAC systems typically range from about 60 to 70 dBA L_{eq} at a distance of 15 feet from the source.[27] At 50 feet, an HVAC system that generates a noise level of 70 dBA L_{eq} would be approximately 59.5 dBA L_{eq}. HVAC systems are typically placed on rooftops, are screened from view, and are a part of the urban environment. Typically, rooftop HVAC noise is not audible above existing traffic noise and other urban sources of noise. Ambient noise levels in the Southwest Valley CPAs were measured to range from 51.6 and 64.8 dBA L_{eq} (see **Table 4.12-2**). In quieter areas, HVAC noise may result in increases in ambient noise, but is rarely above 5 dBA CNEL. Furthermore, the design of mechanical equipment must comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than 5 dBA. In addition, nighttime noise limits would apply to any equipment required to operate between the hours of 10:00 PM and 7:00 AM (e.g., HVAC units, exhaust fans, etc.). Further, noise increases would be incremental given the already urbanized nature of the Southwest Valley CPAs, where ambient noise levels range from 51.6 and 64.8 dBA L_{eq} (see **Table 4.12-2**). As described above, sources of stationary noise are generally well-regulated. As such, the potential for any individual site to include a source of stationary noise that would exceed established thresholds is unlikely and would be speculative to address. Therefore, noise impacts related to mechanical equipment would be ***less than significant***.

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27 Illingworth & Rodkin, Inc., *Cannery Park Project Environmental Noise Assessment*, 2015.

Vehicle Activity (Loading/Unloading, Trash Hauling, Parking). Future development within the Southwest Valley CPAs would increase the number of delivery and trash hauling trucks traveling through the CPAs and to individual development sites. Increased delivery and trash hauling trucks along roadways could impact various sensitive receptors located intermittently throughout the Southwest Valley CPAs. Section 23130 of the California Motor Vehicle Code establishes maximum sound levels of 86 dBA L_{eq} at 50 feet for trucks operating at speeds less than 35 miles per hour. Noise at this level generally exceeds ambient noise levels throughout the Southwest Valley CPAs (see **Table 4.12-2**); therefore, individual truck pass-byes and/or loading or trash pick-up operations would likely be audible at nearby properties. However, truck-related noise would be an intermittent noise source that would not increase the 24-hour CNEL by 3 dBA or more. Moreover, California Code of Regulations Title 13 Section 2485 prohibits trucks from idling for longer than five minutes. In addition, per the LAMC, truck loading/unloading activity is prohibited between the hours of 10:00 PM and 7:00 AM when located within 200 feet of a residential land use. Because trash and delivery trucks would be required to comply with LAMC standards and would be subject to state regulations, impacts would be ***less than significant***.

Parking areas/garages are the other potential source of vehicular noise. Typical noise sources associated with parking lots include tire squealing, door slamming, car alarms, horns, and engine start-ups. **Table 4.12-12, Maximum Noise Levels from Parking Activity,** shows typical sound levels at this distance from various noise sources on parking lots.

Table 4.12-12
Maximum Noise Levels from Parking Activity

Noise Source	Noise Level at 100 Feet (dBA, L_{eq})
Car Alarm Activation	60 to 65
Engine Start-up	50 to 65
Car Pass-by	50 to 65
Door Slam	55 - 65

Note: Estimates are based on actual measurements taken at various parking lots.
Source: Maestre Greve Associates, Lower Hesse Park Noise Assessment. 2012, available at: https://www.rpvca.gov/DocumentCenter/View/7079/Appendix-C---Noise-PDF-

Parking areas could generate intermittent noise events of up to approximately 65 dBA at 100 feet, as shown in **Table 4.12-12**. These events could be audible at nearby sensitive uses, particularly where parking facilities are located near residential development. However, individual parking-related noise events would be brief and intermittent and would not be expected to substantially increase 24-hour ambient noise levels.

Subterranean parking would not generate noise at the street level and would not audibly increase noise levels at adjacent sensitive land uses. All parking facilities, including those that are at and above grade, would be designed per the provisions of Chapter 1A of the Zoning Code and the Parking Design Standards of the LADBS. Per the requirements of Article 4 in Chapter 1A of the LAMC, parking structures would be required to be screened, except under certain circumstances outlined under LAMC Chapter 1A, Article 4. Screening parking structures would reduce noise levels. When possible, parking would be encased by the building, which would reduce noise levels at any adjacent sensitive uses. Parking structure and surface parking lot noise would be greater than subterranean parking facilities, however, they would not present an unusual noise source within the urban environment. Because parking lot/garage design and placement would be required to comply with LAMC and LADBS standards and requirements, impacts would be ***less than significant***.

Outdoor Activity Areas. Per Public Resources Code Section 21085 (as amended by AB 1307), the effect of noise generated by a residential project's occupants and their guests on human beings is not considered a significant effect on the environment. As such, this discussion focuses on outdoor activity areas for nonresidential uses. The Proposed Plans encourage growth within existing urbanized areas by directing higher-intensity residential, commercial, and mixed-use development to major commercial corridors, community centers, regional centers, and areas served by existing and planned transit infrastructure, including Metro G Line station areas. Increased development intensity in these areas may result in higher levels of pedestrian activity and associated neighborhood noise. Additional outdoor activity areas, including parks and other public spaces, may also contribute to localized increases in ambient noise levels. Reference noise levels for outdoor patios are based on noise levels from a certified EIR for the Citrus Heights City Hall and Medical Office Building, which included an outdoor patio area that would have on average 25 people conversing. Noise associated with this typical large outdoor public patio area was 50.0 dBA L_{eq} at a distance of 50 feet.[28, 29] To provide a conservative analysis, this analysis assumes that 50 people would be conversing in an outdoor area in a development accommodated by one of the Proposed Plans. Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA. Therefore, it is assumed that an outdoor activity area with an average of 50 people conversing would have an estimated noise level of 53 dBA L_{eq} at a distance of 50 feet. Other outdoor activity areas, such as parks and outdoor school uses generally produce the same level of noise as the primary source of noise is people conversing and interacting.

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28 City of Citrus Heights, *Medical Office Building and City Hall Project Environmental Impact Report*, 2015.

29 Although the noise study was not conducted within the CPAs, the results of the study are relevant and represent typical noise levels associated with outdoor uses which may be developed within the CPAs.

Based on a noise level of 53 dBA L_{eq} and due to the generally urbanized nature of the Southwest Valley CPAs with ambient noise levels in the 51.6 to 64.8 dBA L_{eq} range (see **Table 4.12-2**), noise from outdoor activities could be audible and could result in a localized increase in ambient noise levels in the quieter portions of the CPAs. However, this increase would not have the potential to exceed 5 dBA CNEL and would not cause future noise levels to fall within a normally unacceptable or clearly unacceptable land use compatibility category. Further, amplified noise would be required to comply with LAMC Section 115.02, which prohibits amplified noise within 500 feet of a residential zone and restricts amplified noise to between 7:00 AM – 10:00 PM in commercial zones. Outdoor activity noise, such as noise generated by people conversing, and all amplified noise would be required to comply with LAMC standards. Therefore, noise impacts related to outdoor activity areas would be ***less than significant***.

Operational Mobile Noise

The traffic analysis, on which the noise analysis is based, evaluates reasonably anticipated development that is expected to occur by 2050 as a result of the Proposed Plans. The reasonably anticipated development is based on the acreage of land designated for each type of land use, allowable densities and intensities for each land use designation, and reasonably expected levels of development through the life of the Proposed Plans. Actual noise levels that could result under the Proposed Plans may not be as high as noise levels calculated in this EIR.

While the Proposed Plans would result in higher densities than existing conditions, the increase would be focused in areas along transit corridors that allow for mixed-use development and higher densities of residential or commercial uses. Concentrating growth in existing urban areas and along transit corridors would reduce the length and number of vehicle trips, which would in turn reduce mobile-source noise levels. As such, noise levels in many areas would be reduced; not all of these reductions are accounted for in the following analysis.

For mobile sources, an analysis was completed to determine if implementation of the Proposed Plans would significantly increase mobile noise levels in the Southwest Valley CPAs compared to existing (2024) conditions. **Table 4.12-13, Operational Mobile Source Noise Levels**, shows predicted 24-hour CNEL mobile source noise levels for the existing (2024), future (2050) No Project, and future (2050) with Proposed Plans traffic scenarios. Roadway segments were selected to represent a wide variety of noise conditions in the Southwest Valley CPAs (e.g., busy roadways and residential neighborhoods). Conservatively, assuming the entire increase in noise in the future would be attributable to the Proposed Plans, the ambient noise level as a result of the Proposed Plans would increase.

Table 4.12-13
Operational Mobile Source Noise Levels

Roadway Segment	Estimated dBA, CNEL at 50 feet				
	Existing (2024) [1]	Future (2050) No Project [2]	Future (2050) With Proposed Plans [3]	Cumulative Net Increase (Future With Plans vs. Existing) [3]-[1]	Plans Net Increase (Future (2050) With Plans vs. Future (2050) No Project) [3]-[2]
Balboa Boulevard					
Burbank Boulevard to Victory Boulevard	73.8	74.7	74.9	1.1	0.2
Saticoy Street to Stagg Street	70.1	71.1	71.2	1.1	0.1
Addison Street to Magnolia Boulevard	66.6	67.4	67.8	1.2	0.4
Brenford Street					
Greer Road to Flamingo Street	56.1	56.2	57.3	1.2	1.1
Burbank Boulevard					
De Soto Avenue to Kelvin Avenue	59.1	61.7	61.8	2.7	0.1
Edward E Horton Lane to Balboa Boulevard	73.2	74.1	74.4	1.2	0.3
Califa Street					
Owensmouth Avenue to Canoga Avenue	47.1	48.9	48.9	1.8	0.0
Calvert Street					
Valley Circle Boulevard to El Escorpion Road	50.3	52.3	52.4	2.1	0.1
Campo Road					
Dumetz Road to Canoga Avenue	63.2	64.4	65.1	1.9	0.7
Canoga Avenue to Canoga Avenue	66.5	67.6	67.9	1.4	0.3
Canoga Avenue					
Califa Street to Oxnard Street	71.8	73.8	73.9	2.1	0.1
Julianna Lane to Burbank Boulevard	69.6	71.4	71.5	1.9	0.1
Hart Street to Sherman Way	68.0	70.3	70.3	2.3	0.0
Casa Drive					
Vanalden Avenue to Wells Drive	58.4	59.1	59.2	0.8	0.1
Cohasset Street					
March Avenue to Chaminade Avenue	54.2	55.1	55.2	1.0	0.1
Chaminade Avenue to Woodlake Avenue	49.3	49.5	49.8	0.5	0.3
Corbin Avenue					
Lanark Street to Roscoe Boulevard	64.7	65.4	65.7	1.0	0.3
Ingomar Street to Strathern Street	64.5	65.6	65.8	1.3	0.2

Roadway Segment	Estimated dBA, CNEL at 50 feet				
	Existing (2024) [1]	Future (2050) No Project [2]	Future (2050) With Proposed Plans [3]	Cumulative Net Increase (Future With Plans vs. Existing) [3]-[1]	Plans Net Increase (Future (2050) With Plans vs. Future (2050) No Project) [3]-[2]
De Soto Avenue					
Burbank Boulevard to Califa Street	72.9	74.6	74.8	1.9	0.2
Lindley Avenue					
Oxnard Street to Erwin Street	68.2	70.2	70.5	2.3	0.3

Source: Impact Sciences, Inc., 2026. See ***Appendix 4.12-1, Noise Data****.*

The highest cumulative increase in roadway noise would occur on Burbank Boulevard between De Soto Avenue and Kelvin Avenue. At this roadway segment, future mobile noise levels would increase by 2.7 dBA CNEL when the Future With Proposed Plans scenario is compared to existing conditions (i.e., cumulative increase; see below for more discussion regarding cumulative impacts). The largest contribution attributable to the Proposed Plans would occur on Brenford Street between Greer Road and Flamingo Street, where future mobile noise levels would increase by 1.1 dBA CNEL, when the Future With Proposed Plans scenario is compared to the Future No Project scenario.

Residential uses and other land uses such as motels, hotels, schools, and parks would continue to be exposed to ambient noise that is in the "normally unacceptable" range (i.e., 70-75 dBA CNEL; see **Table 4.12-8**). These conditions currently exist under existing conditions. The Proposed Plans would not incrementally increase noise levels by 3 dBA CNEL or more along any roadway segment and would not push residential uses into the "clearly unacceptable" category (noise levels above 75 dBA CNEL). As such, new development as a result of the Proposed Plans would not increase traffic noise by a significant level, and new development with habitable spaces would be required by CCR Title 24 to incorporate methods to reduce interior noise levels to below 45 dBA CNEL. Therefore, mobile noise impacts would be ***less than significant***.

Operational Noise Summary

The Proposed Plans would not increase operational stationary and mobile noise levels by 3 dBA CNEL or more to or within the "normally unacceptable" or clearly unacceptable" categories, or by 5 dBA CNEL or more. Therefore, impacts related to operational noise levels would be ***less than significant***.

Mitigation Measures

Construction (Temporary) Noise

Upon Community Plan adoption, project applicants are required to comply with the environmental protection measures (EPMs) provided in Chapter 1A as applicable. The following EPMs (incorporated herein by reference) are applicable to the Proposed Plans.

MM-NOI-1 Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **NV1-1: Noise Shielding and Muffling**. This EPMs is required for any project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS. Powered exterior construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers' standards or the Best Available Control Technology.

MM-NOI-2 Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **NV1-2: Use of Driven Pile Systems**. This EPM is required for any project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS. Driven (impact) pile systems shall not be used, except in locations where the underlying geology renders drilled piles, sonic, or vibratory pile drivers infeasible, as determined by a soils or geotechnical engineer and documented in a soils report.

MM-NOI-3 Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **NV1-3: Enclosure or Screening of Outdoor Mechanical Equipment**. This EPM is required for any project whose earthwork or construction activities involve the use of powered construction equipment and require a permit from LADBS. All outdoor mechanical equipment (e.g., generators, compressors) shall be enclosed or visually screened.

MM-NOI-4 Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **NV1-4: Location of Construction Staging Areas**. This EPM is required for any project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS. Construction staging areas, including those related to constructing a mat pour foundation, shall be located as far from Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints.

MM-NOI-5 Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **NV1-5: Temporary Walls.** This EPM is required for any project whose earthwork or exterior construction activities involve the use of powered construction equipment and require a permit from LADBS; and whose construction activities are located within a line of sight to and within 500 feet of Noise-Sensitive Uses, with the exception of Projects limited to the construction of 2,500 square feet or less of floor area. Noise barriers, such as temporary walls (minimum ½-inch thick plywood) or sound blankets (minimum STC 25 rating), that are a minimum of eight feet tall, shall be erected between construction activities and Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints.

MM-NOI-6 Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **NV1-6: Noise Study**. This EPM is required for any project whose earthwork or exterior construction activities involve the use of powered construction equipment and require a permit from LADBS; are located within 500 feet of Noise-Sensitive Uses; and have one or more of the following characteristics:

- Two or more subterranean levels;
- 20,000 cubic yards or more of excavated material;
- Simultaneous use of five or more pieces of construction equipment; or
- Construction duration (excluding architectural coatings) of 18 months or more;
- Or any project whose construction activities involve pile driving or the use of 300 horsepower equipment.
- A Noise Study, prepared by a qualified noise expert, shall be required and prepared prior to obtaining any permit by LADBS. The Noise Study shall characterize expected sources of earthwork and construction noise that may affect identified noise-sensitive uses, quantify expected noise levels at these noise-sensitive uses, and recommend measures to reduce noise exposure to the extent noise reduction measures are available and feasible, and to demonstrate compliance with any noise requirements in the Los Angeles Municipal Code.

Operation

No mitigation measures are required.

Significance after Mitigation

Construction (Temporary) Noise

Mitigation Measure **MM-NOI-1** requires the implementation of mufflers, shields, sound barriers, and/or any other available noise reduction device or techniques. Mitigation Measure **MM-NOI-2** requires the use of drilled piles or vibratory pile drivers, with the exception of locations where underlying geology renders these equipment infeasible. Mitigation Measure **MM-NOI-3** requires that outdoor mechanical equipment such as generators and compressors be enclosed or visually screened to break the line of sight between the equipment and any off-site noise sensitive uses. Mitigation Measure **MM-NOI-4** requires that construction staging areas be located as far from Noise Sensitive Uses as reasonably possible. Mitigation Measure **MM-NOI-5** requires the use of temporary noise barriers when construction activities would be located within 500 feet of Noise Sensitive uses, with the exception of projects limited to the construction of 2,500 square feet or less of floor area dedicated to residential uses. Mitigation Measure **MM-NOI-6** requires completion of a noise study for all discretionary projects in the Southwest Valley CPAs located within 500 feet of a noise-sensitive land use that includes one of four characteristics associated with substantial construction activity levels. However, because the nature, size and location of future projects is unknown and because compliance with all City standards cannot be assured for all construction projects, construction noise at sensitive land uses is considered to be a ***potentially significant impact***.

In consideration of the related health effects of significant construction noise impacts from reasonably foreseeable development from the Proposed Plans, it is reasonable to anticipate that a limited number of projects per year would require a level of construction duration or equipment activity that could result in significant construction noise impacts to nearby sensitive receptors. As detailed under **Health Effects of Environmental Noise,** human health effects range from annoyance to hearing loss and physiological effects, but response to noise is subjective and can vary greatly from person to person.

Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source. It is not feasible to determine a specific number of persons that could experience health effects from significant construction noise impacts since such effects would depend on the intensity and duration of noise, the distance between noise sources and receptors, and whether noise barriers are present between sources and receptors, but it is likely that individuals in the Southwest Valley CPAs will experience varying levels of disturbance related to construction noise with or without implementation of the Proposed Plans. This impact is considered ***significant and unavoidable***.

Operational (Permanent) Noise

Impacts related to operational (permanent) noise are determined to be ***less than significant.***

Threshold 4.12-2 **Would the Proposed Plans result in generation of excessive ground-borne vibration or ground-borne noise levels?**

This impact would be significant and unavoidable.

Construction Vibration

Construction activity can result in varying degrees of ground vibration depending on the equipment and methods employed. Operation of construction equipment causes vibrations that spread through the ground and diminish in strength with distance. Buildings founded on the soil in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects at the lowest levels, low rumbling sounds and perceptible vibrations at moderate levels, and slight damage at the highest levels.

Construction vibration is a localized event and is typically only perceptible to a receptor that is in proximity to the vibration source. High-rise buildings and development on sites with certain geologic conditions may require pile driving. As shown in **Table 4.12-14, Vibration Source Levels for Construction Equipment (VdB),** construction equipment would typically generate vibration levels up to 87 VdB at 25 feet, although pile driving could generate a vibration level of 112 VdB at 25 feet. Heavy equipment could potentially operate within 25 feet of nearby buildings.[30]

Caisson drilling, loaded trucks, jackhammers, and bulldozers would not exceed the 90 VdB threshold for extremely fragile buildings. However, the vibration levels associated with pile driving could exceed the thresholds for each of the identified sensitive building types: 98 VdB for engineering concrete and masonry buildings, 94 VdB for fragile buildings, and 90 VdB for extremely fragile buildings. The City's Office of Historic Resources has recorded Historic-Cultural Monuments (HCMs) in the Southwest Valley CPAs (see **Section 4.4, Cultural Resources**, for a detailed list of HCMs). In addition to designated HCMs, other historic uses and fragile buildings may exist within the CPAs.

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30 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2018, available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed June 22, 2026.

Therefore, impacts related to construction vibration under anticipated development associated with the Proposed Plans would be ***potentially significant*** because it is unknown if there would be projects of the size necessary to cause a significant impact adjacent to fragile buildings.

With regard to human annoyance, as shown in **Table 4.12-14, Vibration Source Levels for Construction Equipment**, construction equipment could reach levels of 87 VdB at 25 feet away. As such, the 72 VdB residential annoyance threshold and 75 VdB institutional annoyance threshold could be exceeded during a worst-case construction activity. However, it should be noted that vibration levels experienced would be temporary and intermittent. Additionally, as individual project applications are processed, project-specific design features and mitigation measures would be considered on a case-by-case basis to reduce construction vibration levels to the maximum extent feasible (see **Mitigation Measures NOI-1** through **NOI-6**). Nevertheless, as temporary construction vibration would exceed human annoyance thresholds, this impact is considered ***potentially significant***.

Table 4.12-14
Vibration Source Levels for Construction Equipment (VdB)

Equipment	25 Feet	50 Feet	75 Feet	100 Feet
Pile Driver (Impact)	112	106	102	100
Pile Driver (Sonic)	105	96	91	87
Caisson Drilled Piles	87	81	77	75
Large Bulldozer	87	81	77	75
Loaded Trucks	86	80	76	74
Jackhammer	79	73	69	67

Source: FTA. Transit Noise and Vibration Impact Assessment. September 2018.

Operational Vibration

It is not anticipated that new development within the Southwest Valley CPAs would involve activities that would result in substantial vibration levels (e.g., blasting operations). Operational groundborne vibration in the vicinity of new development associated with the Proposed Plans would be primarily generated by vehicular travel on local roadways. According to the FTA *Transit Noise and Vibration Impact Assessment* guidance document, rubber tires and suspension systems dampen vibration levels from trucks to a level that is rarely perceptible.[31] Accounting for additional vehicle trips that would be accommodated by the Proposed Plans, traffic vibration levels would be similar to existing conditions and would not be incrementally perceptible by sensitive receptors. Therefore, impacts related to operational vibration under the Proposed Plans would be ***less than significant***.

Mitigation Measures

Upon adoption of the Proposed Plans, project applicants will be required to comply with the environmental protection measures (EPMs) provided in Chapter 1A as applicable. The best management practices listed in the Handbook are not mandated and are to be implemented based on the Applicant's discretion and responsibility. The following EPMs and associated best management practices (incorporated herein by reference) are applicable to the Proposed Plans.

Construction

MM-NOI-7 Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **NV2-1: Baseline Survey and Vibration Control Plan**. This EPM is required for any project, with the exception of projects limited to the construction of 2,500 square feet or less of floor area dedicated to residential uses, whose earthwork or construction activities: (1) involve the use of construction equipment, including Heavy Construction Equipment, that produces 0.12 PPV or more of vibration at a distance of 25 feet; (2) require a permit from LADBS; and (3) which occur:

- Within 25 feet of any building extremely susceptible to vibration damage, including unreinforced masonry buildings, tilt-up concrete wall buildings, wood-frame multi-story buildings with soft, weak or open front walls, and non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources Survey; or

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31 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2018, available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed June 22, 2026.

- Within 15 feet of non-engineered timber and masonry buildings
- Or any project whose construction activities involve the use of pile drivers within 135 feet of any building extremely susceptible to vibration damage, including existing unreinforced masonry buildings, existing tilt-up concrete wall buildings, existing wood-frame multi-story buildings with soft, weak or open front walls, and existing non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources Survey.
- Prior to demolition, grading/excavation, or construction, a Qualified Structural Engineer shall prepare a survey establishing baseline structural conditions of potentially affected structures and a Vibration Control Plan.

MM-NOI-8 Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **NV2-2: Repair of Damage.** This EPM is required for any project, with the exception of projects limited to the construction of 2,500 square feet or less of floor area dedicated to residential uses, whose earthwork or construction activities: (1) involve the use of construction equipment, including Heavy Construction Equipment, that produces 0.12 PPV or more of vibration at a distance of 25 feet; (2) require a permit from LADBS; and (3) which occur:

- Within 25 feet of any building extremely susceptible to vibration damage, including unreinforced masonry buildings, tilt-up concrete wall buildings, wood-frame multi-story buildings with soft, weak or open front walls, and non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources survey; or
- Within 15 feet of non-engineered timber and masonry buildings.
- Or any project whose construction activities involve the use of pile drivers within 135 feet of any building extremely susceptible to vibration damage, including existing unreinforced masonry buildings, existing tilt-up concrete wall buildings, existing wood-frame multi-story buildings with soft, weak or open front walls, and existing non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic resources Survey.

In the event of damage to any non-historic building due to construction vibration, as verified by the Qualified Structural Engineer, a letter describing the damage to the impacted building(s) and recommendations for repair shall be prepared by the Qualified Structural Engineer within 60 days of the time when damage occurred.

Repairs shall be undertaken and completed, at the owner's or applicant's expense, in conformance with all applicable codes.

In the event of vibration damage to any building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources survey, a letter describing the damage to the impact building(s) and recommendations for repair shall be prepared by the Qualified Historian within 60 days of the time when damage occurred. Repairs shall be undertaken and completed, at the owner's or applicant's expense, in conformance with the California Historical Building Code (Title 24, Part 8) as well as the Secretary of the Interior's Standards for the Treatment of Historic Properties and associated guidelines, as applicable and as determined by the Qualified Historian.

MM-NOI-9 Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **NV2-3: Vibration Sensitive Uses**. This EPM applies to any project with the exception of Projects limited to the construction of 2,500 square feet or less of floor area, whose earthwork or construction activities involve the use of equipment with high vibration levels in close proximity to vibration sensitive uses including hospital and veterinary operating centers, imaging facilities, and recording studios. The EPM requires a vibration impact assessment to evaluate impacts on the vibration sensitive use.

Operation

No mitigation measures are required.

Significance after Mitigation

Construction

Development projects in the City of Los Angeles typically do not result in vibration damage even though vibration generating equipment is often utilized for urban infill construction. Although most construction activities located in the Southwest Valley CPAs are not anticipated to have significant vibration impacts, it is possible that a small number of development projects in the CPAs could have significant vibration impacts during construction. This would most commonly occur when a development project would be located next to buildings that are extremely susceptible to vibration damage such as a historical resource constructed of fragile building materials or unreinforced masonry buildings, which are more sensitive to vibration damage compared to structures that were built based on more recent building codes. Mitigation Measure **MM-NOI-7** and **MM NOI-9** would require the preparation of a survey to establish baseline

structural conditions of potentially affected structures and a Vibration Control Plan by a Qualified Structural Engineer when sensitive structures would be located within one of the specified distances. The survey would note the existing physical condition of potentially affected structures and the vibration control plan would specify measures to be taken to protect the structure from vibration damage. **MM-NOI-8** would require the repair of buildings in the event of vibration damage. However, it is difficult to quantify the vibration reduction associated with Mitigation Measure **MM-NOI-7** without knowing the specifics of a development project, including the distance from the equipment to the historical resource. Implementing caisson drilling instead of impact pile driving would reduce vibration levels from 112 VdB at 25 feet to approximately 87 VdB at 25 feet. The unmitigated analysis also concludes that vibration levels could exceed the 98 VdB significance threshold for engineered concrete and masonry buildings without plaster (e.g., typical urban development), causing building damage (including potentially to historical resources) or substantial human annoyance. Vibration is an unavoidable byproduct of construction activity. In an urban environment, vibration from construction equipment is related to the weight and movements of equipment. In the absence of specific development projects with detailed construction requirements and known adjacent uses, there is no way to determine specific potential for impact and feasible, appropriate mitigation to control equipment weight and movements from construction activity associated with each infill project.

It is anticipated that Mitigation Measure **MM-NOI-7** would document the physical condition of potentially affected structures and substantially reduce/control construction vibration. In addition, Mitigation Measure **MM-NOI-8** would provide a process for repair of vibration damage in the event it occurs. However, in the absence of construction details associated with specific projects and without knowing the proximity of construction activities to specific receptors, it is anticipated that construction vibration levels at certain particularly fragile adjacent buildings could exceed the thresholds of significance. Therefore, because it is unknown if there would be projects of the size necessary to cause a significant vibration impact adjacent to fragile buildings, this impact is considered ***significant and unavoidable***.

Mitigation Measures NOI-1 through **NOI-9** would reduce potential vibration impacts associated with human annoyance. However, the 72 VdB residential annoyance threshold and 75 VdB institutional annoyance threshold could be exceeded during a worst-case construction activity, and this impact would be considered ***significant and unavoidable***.

Operational

Impacts related to operational vibration were determined to be ***less than significant without mitigation***.

Thresholds 4.12-3 **Would the Proposed Plans be 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, would the Proposed Plans expose people residing or working in the project area to excessive noise levels?**

Less than significant.

The public Van Nuys Airport is located within the Reseda–West Van Nuys–Lake Balboa Community Plan Area. The airport is surrounded by existing single-family and multi-family residential neighborhoods, as well as industrial and employment uses, and aircraft operations contribute to the existing ambient noise environment within portions of the Southwest Valley CPAs. Development within the vicinity of Van Nuys Airport would be subject to the Van Nuys Airport Plan and Permanent (Q) Qualified Conditions, which establishes land use compatibility policies and development standards intended to protect public health, safety, and welfare in and around the airport and both the Airport Plan and Qualified Conditions would remain in effect under the Proposed Plans. The Plan includes policies intended to minimize airport noise impacts, limit incompatible land uses within the Airport Noise Impact Area, require sound insulation and aviation easements for new noise-sensitive development within the 65 CNEL contour, and ensure compliance with applicable FAA height restrictions and other safety standards.[32] Implementation of the Proposed Plans would not modify airport operations or alter the land use compatibility requirements applicable to development in the vicinity of Van Nuys Airport. Therefore, impacts related to the exposure of people residing or working within the Southwest Valley CPAs to excessive airport or private airstrip noise would be ***less than significant.***

Mitigation Measures

No mitigation measures are required.

Significance after Mitigation

Less than significant.

4.12.6 CUMULATIVE ANALYSIS

For construction impacts, only the immediate area surrounding a specific development site is included in the cumulative context as the immediate area would be the most affected by construction noise.

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32 City of Los Angeles Department of City Planning. Van Nuys Airport Plan, 2006. Available online at: https://www.lawa.org/sites/lawa/files/2025-04/VNY%20Master%20Plan%20with%20Alt%20J%20map.pdf accessed July 22, 2026.

Typically, if a development site is 500 feet or more away from another site, then noise levels would have attenuated to a point that they would not be combined to produce a cumulative noise impact. For operational/roadway related impacts, the context is the reasonably foreseeable development of the Proposed Plans, including existing and reasonably foreseeable future development within and outside the Southwest Valley CPAs. Noise is by definition a localized phenomenon and is significantly reduced in magnitude as distance from the source increases.

Construction – Temporary Increase in Ambient Noise Levels

Construction noise impacts are localized to a project site and sensitive receptors within the immediate vicinity. Therefore, for sources of construction noise, the cumulative setting is development in the Southwest Valley CPAs and areas immediately adjacent to the CPAs. Construction of future development projects in the City would produce temporary noise impacts. Cumulative development in the City, however, is not likely to result in the exposure of on-site or off-site sensitive receptors to excessive construction noise due to the localized nature of noise impacts, and the fact that all construction would not occur at the same time and at the same location. Therefore, only sensitive receptors located in close proximity to each construction site would be potentially affected by each construction activity.

Construction activities associated with reasonably foreseeable development projects from the Southwest Valley CPAs may overlap for some time with construction activities for other development projects that are adjacent to, or within, the CPAs. Typically, if a development site is 500 feet or more away from another site, then noise levels would have attenuated to a point that they would not combine to produce a cumulative noise impact. Therefore, construction noise levels would typically become cumulative if two development sites were to have construction occurring within 500 feet of each other.

Per LAMC, construction activities would be prohibited between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturdays and national holidays, and on Sundays. However, as discussed above, larger, or more unusual projects could result in significant short-term increases in noise levels. These projects could combine together, or combine with smaller projects, to substantially increase noise levels at specific land uses. Therefore, the significant and unavoidable construction noise impacts of the Proposed Plans could add to construction noise impacts associated with cumulative development, especially on the periphery of the Southwest Valley CPAs where receptors could be exposed to noise sources from within and outside the CPAs. The impacts of the Proposed Plans are considered significant and unavoidable, and the incremental effects of the Proposed Plans related to construction noise would be cumulatively considerable and would have ***significant cumulative impacts.***

Operational – Permanent Increase in Ambient Noise Levels

Stationary Noise

Stationary noise impacts are localized to a project site and sensitive receptors within the immediate vicinity. Therefore, for stationary noise sources, the cumulative setting is development in the CPAs and areas immediately adjacent to the CPAs. Future development in the City would include mechanical equipment, loading, trash pick-up, and other noise-generating activities. However, such activities would be typical of the urban environment within the City and any on-site activities would be required to comply with applicable provisions of the LAMC. Sources of stationary noise are generally well-regulated. The potential for any individual site to include a source of stationary noise that would be significant is unlikely and would be speculative to address, similarly the potential for overlapping of such sources is unlikely and would be speculative to address. Therefore, the incremental effect of the Proposed Plans with respect to stationary noise sources would ***not be cumulatively considerable.***

Mobile Noise

The cumulative setting for mobile noise impacts is the City and adjacent communities because, as detailed in **Section 4.15, Transportation and Traffic,** the traffic analysis presented herein considers the combined effect of Plan-generated traffic, existing traffic volumes and pass-through future traffic from areas both within and outside the Southwest Valley CPAs. **Table 4.12-13, Operational Mobile Source Noise Levels,** presents the cumulative increase in future mobile source noise levels. The transportation analysis approach used in this analysis applied established traffic forecasting tools that have been empirically proven and previously accepted under CEQA.

As shown in **Table 4.12-13, Operational Mobile Source Noise Levels,** future mobile noise levels including reasonably foreseeable development from the Proposed Plans would not increase noise levels by 3 dBA CNEL or more at any of the analyzed roadway segments when compared to existing conditions. Ambient noise levels at commercial uses within the Southwest Valley CPAs would generally not reach the "normally unacceptable" category based on noise level/land use compatibility standards in the City's General Plan Noise Element (i.e., above 75 dBA CNEL as shown previously in **Table 4.12-8**). Residential uses and other land uses such as motels, hotels, schools, and parks could continue to be exposed to ambient noise that is in the "normally unacceptable" range (i.e., 70-75 dBA CNEL; see **Table 4.12-8**). The Proposed Plans would not incrementally increase noise levels by 3 dBA or more along any roadway segment and would not push residential uses into the "clearly unacceptable" category (noise levels above 75 dBA CNEL). Therefore, the cumulative impact is not significant and the incremental effect of the Proposed Plans on mobile source noise levels would ***not be cumulatively considerable.***

Construction Vibration

Construction vibration impacts are localized to a project site and sensitive receptors within the immediate vicinity. Therefore, for sources of construction vibration, the cumulative setting is development in the CPAs and areas immediately adjacent to the CPAs. Construction of future development projects in the city would produce temporary vibration impacts. Cumulative development in the city is not likely to result in the exposure of on-site or off-site sensitive receptors to excessive ground-borne noise and vibration due to the localized nature of vibration impacts and the fact that all construction would not occur at the same time and at the same location. Therefore, only sensitive receptors located in close proximity to each construction site would be potentially affected by each individual activity.

Construction activities associated with reasonably foreseeable development projects from the Proposed Plans may overlap for some time with construction activities for other development projects, which are adjacent to, or within the CPAs. However, for the combined vibration impact from simultaneous construction projects to reach cumulatively significant levels, intense construction from these projects would have to occur simultaneously in close proximity to a sensitive receptor. Construction-related vibration would not result in additive vibration in combination with cumulative development in most areas of the City. However, individual development projects near the periphery of the Southwest Valley CPAs could potentially be constructed concurrently with other development adjacent to, but outside the CPAs, such that intense construction from two or more projects would simultaneously occur in close proximity to existing sensitive receptors. Therefore, the significant and unavoidable construction vibration impacts from the Proposed Plans could add to vibration impacts associated with cumulative development on the periphery of the CPAs. The impact of the Proposed Plans is considered significant and unavoidable, and the incremental effect of the Proposed Plans on temporary vibration levels would be cumulatively considerable and result in a ***significant cumulative impact***.

Operational Vibration

Operational ground-borne vibration impacts are localized to a project site and sensitive receptors within the immediate vicinity. Therefore, for sources of operational ground-borne vibration, the cumulative setting is development in the CPAs and areas immediately adjacent to the CPAs. Ground-borne vibration could conceivably be generated by the operation of future development projects within the City. It is not anticipated that new development within the CPAs would include substantial sources of operational ground-borne vibration. It is reasonable to assume that other projects outside the CPAs would have similar characteristics. Therefore, the incremental effect of the Proposed Plans related to operational vibration would **not be cumulatively considerable**.

Public Airports/Private Airstrips

Aircraft-related noise impacts occur only in the vicinity of airports or airstrips. Although Citywide growth could increase the number of people exposed to aircraft-related noise, such impacts would be localized in nature. In addition, new development accommodated by the Proposed Plans would not increase aircraft-related noise generated by airport operations. As discussed above, the public Van Nuys Airport is located within the Reseda–West Van Nuys–Lake Balboa Community Plan Area and contributes to the existing ambient noise environment in portions of the Southwest Valley CPAs. The Van Nuys Airport Plan and associated Permanent (Q) Qualified Conditions, establishes land use compatibility policies and development standards intended to protect public health, safety, and welfare in and around the airport and would remain in effect under the Proposed Plans. Implementation of the Proposed Plans would not modify airport operations or alter the land use compatibility requirements applicable to development in the vicinity of Van Nuys Airport. Therefore, the Proposed Plans would have no cumulatively considerable contribution to airport- or airstrip-related noise impacts, and the incremental effect of the Proposed Plans related to airport and airstrip noise would **not be cumulatively considerable**.

4.12.7 REFERENCES

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4.13 POPULATION AND HOUSING

INTRODUCTION

This section provides an overview of existing population, housing, and employment in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys Community Plan, herein collectively referred to as the Southwest Valley Community Plan Areas (CPAs), and evaluates impacts associated with the Southwest Valley Community Plans Update, hereinafter referred to as Southwest Valley Community Plans or Proposed Plans. Topics addressed include expected population, housing, and employment growth and the potential displacement of existing residents resulting from implementation of the Proposed Plans. The section uses information from a variety of public agencies including the City of Los Angeles Department of City Planning (DCP), the United States Census Bureau (U.S. Census), the Southern California Association of Governments (SCAG), and the California Department of Finance (DOF).

In accordance with *State's California Environmental Quality Act (CEQA) Guidelines* Section 15131, the analysis is limited to those socioeconomic issues that could result in a change on the physical environment. Considering the effect of the Proposed Plans on property values and their economic effect on surrounding businesses are not considered an environmental issue and therefore are not analyzed.

4.13.1 EXISTING ENVIRONMENTAL SETTING

2024 Baseline Conditions

CEQA requires an Environmental Impact Report (EIR) to compare existing physical conditions (baseline) to the physical conditions after implementation of a project. The Proposed Plans plan for growth and development; there is no expected direct effect from the Proposed Plans (such as for a construction project), but there are expected indirect effects from the reasonably anticipated development that is expected to occur. To assess the impacts of the Proposed Plans requires determining reasonably anticipated development and identifying the current conditions. Both determinations rely in part on estimates of the current population, housing, and employment, and the forecasted growth in population, housing, and employment.

State CEQA Guidelines Section 15125(a) requires that an EIR include a description of the physical environmental conditions in the vicinity of a proposed project as they exist at the time the Notice of Preparation (NOP) is published. The NOP for this EIR was published on October 10, 2024. Thus, the Draft EIR uses 2024 as the baseline for existing conditions. SCAG's 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (adopted in April 2024) is the most recently adopted

RTP, therefore this EIR relies on the 2024–2050 RTP/SCS as the most recent RTP/SCS at the time of the NOP publication and scoping. Further, the most up to date and validated Los Angeles Transportation Demand Forecasting (TDF) model provides refined data and information from the 2024–2050 RTP/SCS to better reflect the effects of the COVID pandemic and economic trends on the City's existing conditions; this model and its outputs are used in various sections of this Draft EIR and are utilized as the baseline throughout this document.[1]

Population

Table 4.13-1, Population in the Southwest Valley CPAs, presents Citywide and Southwest Valley CPAs population data for 2020 and 2024. To provide additional context for population trends in the Southwest Valley, census data for 2010 is also included in **Table 4.13-1**. As shown in **Table 4.13-1**, Citywide population decreased from approximately 3,898,747 residents in 2020 to 3,860,268 residents in 2024, resulting in a net population reduction of 38,479 residents and a population decrease of 1 percent. This decline in population is consistent with Los Angeles County's overall population decline between 2020 and 2024.[2] [3] However, population has increased in the City since 2010; the dip in population between 2020 and 2024 could be the result of the Covid pandemic, new census data collection methodology, other reasons, or a combination of reasons.

In comparison, the Southwest Valley CPAs had approximately 388,381 residents in 2020 and increased to approximately 394,629 residents in 2024, resulting in a net population increase of approximately 6,248 residents or a 1.6 percent increase between 2020 and 2024. When accounting for the 2010 population, the Southwest Valley demonstrates even stronger growth trends.

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1 See Appendix B, Methodology, for more information regarding the use of the 2024-2050 RTP/SCS for the development of the 2024 Baseline.

2 United States Census. Slow Growth Impacts Nation's Largest Counties Hardest Diminishing Population Gains in Metro Areas Highlight Nationwide Trend. March 26, 2026. Available online at: https://www.census.gov/newsroom/press-releases/2026/2025-popest-metro-micro-counties.html, accessed April 10, 2026.

3 Due in large part to a reduction in net international migration (NIM), Ibid.

Table 4.13-1
Population in the Southwest Valley CPAs

Planning Area	2010 Census Data	2020 Census	2024 (Baseline[1])	Percent of Citywide Existing Population	Net Population Change 2020-2024	Percent Change in Population 2020-2024[2]
Citywide	3,792,621	3,898,747	3,860,268	100%	-38,479	-1.0%
Southwest Valley CPAs	369,052	388,381	394,629	10.2%	6,248	1.6%

Source: City of Los Angeles, 2026.
United States Census, 2020; Available online at: https://www.census.gov/quickfacts/fact/table/losangelescitycalifornia/PST045224, accessed June 12, 2026.
Southern California Association of Governments, Regional data platform and demographic forecasts, 2024, available at: https://scag.ca.gov/data-tools-forecasting
Notes
[1] Note: The City used the 2024 SCAG RTP to develop the 2024 Baseline for this project, see ***Appendix B, Methodology****, for more details*
[2] "% Change in Population" is the "Net Population Change" divided by "2020 Census".
Population data are derived from both SCAG regional datasets and U.S. Census data. Due to methodological refinements, boundary adjustments, and differences in source data, some SCAG population estimates may vary slightly from reported Census figures.

Housing

The Southwest Valley CPAs contain primarily residential uses, as approximately 21,678 acres of land is designated for residential use. Of this total, the vast majority of the residential uses are comprised of Very Low Residential and Low Residential, which consists of single-family housing, typically set away from centers of activity. The building form is low scale. The minimum size of each lot ranges between 5,000-9,000 square feet for Low Residential and between 11,000-20,000 square feet for Very Low Residential. Residential density is limited to one unit per lot. The Very Low Residential Uses make up 24 percent of the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, 39 percent of the Encino-Tarzana CPA, and five percent of the current Reseda-West Van Nuys CPA. Low Residential areas comprise 38 percent of the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, 11 percent of the Encino-Tarzana CPA and 51 percent of the current Reseda-West Van Nuys CPA. Medium density residential areas are sparsely located within the Southwest Valley CPAs, as Low Medium, Medium, and High Medium Residential land use designations comprise five percent of the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, four percent of the Encino-Tarzana CPA, and nine percent of the current Reseda-West Van Nuys CPA.

Table 4.13-2, Housing Inventory in the Southwest Valley CPAs, presents Citywide and Southwest Valley CPAs housing data for 2020 and 2024. As shown therein, the number of housing units Citywide increased from approximately 1,496,453 housing units in 2020 to 1,538,191 housing units in 2024, resulting in a net increase of approximately 41,738 housing units or 2.8 percent. In comparison, the Southwest Valley CPAs had approximately 146,334 housing units in 2020 and 150,177 housing units in 2024, showing an increase of 3,843 housing units, or approximately 2.6 percent. Housing units can be accounted for in different ways by

providers of demographic data. As noted above, the variation in housing estimates is attributed to the use of different forecasting models. SCAG accounts for housing units by providing only an estimate of the number of households, or occupied housing units, meaning that vacant units are excluded. Other demographic data sources, such as the 2020 Census and the Department of Finance, provide the total housing unit number, including both occupied units and vacant units. Historically, the Citywide vacancy rate has been approximately five percent, although recent housing trends have reduced the vacancy rate making for a tight housing market.

Table 4.13-2
Housing Inventory in the Southwest Valley CPAs

Planning Area	2020 Census	2024 (Baseline)[1]	Percent of Citywide Existing 2024 Housing	Net Housing Change 2020-2024	Percent Change in Housing 2020-2024
Citywide	1,496,453	1,538,191	100%	41,738	2.8%
Southwest Valley CPAs*	146,334	150,177	9.8%	3,843	2.6%

Source: City of Los Angeles, 2026.
United States Census; Available online at: https://www.census.gov/quickfacts/fact/table/losangelescitycalifornia/PST045224, accessed June 12, 2026.
Note: [1] The City used the 2024 SCAG RTP, which was then further informed by the 2023 Census's American Community Survey (ACS) and Longitudinal Employer Household Dynamics (LEHD) data, to develop the 2024 baseline for the Proposed Project. See ***Appendix B, Methodology,*** *for more details.*

The housing market is driven by supply and demand and can be influenced by population growth, income, housing unit cost, and housing locations. Age distribution is also a key market characteristic because housing demand can be influenced by the housing preference of certain age groups due to limited income. In many cases, the majority of the young adult population (20 to 34 years old) tends to occupy apartments and smaller single-family units. The population in the 35- to 65-year-old age bracket occupies a range of housing types, including larger single-family homes and apartments, based on income, household sizes, and occupancy. Housing demand for the elderly population (65 years and older), would also fall into this category along with demand for assisted living homes and nursing homes. Affordability of housing is an increasing and ongoing concern in the Southwest Valley CPAs as well as in the City as a whole and may continue to be a challenge in 2050 based on current trends.

Employment

Table 4.13-3, Employment in the Southwest Valley CPAs, shows Citywide and Southwest Valley CPAs employment trends for 2020, 2023, and 2024. The variation in employment estimates is attributed to the use

of different forecast models by the U.S. Census, California Department of Finance, and SCAG. For the Southwest Valley CPAs, the 2024 Baseline numbers are the most accurate reflection of existing conditions, as the Census numbers are calculated based on square footage of buildings. As shown below, Citywide employment decreased from approximately 2,015,122 jobs in 2020 to 1,836,672 jobs in 2024, resulting in a net decrease of approximately 178,450 jobs and an 8.9 percent decrease in employment. Based on the table below, employment within the Southwest Valley CPAs accounts for 10.3 percent of the Citywide employment. Jobs-to-housing unit ratio is a general measure of the total number of jobs and housing units in a defined geographic area, without regard to economic constraints or individual preferences.[4] In 2024, the jobs-to-housing unit ratio for the City was 1.19 jobs for every housing unit; for the Southwest Valley CPAs, the jobs-to-housing unit ratio was 1.24 jobs for every housing unit. Ideal targets are between 1.3 and 1.7.

Table 4.13-3
Employment in the Southwest Valley CPAs

Planning Area	2020 Census[a]	2024 (Baseline)[b,c]	Percent of Citywide Existing 2024 Employment	Net Employment Change 2020-2024	Percent Change in Employment 2020-2024
Citywide	2,015,122	1,836,672	100%	-178,450	-8.9%
Southwest Valley CPAs	206,875	185,659	10.1%	-21,216	-10.3%

Source: City of Los Angeles, 2026.
[a] United States Census; Available online at: https://www.census.gov/quickfacts/fact/table/losangelescitycalifornia/PST045224, accessed June 12, 2026.
[b] The City used the 2024 SCAG RTP, which was then further informed by the 2023 Census's American Community Survey (ACS) and Longitudinal Employer Household Dynamics (LEHD) data, to develop the 2024 baseline for the Proposed Project. See ***Appendix B, Methodology****, for more details.*
[c] Southern California Association of Governments, Regional data platform and demographic forecasts, 2024, available at: https://scag.ca.gov/data-tools-forecasting

4.13.2 REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding population, housing, and employment at the federal, state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Fair Housing Act

[4] Job-to-housing ratio is determined by dividing employment by housing.

- Comprehensive Housing Affordability Study (CHAS)
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Relocation Act)
- California Housing Element Law: California Government Code Section 65583 and 65584(a)(1)
- Affirmatively Furthering Fair Housing (Assembly Bill 686)
- Fair Employment and Housing Act (FEHA)
- The Unruh Civil Rights Act
- Senate Bill 2
- Senate Bill 9
- Senate Bill 375
- Housing Crisis Act of 2019 – (SB 330, Skinner)
- Density Bonus Law (Government Code Section 65915)
- Relocation Assistance: California Government Code Section 7261(a)
- Assembly Bill 2222
- State Accessory Dwelling Unit (ADU) Laws
- California Housing Accountability Act
- Homeowners and Private Property Protection Act (Proposition 99)
- Southern California Association of Governments
- Regional Transportation Plan/Sustainable Communities Strategy
- Regional Housing Needs Assessment
- Measure H
- City of Los Angeles General Plan, which includes the 2021-2029 Housing Element
- Los Angeles Municipal Code
- Affordable Housing and Labor Standards Initiative (Proposition JJJ)
- Citywide Housing Incentives Program (CHIP)
- Transit Oriented Communities (TOC) Program
- Rental Protections Ordinance (Ordinance No. 188,482)
- Affordable Housing Linkage Fee (AHLF) Ordinance
- Affordable Housing Trust Fund
- Homelessness Reduction and Prevention, Housing, and Facilities Bond (Proposition HHH)
- Residential Hotel Unit Conversion and Demolition Ordinance
- Rent Stabilization Ordinance
- City of Los Angeles Accessory Dwelling Units (Ordinance No. 186,481)
- Climate Action Plan for Los Angeles
- The Housing Authority of the City of Los Angeles (HACLA) Year 2018 Agency Plan (Agency Plan)
- City of Los Angeles Consolidated Plan (2023-2027)

- Plan for a Healthy LA (General Plan Health, Wellness and Equity Element)

Federal

Fair Housing Act. Enacted in 1968, the Fair Housing Act prohibits discrimination by direct providers of housing, such as landlords and real estate companies as well as other entities, such as municipalities, banks or other lending institutions and homeowners insurance companies whose discriminatory practices make housing unavailable to persons because of: race or color, religion, sex, national origin, familial status, or disability.

Comprehensive Housing Affordability Study (CHAS). CHAS was enacted by the Cranston-Gonzalez National Affordable Housing Act of 1990 and was run by the U.S. Department of Housing and Urban Development (HUD). The primary purpose of the CHAS data is to demonstrate the number of households in need of housing assistance. This is estimated by the number of households that have certain housing problems and have income low enough to qualify for HUD's programs (primarily 30, 50, and 80 percent of median income). CHAS also considers the prevalence of housing problems among different types of households, such as the elderly, disabled, minorities, and different household types. The CHAS data provides counts of the numbers of households that fit these HUD-specified characteristics in HUD-specified geographic areas.

In addition to estimating low-income housing needs, CHAS data contributes to a more comprehensive market analysis by documenting issues such as lead paint risks, affordability mismatch, and the interaction of affordability with variables such as age of homes, number of bedrooms, and type of building.

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Relocation Act). The Uniform Relocation Act (Public Law 91-646) provides important protections and assistance for people affected by federally funded projects. This law was enacted by Congress to ensure that people whose real property is acquired, or who move as a result of projects receiving federal funds, will be treated fairly and equitably and will receive assistance in moving from the property they occupy.

State

California Housing Element Law: California Government Code Section 65583 and 65584(a)(1). Section 65583 of the California Government Code requires cities and counties to prepare a housing element, as one of the state-mandated elements of the *General Plan*, with specific direction on its content. Pursuant to Section 65584(a)(1) the California Department of Housing and Community Development (HCD) is responsible for determining the regional housing needs assessment (segmented by income levels) for each region's planning body known as a "council of governments" (COG), the Southern California Association of

Governments (SCAG) being the COG serving the Southern California area. HCD prepares an initial housing needs assessment and then coordinates with each COG in order to arrive at the final regional housing needs assessment. To date, there have been five previous housing element update "cycles." California is now in its sixth "housing-element update cycle." The SCAG Regional Housing Needs Assessment (RHNA) and the City's General Plan Housing Element are discussed further below.

Fair Employment and Housing Act (FEHA). The FEHA of 1959 (Government Code Section 12900 et seq.) prohibits housing discrimination on the basis of race, color, religion, sexual orientation, marital status, national origin, ancestry, familial status, disability, or source of income.

The Unruh Civil Rights Act. The Unruh Civil Rights Act of 1959 (Civ. Code Section 51) prohibits discrimination in "all business establishments of every kind whatsoever." The provision has been interpreted to include businesses and persons engaged in the sale or rental of housing accommodations.

Senate Bill 2. California SB 2, adopted in 2007 and effective January 2008, amended the Housing Accountability Act (HAA) and the State Housing Element Law to require local governments to take specific zoning actions to encourage the development of emergency shelters and transitional and supportive housing. It also clarifies that under the HAA, a jurisdiction cannot deny applications for such types of housing and shelter without making specific evidence-based findings.

Affirmatively Furthering Fair Housing (AB 686). While federal mandates prohibited overt forms of housing discrimination, through subtle, discriminatory methods, residential segregation persists within California. To combat this, the California State Legislature passed AB 686 in 2018 to expand upon the fair housing requirements and protections outlined in the Fair Employment and Housing Act. AB 686:

- Requires all state and local agencies to facilitate deliberate action to explicitly address, combat, and relieve disparities resulting from past patterns of segregation to foster more inclusive communities.
- Creates new requirements that apply to all housing elements due for revision on or after January 1, 2021.

Senate Bill 9. On September 16, 2021, Governor Newsom signed Senate Bill (SB) 9, the California Housing Opportunity and More Efficiency (HOME) Act,[5] which facilitates the process for building two dwelling units on a single-family residential lot or splitting a single-family residential lot into two lots (urban lot

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5 State of California Office of Governor Newsom, *Governor Newsom Signs Historic Legislation to Boost California's Housing Supply and Fight the Housing Crisis*, September 2021, available online at: https://www.gov.ca.gov/2021/09/16/governor-newsom-signs-historic-legislation-to-boost-californias-housing-supply-and-fight-the-housing-crisis/, accessed April 7, 2026.

split), allowing for a total of up to four units on the two lots, by ministerial approval, if the housing development meets certain requirements. When a lot is subdivided into two, one parcel shall not be smaller than 40 percent of the lot area of the original parcel and both parcels may not be smaller than 1,200 square feet each. The owner will need to sign an affidavit stating they intend to occupy one of the units from the urban lot split as their primary residence for at least three years.[6]

To be eligible for SB 9, the single-family lot must not be located within a historic district, included on the State Historic Resources Inventory, or designated or listed as a city or county landmark or historic property or district. Housing that is 1) subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income or 2) has been occupied by a tenant in the last three years may not be demolished or altered. In addition, the parcel has to satisfy the requirements specified in subparagraphs (B) to (K), inclusive, of paragraph (6) of subdivision (a) of Section 65913.4.[7] Paragraph (6) subparagraphs (B) to (K) of Section 65913.4 excludes development that are located on specific types of hazard or protected sites, including: prime farmland or farmland of statewide importance, wetlands, within a very high fire hazard severity zone, designated hazardous waste sites, a delineated earthquake fault zone, special flood hazard areas subject to 100-year floods, a regulatory floodway, lands identified for conservation in an adopted natural community conservation plan, habitat for protected species identified as candidate, sensitive, or species of special status, and lands under conservation easements.[8]

Senate Bill 375. Senate Bill (SB) 375 focuses on aligning transportation, housing, and other land uses to achieve regional greenhouse gas (GHG) emission reduction targets established under the California Global Warming Solutions Act, also known as Assembly Bill (AB) 32. SB 375 requires Metropolitan Planning Organizations (MPO) to develop a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP), with the purpose of identifying policies and strategies to reduce per capita passenger vehicle generated greenhouse gas (GHG) emissions. As set forth in SB 375, the SCS must: (1) identify the general location of land uses, residential densities, and building intensities within the region; (2) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period; (3) identify areas within the region sufficient to house an eight-year projection of the regional housing need; (4) identify a transportation

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6 Senate Bill 9 (Published 09/17/21), available online at: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220SB9, accessed April 7, 2026.

7 Senate Bill 9 (Published 09/17/21), available online at: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220SB9, accessed April 7, 2026.

8 Government Code Section 65913.4, available online at: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=65913.4.&lawCode=GOV. Accessed April 7, 2026.

network to service the regional transportation needs; (5) gather and consider the best practically available scientific information regarding resource areas and farmland in the region; (6) consider the state housing goals; (7) establish the land use development pattern for the region that, when integrated with the transportation network and other transportation measures and policies, will reduce GHG emissions from automobiles and light-duty trucks to achieve GHG emission reduction targets set by the California Air Resources Board (CARB), if there is a feasible way to do so; and (8) comply with air quality requirements established under the Clean Air Act.

Existing law requires local governments to adopt a housing element as part of their general plan and update the housing element as frequently as needed and no less than every five years. Under SB 375, this time period has been lengthened to eight years and timed so that the housing element period begins no less than 18 months after adoption of the RTP, to encourage closer coordination between housing and transportation planning. SB 375 also changes the implementation schedule required in each housing element. Previous law required the housing element to contain a program that set forth a five-year schedule to implement the goals and objectives of the housing element. The new law instead requires this schedule of actions to occur during the eight-year housing element planning period and requires that each action have a timetable for implementation. SB 375 also requires that the schedules for the regional transportation plan (RTP) and RHNA processes be synchronized and requires the RHNA to allocate housing units within the region in a manner consistent with the development pattern adopted by the SCS.

As discussed further below, on April 4, 2024, SCAG adopted its Connect SoCal: The 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (2024-2050 RTP/SCS), which is an update to the previous 2020 RTP/SCS. Using growth forecasts and economic trends, the RTP/SCS provides a vision for transportation throughout the region for the next 26 years to achieve the statewide reduction targets; and in so doing identifies the amount and location of growth expected to occur within the region.

Senate Bill 897. On September 28, 2022, Governor Gavin Newsom signed SB 897, which officially took into effect on January 1, 2023. SB 897 was designed to further reduce barriers to building Accessory Dwelling Units (ADUs) and Junior ADUs (JADUs). The bill requires municipalities to adopt "objective standards" and specifically targets issues concerning height limits, fire sprinklers, and the legalization of unpermitted units. Furthermore, SB 897 streamlines the approval process by requiring Cities to act on applications within a 60-day window period. Under the bill, housing units built before 2018 also gain protections, as cities are generally prohibited from denying permits for these structures unless they pose a specific health or safety risk.

Housing Crisis Act of 2019 – (collectively, Senate Bill (SB) 330 and SB 8, Skinner). On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (HCA). The HCA seeks to speed up housing

production in the next half decade by eliminating some of the most common entitlement impediments to the creation of new housing, including delays in the local permitting process and cities enacting new requirements after an application is complete and undergoing local review, both of which can exacerbate the cost and uncertainty that sponsors of housing projects face. In addition to speeding up the timeline to obtain building permits, the bill prohibits local governments from reducing the number of homes or decreasing the intensity (e.g., FAR) of development that can be built through down-planning or down-zoning without offsetting the decrease in intensity on other sites within the jurisdiction so there is no-net-loss in housing capacity. The law further prohibits the introduction of non-objective design standards. The bill is in effect as of January 1, 2020, but is temporary in nature as the bill's provisions expire on January 1, 2030.

Density Bonus Law (Government Code Section 65915). The State Density Bonus law (signed into law in 1979) requires jurisdictions to provide applicants with a density bonus and incentives or concessions for the production of housing development in which covenanted affordable housing units are also provided. Eligible projects include housing developments with (1) at least 10 percent of the housing for lower income households; (2) at least five percent of the housing for very low-income households; (3) a senior citizen housing development or mobile home park restricted to older persons; and (4) at least 10 percent of the total dwelling units in common interest development for moderate-income families or persons. AB 1763 (effective January 1, 2020) and subsequent bills amended the State Density Bonus Law (Section 65915) to allow for taller and denser 100 percent affordable housing developments, especially those near transit, through the creation of an enhanced affordable housing density bonus.

Relocation Assistance: California Government Code Section 7261(a). Section 7261(a) of the California Government Code requires that programs or projects undertaken by a public entity shall be planned in a manner that (1) recognizes, at an early stage in the planning of the programs or projects and before the commencement of any actions which will cause displacements, the problems associated with the displacement of individuals, families, businesses, and farm operations, and (2) provides for the resolution of these problems in order to minimize adverse impacts on displaced persons and to expedite program or project advancement and completion. The head of the displacing agency shall ensure the relocation assistance advisory services are made available to all persons displaced by the public entity. If the agency determines that any person occupying property immediately adjacent to the property where the displacing activity occurs is caused substantial economic injury as a result thereof, the agency may make the advisory services available to the person.

Assembly Bill (AB) 2222. On September 27, 2014, the governor signed AB 2222, which amended sections of the State Density Bonus Law (Government Code Section 65915). AB 2222 requires that density bonus projects resulting in a loss of existing affordable and otherwise locally regulated (i.e., rent-stabilized)

housing units replace those units one-for-one. It also extends the affordability period from 30 to 55 years and expands the use of equity sharing in for-sale units. Several other clarifications of the existing law are also included but did not change current City policy.

State Accessory Dwelling Unit (ADU) Laws. Accessory Dwelling Units (ADU) are a valuable form of housing and an essential component of the state's housing supply as declared by the California Legislature and are allowed in zones that allow single-family and multi-family housing, in Government Code Section 65852.150. An ADU is an accessory dwelling unit with complete independent living facilities for one or more persons and has several forms, meaning it can be detached from the primary structure, attached to the primary structure, or be converted existing space. Updated ADU laws became effective on January 1, 2021, that further reduce barriers, streamline approval processes, and accommodate the development of ADUs and junior accessory dwelling units (JADUs). A JADU is converted existing space that is contained entirely within a single-family residence. The state's ADU law is the statutory minimum requirement and local governments may go beyond the statutory minimum and adopt local ADU ordinances, but consistent with Section 65852.150.[9]

California Housing Accountability Act. The Housing Accountability Act (HAA; SB 167) (Government Code Section 65589.5 et seq.) is a California state law designed to promote infill development by speeding housing approvals. The HAA was passed in 1982 in recognition that the lack of housing, including emergency shelter, is a critical statewide problem. The HAA empowers the State of California to limit the ability of local government to restrict the development of new housing.

Homeowners and Private Property Protection Act (Proposition 99). In 2008, California voters approved Proposition 99, the Homeowners and Private Property Protection Act, which amended the California Constitution so that local governments are prohibited from using eminent domain authority to acquire an owner-occupied residence for the purposes of conveying it to a private recipient, with limited exceptions. Proposition 99 applies only to owner-occupied residences. Cities may still use eminent domain authority to convey multi-family and non-residential property to other private parties.

Regional

Southern California Association of Governments. The City of Los Angeles is located within the jurisdiction of SCAG, a Joint Powers Agency established under California Government Code Section 6502 et seq. Pursuant to federal and State law, as discussed above, SCAG serves as a Council of Governments, a

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9 California Department of Housing and Community Development, *Accessory Dwelling Unit Handbook*, March 2026, available online at: https://www.hcd.ca.gov/sites/default/files/docs/policy-and-research/adu-handbook-update.pdf, accessed April 10, 2026.

Regional Transportation Planning Agency, and the Metropolitan Planning Organization (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 RTP/SCS and RHNA allocations for each of its jurisdictions, in coordination with other State and local agencies. These documents include population, employment, and housing projections for the region and its 15 subregions. The City of Los Angeles is located within the Los Angeles Subregion.

SCAG is tasked with providing demographic projections for use by local agencies and public service and utility agencies in determining future service demands. Projections in the SCAG RTP/SCS serve as the basis for demographic estimates in this analysis of project consistency with growth projections. The findings regarding growth in the region are consistent with the methodologies prescribed by SCAG and reflect SCAG goals and procedures.

SCAG data is periodically updated to reflect changes in development activity and actions of local jurisdictions (e.g., zoning changes). 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 over the long-term time horizon.

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Pursuant to Government Code Section 65080(b)(2)(B), SCAG must prepare a RTP/SCS which (1) identifies the general location of uses, residential densities, and building intensities within the region; (2) identifies areas within the region sufficient to house all the population of the region over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation, and employment growth; (3) identifies areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584; (4) identifies a transportation network to service the transportation needs of the region; (5) gathers and considers the best practically available scientific information regarding resource areas and farmland in the region; (6) considers the state housing goals specified in Sections 65580 and 65581; (7) sets forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks to achieve the GHG reduction targets approved by the state board; and (8) allows the RTP to comply with air quality conformity requirements under the federal Clean Air Act.

On April 4, 2024, SCAG's Regional Council adopted the Connect SoCal 2024–2050 RTP/SCS. On May 7, 2025, CARB accepted SCAG's determination that the SCS would achieve GHG emission reduction targets. The 2024–2050 RTP/SCS meets federal and state requirements and is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS contains baseline socioeconomic projections that serve as the basis for SCAG's transportation planning. It includes projections of population, households, and employment forecasted for the years 2019, 2035, and 2050 at the regional, county, and local jurisdictional levels.[10]

Regional Housing Needs Assessment. SCAG prepares the RHNA mandated by State law so that local jurisdictions can use this information during their periodic update of the General Plan Housing Element. The RHNA identifies the housing needs for very low income, low income, moderate income, and above moderate-income groups, and allocates these targets among the local jurisdictions that comprise SCAG. The RHNA addresses existing unmet needs and future housing needs. The need for new housing is distributed among income groups so that each community moves closer to the regional average income distribution. The most recent RHNA allocation, the "6th Cycle RHNA Allocation Plan," was adopted by SCAG's Regional Council on March 22, 2021.[11] The City of Los Angeles was assigned a RHNA of 456,643 units, of which 184,721 units must be affordable to lower income households (Very Low and Low levels) for the October 2021 to October 2029 planning period. Local jurisdictions are required by State law to update their General Plan Housing Elements based on the most recently adopted RHNA allocation.

Measure H. Measure H is a county sales tax measure that was passed by Los Angeles County voters in March 2017. Through a ¼-cent sales tax, Measure H is expected to generate $355 million a year for 10 years in funding dedicated to fighting homelessness. The five-year goal is to provide permanent housing for 45,000 families and individuals, while preventing homelessness for 30,000 others. In June 2017, the Board of Supervisors approved funding allocations for each of the Measure H-eligible Homeless Initiative strategies and detailed implementation plans were developed for new strategies and those that are significantly expanded and/or enhanced with Measure H funding.

Local

City of Los Angeles General Plan (Framework Element, Housing Element, Land Use Element). The *General Plan* was prepared pursuant to State law to guide future development and to identify the

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10 Southern California Association of Governments (SCAG), *2024 RTP/SCS, Demographics & Growth Forecast Appendix*, available online at: https://scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf, accessed April 6, 2026.

11 SCAG, *6th Cycle Final RHNA Allocation Plan*, available online at: https://scag.ca.gov/sites/main/files/file-attachments/6th-cycle-rhna-final-allocation-plan.pdf?1625161899, accessed April 6, 2026.

community's environmental, social, and economic goals. The *General Plan* sets forth goals, objectives, and programs to provide a guideline for day-to-day land use policies and to meet the existing and future needs and desires of the community, while at the same time integrating a range of State-mandated elements including Circulation, Noise, Safety, Housing, Open Space, Conservation, Air Quality, and Environmental Justice. The General Plan also includes the General Plan Framework Element (Framework Element), discussed below, and the Community Plans which make up the Land Use Element, which guides land use at the level of the Community Plan Area.

Framework Element. The Framework Element sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services.[12] General Plan Framework land use policies are implemented at the community level through the City's Community Plans and Specific Plans.

The General Plan Framework also includes population, housing, and employment projections to guide future Community Plan amendments. However, the General Plan Framework makes clear that its population forecasts are estimates for guiding amendments: "... it [Framework Element] is not dependent upon these population levels or distributions for its implementation. It does not mandate specific levels of growth for any specific area (neither minimums nor caps)."[13]

The General Plan Framework housing chapter states that housing production has not kept pace with the demand for housing. According to the General Plan Framework, the City has insufficient vacant properties to accommodate the projected population growth and the supply of land zoned for residential development is constrained.[14] The Housing Chapter states that new residential development will require the recycling and/or intensification of existing developed properties.[15] The General Plan Framework states that the City must strive to meet the housing needs of the population in a manner that contributes to stable, safe, and livable neighborhoods, reduces conditions of overcrowding, and improves access to jobs and neighborhood services, particularly by encouraging future housing development near transit corridors and stations.[16] The Housing Chapter includes goals, objectives and policies to guide future development.[17] In

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12 City of Los Angeles, *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*, 1995, available online: http://cityplanning.lacity.org/cwd/framwk/contents.htm. Accessed April 6, 2026.

13 City of Los Angeles, *The Citywide General Plan Framework*, page 2-2, accessed April 6, 2026.

14 City of Los Angeles, *The Citywide General Plan Framework*, Housing Chapter, page 4-1, accessed April 6, 2026.

15 City of Los Angeles, *The Citywide General Plan Framework*, Housing Chapter, page 4-1, accessed April 6, 2026.

16 City of Los Angeles, *The Citywide General Plan Framework*, Housing Chapter, page 4-2, accessed April 6, 2026.

17 City of Los Angeles, *The Citywide General Plan Framework*, Housing Chapter, pages 4-4 and 4-6, accessed April 6, 2026.

particular, Policy 4.1.1 states that the City should "[p]rovide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City subregion to meet the 20-year projections of housing needs." Objective 4.2 "[e]ncourage[s] the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods."

Housing Element. The Housing Element of the *General Plan* is prepared pursuant to State law and provides planning guidance in meeting the housing needs identified in SCAG's RHNA. The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create sustainable, mixed-income neighborhoods. The State requires that the Housing Element include a detailed analysis of the City's demographic, economic, and housing characteristics; a comprehensive analysis of constraints to producing and preserving housing; a review of the City's progress in implementing current housing policies and programs; an identification of goals, objectives, and policies, in addition to a full list of program that will implement the vision of the plan; and a list of sites that could accommodate new housing, demonstrating the City's ability to meet its RHNA allocation.[18]

The 2021-2029 Housing Element, an update to the previous 2013-2021 Housing Element that is based on the updated 2021 RHNA, was adopted by the City Council on November 24, 2021. Policies include Policy 1.1.2, which states that the City should "[p]lan for appropriate land use designations and density to accommodate an ample supply of housing units by type, cost, and size within the City to meet housing needs, according to Citywide Housing Priorities and the City's General Plan."[19] Also, Policy 1.1.6, states that the City *should* "[a]llocate citywide housing targets across Community Plan areas in a way that seeks to address patterns of racial and economic segregation, promote jobs/housing balance, provide ample housing opportunities, and affirmatively further fair housing."[20] The Housing Element carries forward the goals of the Framework Element Housing chapter to encourage the development of livable neighborhoods and preservation of the housing supply Citywide.

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18 City of Los Angeles, *Housing Element 2021-2029 FAQ*, available online at: https://planning.lacity.gov/plans-policies/housing-element-update/faq, accessed April 8, 2026.

19 City of Los Angeles, *Housing Element 2021-2029*, Chapter 6, page 246, available online at: https://planning.lacity.gov/odocument/6fbfbbd0-a273-4bad-a3ad-9a75878c8ce3/Chapter_6_-_Housing_Goals,_Objectives,_Policies,_and_Programs_(Adopted).pdf, accessed April 8, 2026.

20 City of Los Angeles, *Housing Element 2021-2029*, Chapter 6, page 246, available online at: https://planning.lacity.gov/odocument/6fbfbbd0-a273-4bad-a3ad-9a75878c8ce3/Chapter_6_-_Housing_Goals,_Objectives,_Policies,_and_Programs_(Adopted).pdf, accessed April 6, 2026.

Further, Chapter 1, Housing Needs Assessment, identifies the City's share of the housing needs established in the RHNA. In particular, Table 1.27, City of Los Angeles Regional Housing Needs Assessment Allocation, indicates that the City's RHNA allocation includes 456,643 housing units.[21] Of that total number, approximately 40 percent of the units (184,721 units) must be affordable to Very Low- and Low-income households. The identified housing needs represent targets to be met and do not establish development caps. The allocation of 456,643 housing units represents one-third of the total need of 1,341,827 housing units identified for the six-county SCAG region. The City's percentage of the overall housing allocation increased significantly with this cycle compared to the previous 5th cycle, in which the City's share was approximately one-fifth of the regional need for the same type of units. For the 6th cycle, the City's RHNA allocation increased because it includes existing unmet housing needs from the 5th cycle. The housing capacity analysis conducted for the 2021-2029 Housing Element found the City only had enough zoning capacity to accommodate approximately 230,947 housing units (of which 72,640 units are lower-income) resulting in an identified shortfall of 255,432 housing units. To accommodate this shortfall as required by State law, the 2021-2029 Housing Element proposed various programs, particularly the RHNA Rezoning Program (Program 121).[22] This program focused on prioritizing additional housing capacity, particularly lower-income capacity, in Higher Opportunity Areas, promoting housing development near transit, and protecting environmentally sensitive areas. The RHNA Rezoning Program, along with programs such as the Plan for Housing Growth and Place-Based Strategies in Community Plan Areas (Program 65), identify and direct DCP's 16 active Community Planning update programs, which includes the update to the Southwest Valley Community Plan Areas, to develop land uses and zoning that, when adopted and implemented, will provide more housing development opportunities near transit and jobs—thereby assisting the City in meeting its RHNA allocation while also accommodating the Plan Areas' anticipated growth.

Land Use Element/Community Plans. The Land Use Element of the City's *General Plan* includes 34 community plans. Community Plans are intended to provide an official guide for future development and propose approximate locations and dimensions for land use. The Community Plans establish standards and criteria for the development of housing, commercial uses, and industrial uses, as well as circulation and service systems. The Community Plans implement the City's General Plan Framework at the local level. The Community Plans consist of both text and an accompanying generalized land use map. The Community Plans' texts express goals, objectives, policies, and programs to address growth in the community. The Community Plans' maps depict the desired arrangement of land uses as well as street

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21 City of Los Angeles, *Housing Element 2021-2029*, Chapter 1, page 97.

22 City of Los Angeles, *Housing Element 2021-2029*, Chapter 6, page 343, available online at: https://planning.lacity.gov/odocument/6fbfbbd0-a273-4bad-a3ad-9a75878c8ce3/Chapter_6_-_Housing_Goals,_Objectives,_Policies,_and_Programs_(Adopted).pdf

classifications and the locations and characteristics of public service facilities. Per State law, each Community Plan must be consistent with the other elements and components of the General Plan and, thus, incorporates information from these plans. The Community Plan includes residential, commercial, and industrial goals, policies and programs that establish a development concept for its neighborhoods and districts.

Los Angeles Municipal Code (LAMC). Zoning codes and regulations located in Chapter 1 of the LAMC provide for the types and densities of commercial, institutional, industrial, and residential uses permitted in each of the City's zones. Zoning in the City establishes the maximum allowable development on a parcel. Zoning also includes height limitations and other development standards which together regulate setbacks, building heights, floor area ratios (FAR), open space, and parking for each parcel within the City, as applicable.

The LAMC is currently undergoing a comprehensive update to all Zoning Code sections as part of the New Zoning Code Update effort. The Zoning Code Update, which started in 2013, will update the Zoning Code to make the Code more streamlined, visual, and easy to use. The existing Zoning Code will continue to be located in Chapter 1 of the LAMC, while the New Zoning Code will be located in a new Chapter 1A of the LAMC.

Affordable Housing and Labor Standards Initiative (Proposition JJJ). Proposition JJJ, approved on November 8, 2016, is a measure to impose affordable housing and local labor hiring requirements on new development projects, as well as set a minimum wage for hired construction workers. The measure included a number of key provisions. All development projects that include 10 or more residential units and require changes to the General Plan or other zoning are required to make a percentage of the units affordable to low-income and working residents or pay a fee to fund affordable housing and enforce laws that protect renters. Developers are required to make as much as 20 percent of the units in a project affordable for low-income and working renters. That number can be as high as 40 percent for homes that are for sale.

Developers of any such residential projects are required to hire contractors who:

- Are licensed according to city and state law;
- Guarantee to offer at least 30 percent of workhours to city residents, with 10 percent coming from those living within five miles of the project;
- Pay standard wages for the area; and

- Employ members of apprenticeship training programs and workers with real-world experience.

Moreover, projects planned around public transit within a half mile of significant public transit stops are encouraged through an incentive program that applies only to projects that include affordable housing and require contractors to comply with the requirements laid out in the bulleted list above.

Transit Oriented Communities (TOC) Affordable Housing Incentive Program. In compliance with Measure JJJ discussed above, the City released the Transit Oriented Communities (TOC) Program and its guidelines effective September 22, 2017. The guidelines provide incentives for projects planned around public transit, within one-half mile of significant public transit stops that include units set aside for affordable housing within the development project. In order to be eligible for TOC incentives, projects must include specified levels of Extremely Low Income, Very Low income, or Lower Income units. The guidelines outline four tiers of incentives, based on proximity to transit and type of transit (i.e., fixed rail, rapid bus). Incentive options include a density bonus, FAR increase, or parking reduction, with additional incentives such as additional height and reductions in open space, lot width, lot coverage, or yard requirements. Each tier has different requirements for income levels. The TOC Guidelines also provide for reduced parking requirements in each tier, with no parking required for eligible residential projects in Tier 4. In addition to base incentives for density and FAR, the TOC Guidelines provide a menu of Additional Incentives including reductions for yards/setbacks, open space, and minimum required lot widths and increases in lot coverage and building heights (including transitional heights relief). The TOC Program and Guidelines are in place for 10 years but may be extended for 5 additional years.

It is important to note that the Citywide Housing Incentives Program (CHIP) (discussed below) updated and incorporated the TOC program into the City's Municipal Code long-term through the Transit-Oriented Incentive Area (TOIA) program. Once the TOC program has sunset, equivalent or greater incentives will continue to be available through CHIP's TOIA program.

- **Citywide Housing Incentives Program (CHIP) Ordinance.** The CHIP ordinance implements the 2021-2029 Housing Element's Rezoning Program (Program 121) and is designed to accelerate the production of mixed-income and 100 percent affordable housing development across the city. The CHIP ordinance streamlines project approvals and offers developers significant bonuses in density, floor area ratio (FAR), and height in exchange for including covenanted affordable housing units. The program offers three options for local density bonus programs including, the State Density Bonus Program, the Affordable Housing Incentive Program (AHIP), and the Mixed Income Incentive Program (MIIP) that includes the updated version of the Transit-Oriented Communities (TOC) program known as the Transit-Oriented Incentive Area (TOIA) program. Each CHIP program streamlines review procedures and offers incentives

for eligible project types in order to expand access to affordable housing near transit, jobs, along major corridors, and in particular cases, in higher opportunity areas[23].

- **Resident Protections Ordinance (RPO)** In 2025, the City adopted the RPO in an effort to balance housing production and housing preservation. The RPO codifies the Housing Crisis Act, making provisions that apply to housing development projects permanent. It also expands occupant protections and enhances requirements for Affordable units in the City. All affordable units provided in exchange for CHIP development incentives are subject to long-term affordability covenants (typically 99 years), and the city's associated tenant protection ordinances regulate demolitions and resident relocations.

Affordable Housing Linkage Fee (AHLF) Ordinance. The City Council adopted the AHLF Ordinance on December 13, 2017, and it became effective on February 17, 2018, with a phased-in fee structure. The AHLF Ordinance places a fee on certain new market-rate residential and commercial developments to generate local funding for affordable housing. The fee amount is based on the fee schedule in effect at the time the building permit for a project is issued, and the market area within which it is located. Fees will be adjusted annually for inflation beginning July 1, 2019, using the Consumer Price Index (CPIU). The market areas may be updated by the City Council every five years beginning July 1, 2023.

Affordable Housing Trust Fund. The City created and administers the Affordable Housing Trust Fund (Fund), which is codified in the LAMC. The Fund establishes a special fund for the purpose of receiving and disbursing monies to address the affordable housing needs of the City. The Fund requires 25 percent of the received initial and continuing net revenue of the 2001 business tax and payroll expense tax amnesty program and the revenue program of the Revenue and Taxation Code Section 1955.1 (Assembly Bill 63) be allocated to the Fund.

Homelessness Reduction and Prevention, Housing, and Facilities Bond (Proposition HHH). Proposition HHH, approved on November 8, 2016, is a $1.2 billion general obligation bond to finance the construction of supportive and affordable housing for homeless people in the City. The purpose of the bond is to provide safe and clean affordable housing for the homeless and for those in danger of becoming homeless, such as battered women and their children, veterans, seniors, foster youth, and the disabled, and provide facilities to increase access to mental health care, drug and alcohol treatment, and other services.

Residential Hotel Unit Conversion and Demolition Ordinance. The Residential Hotel Unit Conversion and Demolition Ordinance (RHO) prohibits conversion or demolition of dwelling units in a residential

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23 Los Angeles Department of City Planning, *Citywide Housing Incentive Program*. Available online at: https://planning.lacity.gov/plans-policies/citywide-housing-incentive-program, accessed September 17, 2026.

hotel without approval from the Los Angeles Housing Department (LAHD). The ordinance adds Article 7.1 to Chapter IV of the LAMC and amends Sections 91.106.4.1, 151.06, and 151.09 (City of Los Angeles 2008). The ordinance seeks to preserve dwelling units provided by residential hotels, which often serve as affordable housing for the very low income, elderly, and disabled.

Rent Stabilization Ordinance. The City's Rent Stabilization Ordinance (RSO) was established in response to the shortage of affordable housing in Los Angeles and went into effect on May 1, 1979. The RSO's purpose is to regulate rents so as to safeguard tenants from excessive rent increases, while at the same time providing landlords with just and reasonable returns from their rental units. The RSO addresses allowable rent increases, the registration of rental units, legal reasons for eviction, and the causes for eviction requiring relocation assistance payment to the tenant. Properties subject to the RSO are those that are within the City limits, contain two or more units, and have a Certificate of Occupancy prior to October 1, 1978, as well as replacement units under LAMC Section 151.28. A complaint can be filed by any tenant who believes that an owner, manager, or agent has committed a violation of the RSO. The Housing Department oversees and enforces the RSO. The RSO comprises Chapter XV of the LAMC.

In 2017, two ordinances amending the RSO went into effect. The "Ellis Amendments" (Ordinance No. 184,873) amended the RSO requirements for demolition or permanent withdrawal of RSO units. The amendments provide clarification on the applicability of RSO to both vacant and occupied units, the unit withdrawal process, and relocation service requirements. In addition, the amendments require that property owners file annual status reports on withdrawn properties and allow landlords to qualify for an exemption on newly constructed units where RSO units are demolished by providing a certain amount of affordable housing. The second amendment (Ordinance No. 184,822) addresses relocation assistance for unpermitted rental units and requires that eviction notices must list one of the permitted RSO eviction reasons.

The City of Los Angeles adopted COVID-19 pandemic emergency tenant protections on March 27, 2020 and on May 6, 2020, when the Los Angeles City Council approved Ordinances No. 186,585[24] and No. 186,607,[25] establishing a temporary eviction moratorium and rent freeze for units subject to the RSO, respectively. These protections prohibited evictions for nonpayment of rent due to COVID-19-related financial impacts, halted rent increases for RSO units, and provided tenants with a repayment period for

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24 City of Los Angeles, *Ordinance No. 186,585*, adopted March 27, 2020. Available online: https://cityclerk.lacity.org/onlinedocs/2020/20-0147-S19_ORD_186585_03-31-2020.pdf, accessed on August 18, 2026.

25 City of Los Angeles, *Ordinance No. 186,607*, adopted May 6, 2020. Available online: https://cityclerk.lacity.org/onlinedocs/2020/20-0407_ORD_186607_05-12-2020.pdf, accessed on August 18, 2026.

unpaid rent. The emergency measures remained in effect through multiple extensions and were ultimately lifted on January 31, 2024, transitioning back to standard RSO regulations.

City of Los Angeles Accessory Dwelling Units (Ordinance No. 186,481). The City Council adopted Ordinance No. 186,481 on December 19, 2019 (CF 16-1468), which provides for the creation of Accessory Dwelling Units (ADU) and Junior Accessory Dwelling Units (JADU) consistent with California Code Sections 65852.2 and 65852.22.[26] "The ADU Ordinance incorporates state ADU provisions and further regulates the size and form of ADUs in relation to the main home, requires additional standards for construction of new ADUs in certain hillside neighborhoods, and allows for Movable Tiny Houses to be used as ADUs."[27] The ordinance specifies the development standards and requirements for the different types of ADUs and JADUs permitted in the City. ADUs are generally not permitted on lots that are designated as both a Very High Fire Hazard Severity Zone and a Hillside Area, unless specific development standards are met. The ordinance also has parking standards of generally one parking space per ADU, although there are exemptions available under certain conditions, such as if the ADU is within one-half mile walking distance of public transit. The Department of City Planning issued a memo on February 27, 2020, regarding the implementation of the City's ADU Ordinance and the State ADU law, summarizing key provisions applicable to detached ADUs and Movable Tiny Houses and key provisions applicable to attached ADUs and JADUs.[28] In 2024, the Department of City Planning issued a notice that updated the City's ADU Ordinance to allow for up to two detached ADUs on a multifamily property, and in some cases, additional units within existing non-habitable spaces (i.e., basements or attics).[29]

Climate Action Plan for the City of Los Angeles. Released by Mayor Bass in April 2026, the Climate Action Plan outlines a comprehensive strategy designed to steer the city toward complete carbon neutrality by 2045. The roadmap introduces over 50 specific, measurable targets that expand upon the city's previous environmental frameworks (such as the 2019 Green New Deal) while heavily prioritizing environmental

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26 City of Los Angeles, *Ordinance No. 186,481*, adopted December 19, 2019, available online: https://cityclerk.lacity.org/onlinedocs/2016/16-1468_ORD_186481_12-19-2019.pdf, accessed on April 10, 2026.

27 City of Los Angeles Department of City Planning, "Housing Policy," available online at: https://planning.lacity.org/plans-policies/initiatives-policies/housing, accessed on April 10, 2026.

28 City of Los Angeles, *Implementation of 2019 Accessory Dwelling Unit Ordinance*, February 2020, available online at: https://planning.lacity.org/odocument/ec892d01-7873-455a-8e15-78a771b2c7ac/ADU_Memo_2020_Final_2.26.20_(1).pdf, accessed on April 10, 2026.

29 City of Los Angeles, Implementation of 2019 Accessory Dwelling Unit (ADU) Ordinance and State ADU Law (Updated based on 2022, 2023 and 2024 State Law Updates). December 30, 2024. Available online at: https://planning.lacity.gov/odocument/184600d8-71d7-4d74-baf1-1f9cd2603320/ZA_Memo_No_143.pdf#:~:text=Owner%20Occupancy%20%5BGC%20%C2%A7%2066315%20&%2066333%5D,governmental%20agency%2C%20land%20trust%2C%20or%20housing%20organization), accessed April 10, 2026.

equity and local green job creation.[30] While the Plan focuses heavily on energy infrastructure, water, and transit, it also addresses housing through building decarbonization, energy efficiency, and environmental justice. The Climate Action Plan addresses housing through several key mechanisms:

- **Affordable Housing & Energy Equity:** The plan emphasizes ensuring that low-income renters and affordable housing units are not left behind in the transition to clean energy. It prioritizes funding and incentives for energy efficiency retrofits and building electrification in frontline communities to lower utility bills.
- **Building Electrification:** It sets benchmarks for reducing greenhouse gas emissions across residential buildings, encouraging a shift away from natural gas appliances (like heaters and stoves) toward electric alternatives.
- **Net-Zero Municipal Housing:** For city-owned or city-funded residential projects, the plan aligns with the broader goal of pushing municipal building operations toward net-zero emissions.
- **Cooling and Community Resilience:** Recognizing that extreme heat disproportionately impacts vulnerable residents, the plan links housing to climate adaptation by expanding the urban tree canopy and supporting programs that keep homes cooler in historically underserved neighborhoods.

Green New Deal. In April 2019, Mayor Eric Garcetti released the Green New Deal (Sustainable City pLAn 2019), a program of actions designed to create sustainability-based performance targets through 2050 in order to advance economic, environmental, and equity objectives.[31] L.A.'s Green New Deal is a mayoral initiative rather than an adopted plan and is the first four-year update to the City's first Sustainable City pLAn that was released in 2015. It augments, expands, and elaborates in even more detail L.A.'s vision for a sustainable future and it tackles the climate emergency with accelerated targets and new aggressive goals. The Housing & Development Chapter of the Green New Deal includes the following targets for the number of new housing units to be provided within the City:

- Ensure 57 percent of new housing units are built within 1,500 feet of transit by 2025; and 75 percent by 2035.
- Increase cumulative new housing unit construction to 150,000 by 2025; and 275,000 units by 2035.
- Create or preserve 50,000 income-restricted affordable housing units by 2035 and increase stability for renters.

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30 City of Los Angeles, Mayor Bass' Climate Action Plan for Los Angeles, April 2026. Available online at: https://plan.mayor.lacity.gov/sites/g/files/wph2541/files/2026-04/MayorBassClimateActionPlanforLosAngeles_2026_1.pdf, accessed June 17, 2026.

31 City of Los Angeles, *L.A.'s Green New Deal-Sustainability Plan 2019*, available online at: https://plan.lamayor.org/, accessed on April 10, 2026.

City of Los Angeles Consolidated Plan (2023-2027). The 2023-2027 Consolidated Plan (ConPlan) is the City's strategic plan for leveraging annual allocations of federal funds granted by HUD (e.g., Community Development Block Grant, Emergency Solutions Grant, HOME Investment Partnerships Program (HOME), and Housing Opportunities for Persons with AIDS). The ConPlan establishes priorities to expand affordable housing, prevent and reduce homelessness, support economic development, and improve neighborhood conditions throughout the City. The ConPlan identifies the City's fiscal and policy challenges, establishes goals, and outlines projected five-year goal outcomes to be achieved with federal funds. The Five-Year Plan in turn informs an Annual Plan prepared by the City each year that provide action plans for implementing projects and programs funded with federal grants.[32]

Plan for a Healthy LA (General Plan Health, Wellness and Equity Element). In 2015, the City adopted the Plan for a Healthy Los Angeles as an Element of the *General Plan*. The development of the Plan built on the Health Atlas for the City of Los Angeles (2013), which provided a data-driven methodology for identifying and addressing key health issues and community vulnerabilities in Los Angeles and helped inform the Plan's outreach efforts, policies, and goals. On November 24, 2021, the City Council approved targeted amendments to the Plan for a Healthy LA that address environmental justice (Senate Bill 1000). The Plan for a Healthy LA is the document that houses the City's environmental justice goals, policies, and implementation programs.[33] The Plan for a Healthy LA identifies housing as a key component of building a healthier and more just city. Several of the policies in the element speak to housing, such as Policy 1.6 which states: "Reduce the debilitating impact that poverty has on individual, familial, and community health and well-being by: promoting cross-cutting efforts and partnerships to increase access to income; safe, healthy, and stable affordable housing options; and attainable opportunities for social mobility."

4.13.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to population and housing if they would:

- Induce substantial unplanned 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) and

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32 Los Angeles Housing Department, *City of Los Angeles Consolidated Plan (2023-2027)*, available online at: https://communityinvestment.lacity.gov/consolidated-plan/consolidated-plan-five-year-plan, accessed on April 9, 2026.

33 City of Los Angeles, *Plan for a Healthy Los Angeles*, 2021, available online at: https://planning.lacity.org/odocument/1a364ed0-feda-4c75-9a26-843106059c76/Plan_for_a_Healthy_LA_DRAFT_9.14.2021.pdf, accessed April 8, 2026.

- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

4.13.4 METHODOLOGY

This analysis considers reasonably anticipated population, housing unit, and employment growth that would occur with implementation of the Proposed Plans, and whether this growth is within local or regional forecasts, whether it can be considered substantial with respect to growth projections Citywide, and whether it would result in the displacement of housing or people which could then result in the need for replacement housing.

For **Threshold 4.13-1**, the following criteria related to growth inducement are considered relevant to the Proposed Plans:

- The degree to which the project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/build out, and that would result in an adverse physical change in the environment;
- Whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and
- The extent to which growth would occur without implementation of the Plan.

Although CEQA requires an EIR to consider growth-inducing impacts, CEQA provides that the EIR "should not assume that growth is necessarily beneficial, detrimental, or of little significance."

For **Threshold 4.13-2,** the determination of significance related to displacement takes into consideration the following factors that are considered relevant to the Proposed Plans:

- The total number of residential units to be demolished, converted to market rate, or removed through other means as a result of the Proposed Plans, in terms of net loss of market-rate and affordable units;
- The current and anticipated housing demand and supply of market rate and affordable housing units in the area;
- The land use and demographic characteristics of the area and the appropriateness of housing in the area; and

- Whether the Proposed Plans are consistent with adopted City and regional housing policies such as the Framework and Housing Elements, HUD Consolidated Plan and CHAS policies, Rent Stabilization Ordinance, and the RTP/SCS.

For a detailed discussion of the impacts related to consistency with adopted city and regional housing policies, please refer to **Section 4.10, Land Use and Planning**.

Loss of affordable housing and displacement of low-income renters is a social and economic impact, which is not a CEQA impact unless it results in an indirect physical impact.[34] Based on this, an impact from loss of affordable housing and displacement in this EIR will be an impact if it results in a physical impact to the environment, such as construction of new housing elsewhere. It may also be from transportation or other impacts related to people driving a farther distance. The *CEQA Guidelines* require a lead agency to consider the reasonably foreseeable indirect environmental consequences of a project's economic or social impacts. To require an analysis of the indirect physical impacts, the social and economic impacts must be supported by substantial evidence. An EIR would be required to analyze reasonably foreseeable, not speculative impacts, resulting from social and economic impacts.[35] SCAG data on population, housing, and employment projections are used as a benchmark to guide the local planning process. The analysis below compares reasonably anticipated population, housing, and employment to the 2024 baseline and SCAG's 2050 projections. If implementation of the Proposed Plans would result in a net decrease in residential units (market-rate or affordable) and require construction of replacement housing built elsewhere, the impacts associated with the replacement housing may be considered significant.

Table 4.13-4
Comparison of Reasonably Anticipated Development within the Southwest Valley CPAs

	2024 Baseline	Proposed Plans 2050	No Project (2050)	SCAG 2050 Forecast
Population	394,629	636,288	509,887	425,595
Housing[1,2]	150,177	265,459	213,047	177,629
Employment	185,659	270,824	211,937	234,461

34 *Porterville Citizens for Responsible Hillside Dev. v City of Porterville* (2007) 157 CA4th 885, 903 (claimed impact of new homes on existing home values is economic impact), available online at: https://case-law.vlex.com/vid/porterville-citizens-v-city-892943479, accessed April 9, 2026.

35 CEB, *Practice under the California Environmental Quality Act*, Section 6.36; Public Resources Code Section 21065, available online at: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=21065.&lawCode=PRC; *Friends of Davis v. City of Davis* (2000) 83 Cal.App.4th 1004, 1020 (rejecting an argument that an initial study was required to analyze speculative physical impacts resulting from competition with retail tenant). Available online at: https://law.justia.com/cases/california/court-of-appeal/4th/83/1004.html, accessed April 9, 2026.

Source: City of Los Angeles, 2026.

1 *SCAG provides forecasts for households, which is the equivalent of occupied housing units, and does not equal 100% of the units.*

2 *The Proposed Plans assume 0% vacancy, and in this case, households are equivalent to housing units.*

4.13.5 IMPACTS

Threshold 4.13-1 **Would the project induce substantial unplanned 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)?**

This impact would be less than significant.

The Proposed Plans do not entitle specific development projects; rather, the Proposed Plans' policies and land use designations establish the basis for where, how, and what type of development can occur through 2050. With adoption of the Proposed Plans, land use designations and intensities within the Southwest Valley CPAs would be revised to accommodate anticipated population growth and housing and employment demand projected by SCAG through the year 2050. Consistent with sustainable growth policies of the RTP/SCS and the General Plan Framework Element, the purpose and primary objectives of the Proposed Plans is to accommodate reasonably anticipated future growth in the Southwest Valley CPAs by strategically guiding expected development to urbanized areas and in a manner that improves the quality of life of existing and future residents. The Proposed Plans' General Plan amendments and zoning changes consider community preferences, housing demand, leveraging investment in infrastructure, opportunities for economic development, and the potential for environmental impacts.

A significant impact for purposes of this threshold is if the Proposed Plans induce unplanned growth into an area. The underlying purpose of the Proposed Plans is to accommodate forecasted Citywide growth. Growth would not result in a significant impact if the growth could be accommodated by existing or planned facilities and services, would not require construction of new facilities resulting in physical impacts, and is consistent with the City's Framework Element, as well as state and regional policies and regulations. Note, this threshold recognizes that it is not a significant adverse impact for the City to put more growth into any community plan area than projected by SCAG. SCAG forecasts are not mandates to local agencies and are not made based upon a local agency's capacity to provide services. As discussed below and in **Chapter 3.0, Project Description**, and **Appendix B, Methodology**, the City accommodates Citywide growth consistent with the City's Framework Element and SCAG's SCS policies, among others. However, as discussed in **Section 4.17, Utilities and Service Systems**, the City's services and utilities are planned and provided for at the Citywide level based on SCAG's projections for the City, not the Community Plan Areas.

The State of California requires that cities plan for changes in population, housing, and employment. If growth is projected, each city must accommodate a share of anticipated regional growth. SCAG is responsible for producing socio-economic estimates and projections at multiple geographic levels. The socio-economic estimates and projections are used for federal, and state mandated long-range planning efforts, such as the RTP/SCS. In preparing the RTP/SCS, SCAG prepares population, housing, and employment projections in consultation with jurisdictions in the region. These projections are derived from a combination of sources and consider factors such as birth rates; migration rates; historical trends; household size; market and economic projections; existing and planned land uses; and consistency with relevant adopted local, regional, and state land use policies and growth strategies. The development of the growth forecast is driven by collaboration between SCAG and local jurisdictions. The integration of the regional and local forecasts is achieved through collaboration among the various contributors.[36]

DCP allocates the City's projected population and employment to the City's 34 community plans consistent with the City's Framework Element, the SCS, and other City policies. The City plans to accommodate for the projected levels of population, housing, and employment growth through its Community Plan updates. With implementation of the Proposed Plans, the designations, intensities, and densities of the Southwest Valley CPAs would be revised to accommodate population growth, housing, and employment growth forecasted through the planning horizon year of 2050 consistent with the policies of the Framework Element, as well as to meet the other project objectives, including strengthening connections between land use and transportation, meeting the housing needs for all income levels, and encouraging mixed use and equitable transit oriented development at key locations. The development growth assumptions for the Proposed Plans are based on the acreage of land designated for each type of land use; allowable densities and intensities in each designation; anticipated levels of development in the life of the Proposed Plans; and development constraints, such as topography, land acquisition and construction costs, and historic preservation regulations (as described in **Section 4.13.4, Methodology**).

Although CEQA does not require nor generally allow the environmental analysis to directly compare the Proposed Plans to the No Project (2050 condition), this comparison is provided for informational purposes (not for impact analysis) to highlight how the Proposed Plans update the population, housing, and employment in the context of reasonably anticipated development in the Southwest Valley CPAs and show the development that would be expected in the CPAs in the absence of the Proposed Plans. **Table 4.13-5, Southwest Valley CPAs Existing (2024) and Development Potential (2050),** compares existing conditions (2024) and the No Project and Proposed Plans' reasonable development potential. As discussed in further

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36 For more information on SCAG's forecasting methodology and assumptions, see the *Demographics & Growth Forecast* of the 2024 SCAG Connect SoCal, available online at: https://scag.ca.gov/sites/default/files/2024-05/0903fconnectsocal_demographics-and-growth-forecast.pdf , accessed May 19, 2026.

detail below, the Proposed Plans would increase reasonably anticipated housing, population, and employment as compared to the No Project. The Proposed Plans will accommodate SCAG's 2050 population, housing, and employment projections based on the amount of development that can reasonably be expected to occur during the life of the Proposed Plans, given the Proposed Plans' land use designations and policies.

Table 4.13-5
Southwest Valley CPAs Existing (2024) and Development Potential (2050)

	Population	Dwelling Units	Employment
Existing Southwest Valley CPAs (2024)	394,629	150,177	185,659
Proposed Plans 2050	636,288	265,459	270,824
Change (2024-2050)	241,659	115,282	85,165
Percent Change (2024-2050)	61%	77%	46%
2050 No Project	509,887	213,047	211,937
Change (2024-2050)	115,258	62,870	26,278
Percent Change (2024-2050)	29%	42%	14%
SCAG 2050 Southwest Valley Projection	425,595	177,629	234,461

Source: City of Los Angeles, 2026; SCAG

Population

As shown in **Table 4.13-6, Southwest Valley CPAs Baseline and Projected Population**, SCAG projections for the City of Los Angeles identify population increases from approximately 3,857,468 residents in 2024 to approximately 4,315,365 residents by 2050, resulting in a population increase of approximately 11.9 percent. Based on SCAG forecasts, the population for the Southwest Valley CPAs is estimated to be approximately 425,595 residents in 2050. This is less than the City's reasonably anticipated development under the Proposed Plans of 636,288 residents, while the No Project (2050) scenario is expected to result in approximately 509,887 residents.

Table 4.13-6
Southwest Valley CPAs Baseline and Projected Population

Planning Area	2024 (Baseline)	2050 Proposed Plans (City Projection)	2050 No Project (City Projection)	2050 SCAG Projection
Citywide	3,857,468	N/A	N/A	4,315,365
Southwest Valley CPAs	394,629	636,288	509,887	425,595

Source: City of Los Angeles Transportation Demand Forecasting Model, 2026; SCAG, 2024

Compared to existing conditions (394,629 residents in 2024), population growth under the Proposed Plans (636,288 residents by 2050) exceeds SCAG's projections (425,595 residents by 2050) by 210,693 residents. Compared to existing conditions, the Southwest Valley CPAs would see a 61.2 percent increase in population under the Proposed Plans, compared to SCAG's projections, which would result in a 7.8 percent increase in population (using the City's adjusted baseline).

Housing

As shown in **Table 4.13-7, Southwest Valley CPAs Baseline and Projected Housing Units**, the City had a housing supply of approximately 1,538,191 housing units in 2024. SCAG projects housing in the City to increase to approximately 1,829,413 occupied housing units by 2050, an approximately 18.9 percent increase. The Southwest Valley CPAs had a housing supply of 150,177 housing units in 2024 and are expected to increase to approximately 265,459 housing units by 2050 under the Proposed Plans. This would result in a 76.8 percent increase in the housing supply of the Southwest Valley compared to the 18.3 percent increase estimated by SCAG. Under the No Project, housing within the Southwest Valley CPAs is expected to increase to approximately 213,047 housing units by 2050.

Table 4.13-7
Southwest Valley CPAs Baseline and Projected Housing Units

Planning Area	2024 (Baseline)	2050 Proposed Plans	2050 No Project	2050 SCAG Projection
Citywide	1,538,191	N/A	N/A	1,829,413
Southwest Valley CPAs	150,177	265,459	213,047	177,629

Source: City of Los Angeles, 2026, SCAG 2024
Note: Percentages are rounded up.

Compared to existing conditions (150,177 dwelling units in 2024), housing growth under the Proposed Plans (265,459 dwelling units by 2050) exceeds SCAG's projections (177,629 dwelling units by 2050) by 87,830 dwelling units.

Employment

As shown in **Table 4.13-8, Southwest Valley CPAs Baseline and Projected Employment**, the City had approximately 1,836,672 jobs in 2024 and, according to SCAG forecasts, is expected to increase to approximately 2,137,675 jobs by 2050, resulting in a 16.4 percent increase of jobs in the City. The Southwest Valley CPAs had approximately 185,659 jobs in 2024 and are projected by SCAG to increase to

approximately 234,461 jobs by 2050, resulting in an approximately 26.3 percent increase in jobs. Under the No Project scenario, employment within the Southwest Valley CPAs is expected to increase to approximately 211,937 jobs by 2050. And under the Proposed Plans, employment is expected to increase to approximately 270,824 by 2050.

Table 4.13-8
Southwest Valley CPAs Baseline and Projected Employment

Planning Area	2024 (Baseline)	2050 Proposed Plans (City Projection)	2050 No Project (City Projection)	SCAG 2050 Projection
Citywide	1,836,672	N/A	N/A	2,137,675
Southwest Valley CPAs	185,659	270,824	211,937	234,461

Source: City of Los Angeles, 2026.

Compared to existing conditions (185,659 jobs in 2024), employment growth projected under the Proposed Plans (270,824 jobs by 2050) exceeds SCAG's projections (234,461 jobs by 2050) by 36,363 jobs. Compared to existing conditions, the Southwest Valley CPAs would see a 45.9 percent increase in jobs under the Proposed Plans, compared to SCAG's projections, which would result in a 26.3 percent increase in jobs.

As discussed in **Section 4.13.4, Methodology**, the reasonably anticipated development and associated growth in population, housing, and employment anticipated to occur with the Proposed Plans is based on assumptions about the level of development that can be reasonably expected to occur during the life of the Proposed Plans (through the horizon year 2050), given the Proposed Plans' land use designations, zoning module types, and policies and using the best professional judgment of City of Los Angeles planners. Past building data demonstrates that not all sites will be built to the maximum densities permitted by the Proposed Plans for a variety of reasons including economic conditions, market trends, financial lending practices, construction and land acquisition costs, physical site constraints, and other General Plan policies or regulations. For this reason, 100 percent development to maximum allowable densities and intensities is a theoretical scenario that is not analyzed, but rather a more realistic reasonable anticipated development is used to guide and analyze the potential environmental impacts of those changes.

Population and Housing Growth

As described in **Chapter 3.0, Project Description**, the Proposed Plans emphasize development along transit corridors consistent with City and SCAG policy direction. The corridor-focused approach to concentrating

new development is also consistent with State policy aimed at meeting housing needs while reducing vehicle trips and improving air quality. As a result, the Proposed Plans would better accommodate projected population and housing demand with the proposed land use and zoning changes. The City has discretion in how it allocates growth across the City to meet other objectives and has historically allocated more growth to certain plan areas than SCAG, consistent with the City's General Plan Framework vision for each CPA; in particular those areas with high transit accessibility and connectivity are generally targeted for more growth. This allocation is also consistent with SCAG's 2024–2050 RTP/SCS's goal of reducing Vehicle Miles Travelled (VMT) by accommodating a majority of new housing and jobs in areas within half a mile of major transit stops or high-quality transit corridors, as well as SCAG's objective of generally directing future growth to High Quality Transit Areas (HQTAs).

While the Southwest Valley CPAs are predominantly suburban and are not as dense or transit rich as other areas of the City, such as Downtown or the Westside, it provides good accessibility and opportunities to maximize transit options. The proposed changes would result in a pattern of land use that directs future growth in the Southwest Valley CPAs to already urbanized areas where growth can be supported by existing transportation infrastructure and where different types of land uses can be intermingled to reduce the length and incidence of vehicle trips, in line with state mandates to achieve sustainability targets. Specifically, the Proposed Plans increase development potential in areas surrounding the Metro G Line Stations such as the Woodley station, Balboa station, Sherman Way station, and Reseda station. The Proposed Plans would also introduce similar land use patterns along major corridors (i.e., Ventura Boulevard). The intermingling or co-locating of different types of land uses reduces the length and incidence of vehicle trips by allowing people to trip chain, grouping two or more trip purposes into one single trip. Besides the existing Metro G Line Stations, the Southwest Valley CPAs include a network of other buses that anchor and support neighborhood-serving businesses and housing along these corridors. Currently, there are no plans for additional transit stations. Metro regularly reviews performance of its bus lines and updates service times and lines as needed. Therefore, the Metro G Line Busway and Local Lines in the Southwest Valley CPAs could accommodate additional riders from the projected growth of the Proposed Plans.

Employment Growth

As described in **Section 4.13.1, Existing Environmental Setting**, the Proposed Plans anticipate an increase in employment to 270,824 jobs. The projected increase in jobs resulting under the Proposed Plans would support new employment opportunities. The majority of the projected employment growth would likely be the result of the Proposed Plans' focus to increase development potential in existing commercial centers and corridors. Commercial corridors such as Ventura Boulevard would be upzoned to allow for more commercial uses in the future.

The Proposed Plans generally direct growth to areas identified by SCAG as HQTA. Job growth in the area will be directed to the existing transit corridors and nodes in the Southwest Valley CPAs which are well served by public transportation – both high-frequency and local bus routes. This re-direction would occur by rezoning these areas to allow for more mixed-use and commercial uses. The proximity of these jobs to transit will result in fewer vehicle trips as commuters travel to and from home to work daily. As shown in **Table 4.13-8**, SCAG's RTP/SCS forecast shows 234,461 jobs in 2050 in the Southwest Valley CPAs while the Proposed Plans anticipate 270,824 jobs, an increase of 36,363 jobs compared to SCAG's forecast. Further, implementation of the Proposed Plans is expected to increase jobs in the Southwest Valley CPAs and would provide more job opportunities for residents in and surrounding the CPAs. While the Proposed Plans do anticipate more jobs than SCAG, such growth is not unplanned. The Proposed Plans would expand the development capacity of the Southwest CPAs in a manner consistent with SCAG projections, the General Plan Framework Element, the 2021-2029 Housing Element (specifically Program 121, the RHNA Rezoning Program), and the vision for the area. As such, implementation of the Proposed Plans would not cause unplanned employment growth in the Southwest Valley CPAs.

Conclusion

The Proposed Plans would not introduce new infrastructure or the extension of roads but instead would plan for growth in a sustainable manner by creating additional housing and employment opportunities in close proximity to transit. The Proposed Plans would not induce substantial unplanned growth in population through employment-generating uses and would be consistent with State, regional, and local policies to locate new development close to transit. While reasonably anticipated development would exceed SCAG's forecasts for the Southwest Valley CPAs, the overall development under the Proposed Plans would not induce population growth that exceeds the capacity of the existing infrastructure. Additionally, the Proposed Plans would also be consistent with the 2021-2029 Housing Element's RHNA Rezoning Program (Program 121). The implementation of the Proposed Plans would result in an overall decrease in VMT per service population within the Southwest Valley CPAs by implementing many key strategies to reduce VMT and associated GHG emissions. Further, as discussed in **Section 4.17, Utilities and Service Systems**, the Southwest Valley CPAs have sufficient infrastructure to accommodate the reasonably anticipated development and environmental impacts related to infrastructure would not occur. As a result, future development associated with the Proposed Plans would be consistent with SCAG's citywide growth projections, and with City, regional, and state policies for housing, economic development, and sustainability, as well as other adopted housing growth policies and would not exceed planned City growth. Therefore, impacts related to inducing substantial unplanned growth under the Proposed Plans would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.13-2 Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

This impact would be less than significant.

The Proposed Plans would allow for new development and redevelopment projects in the Southwest Valley CPAs. The Proposed Plans do not require any existing housing to be demolished or reduced to be consistent with the Proposed Plans' land use designations and zoning. Moreover, no property owner would be required to redevelop a property. In effect, existing development on the ground could be maintained or become legal non-conforming. Primary future development would be subject to the Proposed Plans once it is effective. That said, the Southwest Valley CPAs currently have approximately 150,177 housing units and the Proposed Plans are expected to increase it to approximately 265,459 housing units by 2050. Reasonably anticipated development from the Proposed Plans is anticipated to result in redevelopment that would likely result in the displacement of some existing housing units and residents, including homeless residents, during construction. However, the number of displaced units and residents and locations of any replacement housing, if needed, would be speculative. To address potential displacement, in 2025, the City adopted the Resident Protections Ordinance to comply with Senate Bill (SB) 330 (enacted in 2019), and subsequent updates to the law, that provides existing occupants of protected units the right to remain for six months before the start of construction, the Right to Return if Demolition Does Not Proceed, and some relocation assistance for qualifying occupants. Lower Income tenants are also provided the Right to Return to a unit in the new development as well as an enhanced Right to Relocation benefit. The RPO also establishes a tenant's Private Right of Action, if the tenant's rights are violated.[37]

The Proposed Plans aim to add to the inventory of housing stock through mixed-use development that permits a variety of housing types and income levels. However, in limited instances, the Proposed Plans could potentially cause a temporary reduction in housing stock as new buildings are built in place of older

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[37] City of Los Angeles, Housing Crisis Act and Resident Protections. Available online at: https://planning.lacity.gov/project-review/housing-crisis-act, accessed August 18, 2026.

ones, or as existing buildings are renovated or expanded. This can be the case if individual property owners choose to demolish an existing residential building and redevelop it to a more intense or dense development than currently exists. For example, an owner could decide to demolish an existing single-family house and build a four-plex on a parcel that allows for low-density multi-family residential housing. It would be speculative to attempt to identify how many units and people might be displaced, and what the lag time, if any, might be. In addition, as discussed under **Impact 4.13-1** and further below, implementation of the Proposed Plans is projected to substantially increase the overall housing stock in the Southwest Valley CPAs. Finally, the City has adopted a number of policies, including new policies in the Proposed Plans that are specifically aimed at providing opportunities in association with mixed-income and affordable housing and reducing homelessness. As such, the Proposed Plans would not necessitate the construction of replacement housing elsewhere.

Concerns about indirect displacement of people, including those with lower incomes, have been raised in the Southwest Valley CPAs, other CPAs, and citywide. The rising cost of housing is currently a concern throughout the City, reflective of the shortage of housing in the City and the region as a whole. As population growth continues to outpace the production of housing units, the existing supply of housing is in higher demand which leads to higher rents/prices. Many renters are experiencing financial strain as average rents rise, and would-be homeowners watch as neighborhoods where home prices may have once been within their reach grow prohibitively expensive. This occurrence may result in displacement of renters and may result in the need for people that live in the Southwest Valley CPAs to move outside the CPAs or potentially outside of the City. But there is no substantial evidence that there is a reasonable method to predict how many people may potentially be displaced in the Southwest Valley CPAs over the Proposed Plans horizon, including from new investment through redevelopment, or sought by the Proposed Plans. Additionally, there is no industry standard methodology available to forecast transportation, air, noise, or other impacts associated with people who have moved out of the Southwest Valley CPAs. The City has adopted several citywide responses to help relieve pressures on the housing supply (e.g., Affordable Housing Linkage Fee, Accessory Dwelling Units Ordinance, Unapproved Dwelling Unit Ordinance, TOC, etc.) and the State of California has recently passed several state laws to address the housing crisis. One example is AB 1482, which imposes specific rules concerning rent increases through rent caps that limit the amount by which rent can be increased annually for eligible properties (no more than five percent plus local Consumer Price Index, or ten percent, whichever is lower) and "just cause" eviction requirements for landlords to terminate a tenancy.[38]

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38 City of Los Angeles, Housing Department, "AB 1482 – State Rent Control," available at: https://housing.lacity.org/residents/ab-1482, accessed April 10, 2026.

As discussed in **Section 4.13.2, Regulatory Framework**, the City has adopted regulations and policies that require or incentivize the provision of affordable housing in new development projects that apply citywide. These policies include the Density Bonus Ordinance (LAMC Section 12.22 A.25), the Affordable Housing Linkage Fee (AHLF) Ordinance, and the recently adopted Citywide Housing Incentive Program (CHIP). CHIP expands and updates the City's affordable housing incentive framework, including programs related to transit-oriented and mixed-income housing development. The Density Bonus Ordinance incentivizes the provision of affordable and/or senior housing units in new development projects by offering projects that provide these units additional capacity, typically in the form of increased FAR. Per the AHLF Ordinance, certain new market-rate residential and commercial developments are required to pay a fee that goes towards funding affordable housing.

Further, the Proposed Plans includes affordable housing incentives through community benefit systems. This program will allow developers to provide specific community benefits in return for access to above-baseline density and other property development standards. Maximum FAR and height may be achieved through participation in the various incentive systems described in Article 12 of the LAMC Chapter 1A. Housing development projects may exceed base development rights by providing a range of public benefits, including affordable housing.

The Proposed Plans are specifically aimed at accommodating current and anticipated housing demand in the Southwest Valley CPAs. However, as stated above, as properties are redeveloped in the Southwest Valley CPAs, there could be temporary displacement of housing units due to the lapse between removal and replacement of housing. Recent state laws such as SB330 and SB8 also require a right of first refusal for existing tenants, in cases where units are demolished and replaced with a new housing project. The City's Rent Stabilization Ordinance (RSO) would cap increases in rental rates for the dwelling units built on or before October 1, 1978, as well as replacement units under LAMC Section 151.28, so that residents of these units in the Southwest Valley CPAs would not be displaced if increased development and improvements to the Southwest Valley CPAs raise property values. Furthermore, the Proposed Plans include policies and programs aimed at reducing displacement of people and housing, supportive of no-net loss in residential capacity regulations established in Government Code Section 65863 and SB330; these policies include LU 3.2, which encourages the preservation of and limits the conversion into for-sale units of rental units protected by the RSO in support of no net loss of affordable units.[39] Programs in the Proposed Plans include the No-Net Loss Program (P3) and the Right to Remain, Return, and Relocation Program (P4). As discussed in **Section 4.13.2, Regulatory Framework**, the Resident Protections Ordinance (RPO) codifies the

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39 California Department of Housing and Community Development, *No Net Loss Law – Government Code Section 65863*, October 2, 2019, available online at: https://www.hcd.ca.gov/community-development/housing-element/housing-element-memos/docs/sb-166-final.pdf, accessed on April 10, 2026.

Housing Crises Act by making provisions that apply to housing development projects permanent, and expands occupant protections and enhances requirements for affordable units. Although the number of existing units (including affordable units) that might be displaced by future development cannot be predicted with any degree of certainty, the Proposed Plans would increase the overall availability of housing in the Southwest Valley CPAs by 77 percent (115,282 additional units) and includes policies and programs to support the provision of housing to meet a range of economic and social needs. It would also support relevant City and regional housing policies, such as those outlined above, the City's 2025 Residential Protection Ordinance, as well as those of the RTP/SCS. Moreover, the displacement of housing units that is likely to occur due to the time lag between demolished units and construction of new units would be temporary and would be offset by the overall net increase in housing under the Proposed Plans. Therefore, the Proposed Plans are not anticipated to result in the net loss or displacement of housing, necessitating the construction of replacement housing elsewhere. The impact would be ***less than significant.***

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.13.6 CUMULATIVE IMPACTS

The cumulative context for population, housing, and employment growth is within the City of Los Angeles and surrounding jurisdictions. The City of Los Angeles, and Southwest Valley CPAs in particular, are substantially built-out and most future development in the City is anticipated to occur as infill on vacant or underutilized parcels. Future projects under the Proposed Plans would be developed consistent with the planned growth in the General Plan.

Population, Housing, and Employment Growth

Implementation of the Proposed Plans would be anticipated to result in an increase in population, housing, and employment growth. As analyzed in **Table 4.13-5**, above, growth between 2024 to 2050 within the Southwest Valley CPAs would exceed SCAGs 2050 projections.

The Proposed Plans are intended to allow for more development in certain locations as previously discussed, particularly in proximity to transit, which would increase housing opportunities. This program will allow developers to provide defined community benefits, foremost being affordable housing, in return

for access to additional density, FAR, and height, and other development incentives. The maximum development capacities may be achieved through participation in the various land use incentive systems described in Article 9 of the LAMC Chapter 1A. Refinements to zoning regulations are proposed along both transit nodes and corridors to enable more opportunities for mixed income and affordable housing developments within walking distance of transit and commercial uses. The Southwest Valley CPAs are urbanized area with existing infrastructure in place (See **Section 4.17, Utilities and Service Systems**), and as demonstrated in **Section 4.17**, the addition of the reasonably anticipated development would not result in significant impacts to the existing infrastructure thereby requiring new or expanded infrastructure. The Proposed Plan's projected 2050 population growth is anticipated to occur mainly in the form of infill development or redevelopment which can be accommodated. Therefore, there would be no basis to find that the Proposed Plans would contribute to inducing unplanned growth to the City or to the SCAG region.

Displacement of Housing and People

As discussed above, the Proposed Plans do not propose the demolition, conversion to market rate, or removal of any existing residential units. The Proposed Plans are expected to result in a net increase of housing over existing conditions and would allow a diversity of housing types. Therefore, it is not expected to result in permanent displacement of housing and people. Implementation of the Proposed Plans would primarily increase residential development compared to existing housing. The Proposed Plans could potentially result in some temporary displacement of housing units and people due to the length of time between removal and replacement of housing. This temporary displacement would be relatively minor spread over the timeframe for implementation of the Proposed Plans and would be offset by increases in housing implemented as part of the Proposed Plans. Therefore, such temporary impacts would not add to other impacts resulting from redevelopment of sites outside the Southwest Valley CPAs.

Based on the information above, the cumulative impact of the Proposed Plans would be ***less than significant*** and would not be cumulatively considerable.

4.13.7 REFERENCES

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4.14 PUBLIC SERVICES & RECREATION

INTRODUCTION

This section provides an overview of public services, including recreation, provided in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area, the Encino-Tarzana Community Plan Area, and the Reseda-West Van Nuys-Lake Balboa Community Plan Area, collectively identified as the Southwest Valley Community Plans Areas (CPAs), and evaluates potential impacts resulting from the Southwest Valley Community Plans Update, hereinafter, collectively referred to as the "Southwest Valley Community Plans" or "Proposed Plans." Topics addressed in this section include fire protection and emergency services (**Section 4.14.1**), police protection services (**Section 4.14.2**), public schools (**Section 4.14.3**), libraries (**Section 4.14.4**), and parks and recreation (**Section 4.14.5**).

The impacts of the Proposed Plans to public services and recreation are based on the adequacy of existing and planned facilities and personnel to meet additional demand incurred from the Proposed Plans.

4.14.1 FIRE PROTECTION AND EMERGENCY SERVICES

4.14.1.1 Existing Environmental Setting

Fire prevention, protection, and emergency medical services within the Southwest Valley CPAs are provided by the Los Angeles Fire Department (LAFD). LAFD is a full-spectrum life safety agency that provides essential emergency and non-emergency services throughout the 469-square mile jurisdiction within the City.[1] LAFD consists of 3,510 uniformed fire personnel that provide fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education, and community service.[2] LAFD also consists of 381 civilian support staff that provides technical and administrative support to the LAFD. A total of 1,018 uniformed firefighters, in addition to 270 firefighter/paramedics are on active-duty citywide serving at 106 neighborhood fire stations.[3] In January 2015, the LAFD service areas were re-structured into four geographic bureaus that align with the Los Angeles Police Department (LAPD) geographic boundaries: Central, Valley, West, and South Bureaus. With this updated approach, the LAFD, the Los Angeles Police Department (LAPD), and the City's Emergency Management Department have developed a more unified effort to respond to emergencies. Each designated Bureau Commander is responsible for all LAFD activities in the respective bureaus. In addition, the LAFD has implemented an emergency medical dispatch card system, known as the Tiered

1 LAFD, "Our Mission," available online at: https://lafd.org/about/about-lafd/our-mission, accessed April 10, 2026.

2 Ibid.

3 Ibid.

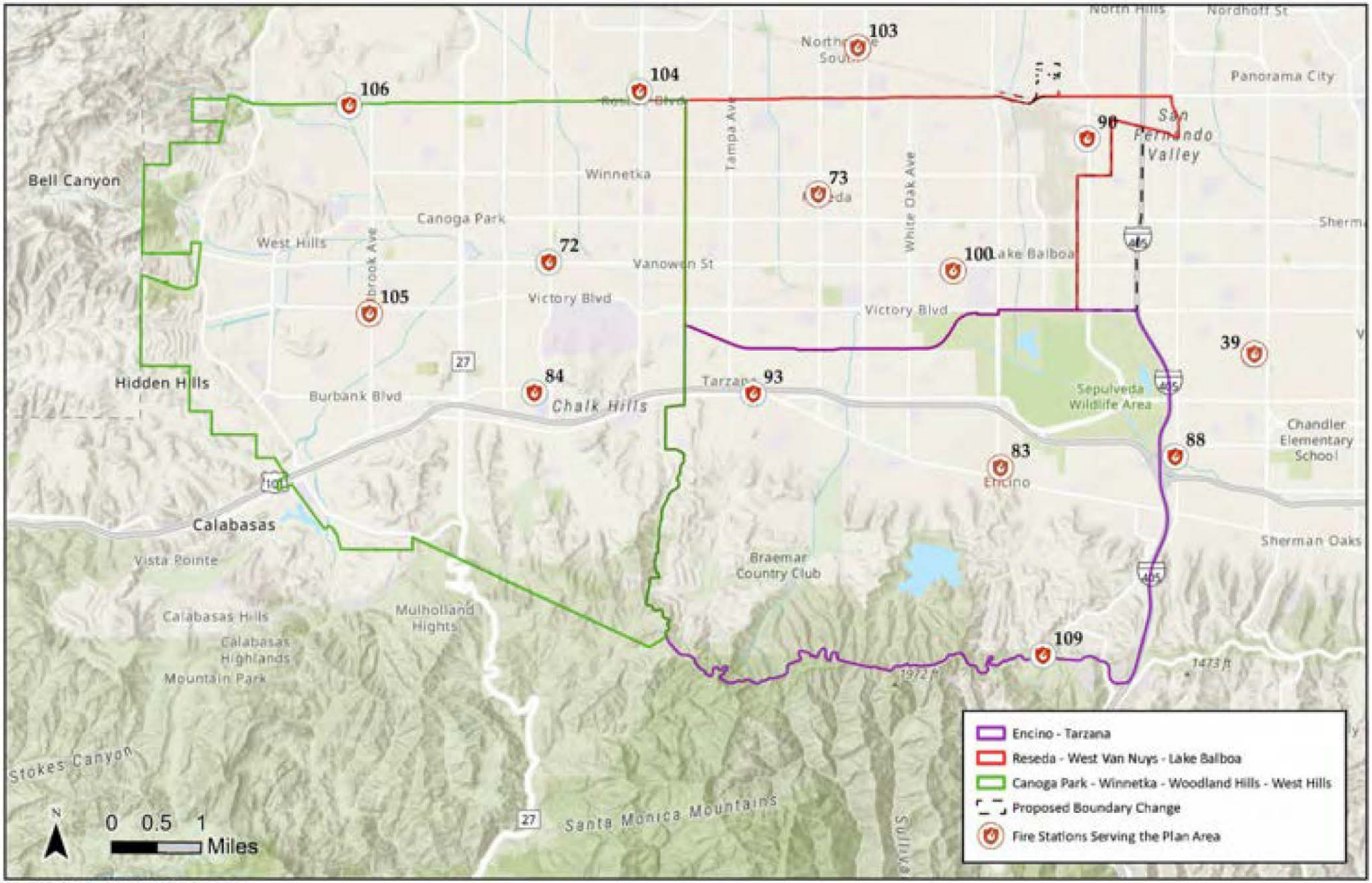
Dispatch System, to reduce call-processing times; and the LAFD Automatic Vehicle Location System, to ensure the nearest emergency resource is dispatched during calls.[4] Given their geographic location, the Southwest Valley CPAs adjoin other jurisdictions (i.e., Los Angeles County and Ventura County). As such, the City has several joint-use agreements with other jurisdictions for cooperative response and management of fires and other emergency incidents. Under such agreements, the first responders are typically the nearest fire or police units, regardless of jurisdictional boundaries.

The Southwest Valley CPAs are located within the LAFD Valley Bureau service area, which encompasses the northern portions of Los Angeles and consists of Battalions 10, 12, 14, 15, and 17. As presented in **Table 4.14-1** and shown in **Figure 4.14-1, LAFD Fire Stations Serving the Southwest Valley CPAs**, the CPAs are located within the Battalion 10, 15, and 17 service areas and are served by 14 fire stations.[5,6] The stations are located in the Valley Bureau LAFD Community. Emergency Medical Services (EMS) is provided to the Southwest Valley CPAs through the Bureau of Emergency Medical Services and is dispatched from the same fire stations.

4 LAFD, "About EMS Bureau," available online at: https://lafd.org/about-ems-bureau, accessed May 15, 2026.

5 City of Los Angeles Community Emergency Response Team, "LAFD Battalion Map," available online at: https://geohub.lacity.org/datasets/lahub::lafd-battalions/explore?location=34.107754%2C-118.475430%2C11.65, accessed May 15, 2026.

6 LAFD, "FireStatLA," available online at: https://lafd.org/fsla/stations-map, accessed May 15, 2026.



SOURCE: City of Los Angeles, 2026; Esri, 2026

FIGURE **4.14-1**

IMPACT SCIENCES

LAFD Fire Stations Serving the Southwest Valley CPAs

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Table 4.14-1
LAFD Fire Stations Serving the Southwest Valley CPAs

Fire Station	Address	Average Operational Response Times (mins)[1]	
		Non-EMS	EMS
39	14615 Oxnard Street Van Nuys, CA 91411	07:10	07:52
72	6811 De Soto Avenue Los Angeles, CA 91303	07:24	07:44
73	7419 Reseda Boulevard Los Angeles, CA 91335	06:33	07:03
83	4960 Balboa Boulevard Los Angeles, CA 91316	07:46	07:39
84	21050 Burbank Boulevard Los Angeles, CA 91367	08:03	07:53
88	5101 North Sepulveda Boulevard Sherman Oaks, CA 91403	07:48	07:36
90	7921 Woodley Avenue Los Angeles, CA 91406	07:33	07:59
93	19059 Ventura Boulevard Los Angeles, CA 91356	08:03	07:39
100	6751 Louise Avenue Los Angeles, CA 91406	06:53	06:55
103	18143 Parthenia Street Northridge, CA 91325	07:11	06:57
104	8349 Winnetka Avenue Canoga Park, CA 91306	7:10	7:17
105	6345 Fallbrook Avenue Los Angeles, CA 91367	07:19	07:39
106	23004 Roscoe Boulevard Los Angeles, CA 91304	08:43	07:52
109	16500 Mulholland Drive Los Angeles, CA 90049	9:44	10:07
114[2]	16617 Arminta Street Los Angeles, CA 91406	n/a	n/a

Source: City of Los Angeles Fire Department, FireStatLA, Response Metrics January – December 2025, https://lafd.org/fsla/stations-map

[1] *Non-EMS = fire and other services; EMS = Emergency Medical Services*

[2] *Because Station 114 serves as an LAFD Air Operations unit, standard operational response metrics are not presented in the table.*

Service Performance Measures. The LAFD has response time goals consistent with the National Fire Protection Association (NFPA). 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 criteria that provide context for fire departments to evaluate their response times. According to NFPA 1710 criteria, call processing time should be one minute and four seconds or less for 90 percent of calls, or one minute and 46 seconds or less for 95 percent of calls; turnout time, defined

as the time between activation of station alerting devices and the moment firefighters put on their gear, board their apparatus, and are en-route to the emergency, should be one minute and 20 seconds or less for fire incidents, and 60 seconds or less for EMS incidents; the first engine should arrive on scene within four minutes; and the second company should arrive on scene within six minutes.

Although NFPA 1710 provides essential benchmarks, fire departments often measure performance in terms of total response time, which is composed of call processing time, turnout time, and travel time.[7] Based on citywide response metrics from January through May of 2026, the average LAFD call processing time was one minute and five seconds for both non-EMS and EMS incidents, the average turnout time was 59 seconds for both non-EMS and EMS incidents, and the average travel time was five minutes and 10 seconds for non-EMS incidents and five minutes and 23 seconds for EMS incidents. According to response metrics, the average operational response time is five minutes and 22 seconds for structural fire incidents, six minutes and 26 seconds for critical advanced life support (ALS) incidents, seven minutes and 11 seconds for non-EMS incidents, and seven minutes and 40 seconds for EMS incidents.[8]

LAFD's services continue to be based on the community's needs, as determined by on-going evaluations that consider the number of calls and other factors. These evaluations are used to determine the need for reallocation of existing equipment or personnel and/or the acquisition of new equipment, personnel, or new stations. As development occurs, the LAFD reviews EIRs and subdivision applications for needed facilities. Where appropriate, construction of new facilities is required as a condition of development for individual projects.

Fire Flow and Response Distance. The adequacy of fire protection for a given area is based on required fire flow, response distance from existing fire stations, and the LAFD's judgment for needs in the area. Personnel and equipment needs for individual fire stations are determined based on the LAFD's review of the number of incidents within a station's service area. As the number of incidents increases, the LAFD assigns new staff and equipment as necessary to maintain acceptable service ratios and response times.

The fire flow (measured in gallons per minute from the local water system) necessary to contain a fire depends on the existing land use or combination of land uses and the density of the area being served. Consequently, the amount of water necessary for fire protection depends on various factors, including the type of development, risk of life, occupancy, and the level or intensity of a fire hazard. Response distance relates directly to the linear travel distance (i.e., miles between a station and a site) and the LAFD's ability

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7 Lexipol, "Understanding and Measuring Fire Department Response Times," available online at: https://www.firefighterclosecalls.com/understanding-and-measuring-your-fire-department-response-times/, accessed: May 15, 2026.

8 LAFD, FireStatLA, available online at: https://lafd.org/fsla/stations-map?year=2026, accessed June 18, 2026.

to successfully navigate through an area's circulation system. The Fire Code specifies maximum response distances allowed between specific locations and engine/truck companies based upon land use and fire flow requirements, as shown in **Table 4.14-2, Fire Flow and Response Distance Requirements**.

Table 4.14-2
Fire Flow and Response Distance Requirements

Land Use	Required Fire-Flow	Maximum Response Distance to LAFD Fire Station[1]	
		Engine Company[2]	Truck Company[2]
Low Density Residential	2,000 gpm from three adjacent hydrants flowing simultaneously	1-1.5 miles	2 miles
High Density Residential and Commercial Neighborhood	4,000 gpm from four adjacent hydrants flowing simultaneously	1-1.5 miles	2 miles
Industrial and Commercial	6,000 to 9,000 gpm from four hydrants flowing simultaneously	1 mile	1-1.5 miles
High Density Industrial and Commercial or Industrial (Principal Business Districts or Centers)	12,000 gpm available to any block (where local conditions indicate that consideration must be given to simultaneous fires, an additional 2,000 to 8,000 gpm will be required)	0.75 miles	1 mile

Source: Los Angeles Municipal Code, Chapter V – Public Safety and Protection, Article 7 – Fire Protection and Prevention (Fire Code), Section 57.09.06, Table 57.507.3.3. Available online at: https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-346910, accessed: May 15, 2026.

Note: gpm = gallons per minute

[1] *The maximum response distance to LAFD fire stations pertains to areas outside the boundaries covered by the Hillside Ordinance (Ordinance Number 168,159). When a portion of any subdivision, as that term is defined in Section 17.02 of the Los Angeles Municipal Code, falls outside of the one and one-half mile distance requirement, automatic fire sprinklers will not be required in that portion whenever a review by the Chief has determined that no unacceptable increase in hazard to the public will result.*

[2] *The maximum response distances for both LAFD fire suppression companies (engine and truck) must be satisfied.*

When response distances exceed these requirements, plans for all new structures must be reviewed and various fire suppression equipment (e.g., automatic fire sprinkler systems, fire signaling systems, fire extinguishers, smoke removal systems, and any other fire protection devices) as deemed necessary by the Fire Chief are required to be incorporated in the plans prior to the approval of an occupancy permit. In addition to fire flow requirements, the LAFD requires different types of fire hydrants within a specified distance to deliver the required fire flow, which are shown in **Table 4.14-3, Land Use and Required Fire Flow**.

Table 4.14-3
Land Use and Required Fire Flow

Type of Land Development	Net Land Area Served Per Hydrant[1]	Distance Between Hydrants on Roads and Fire Lanes	Type of Hydrant
Low-Density Residential	150,000 sq. ft.	600 ft.	2 1/2" x 4" Double Fire Hydrant
High-Density Residential & Neighborhood Commercial	100,000 sq. ft.	300-450 ft.	2 1/2" x 4" Double Fire Hydrant
Industrial & Commercial	80,000 sq. ft.	300 ft.	2 ½" x 4" Double Fire Hydrant or 4" x 4" Double Fire Hydrant
High-Density Industrial & Commercial	40,000 sq. ft.	300 ft.	4" x 4" Double Fire Hydrant

Source: City of Los Angeles Municipal Code, Chapter V – Public Safety and Protection, Article 7 – Fire Protection and Prevention (Fire Code), Table 57.507.3.2. URL: https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-346894. Accessed: May 15, 2026.
[1] Note included in Table 57.507.3.2 of the LAFC: This figure will be systematically reduced where greater fire- flow is required due to restricted access, depth of lots, length of blocks, or additional hazards.

Response time relates to the physical linear travel distance (i.e., the number of miles between a fire station and a specific location) and the LAFD's ability to successfully navigate the given roadway network. Roadway congestion, intersection level of service (LOS), weather conditions, and construction traffic along the response route can affect the response distance in terms of travel time. Generally, multi-lane arterial roadways allow emergency vehicles to travel at higher rates of speed and permit other traffic to maneuver out of the path of the emergency vehicle. Additionally, the LAFD in collaboration with the Los Angeles Department of Transportation (LADOT) has developed a Fire Preemption System (FPS), a system that automatically turns traffic lights to green for emergency vehicles traveling on designated streets in the City. The City of Los Angeles has over 205 miles of major arterial routes that are equipped with FPS.[9]

The average response time for non-EMS events across the fire stations that serve the Southwest Valley CPAs (7:38) is higher than the Citywide average (7:18), while the average response time for EMS events across the fire stations that serve the Southwest Valley CPAs (7:44) is consistent with the Citywide average (7:44). **Table 4.14-4, LAFD Fire Station Incident Non-EMS and EMS Response** shows these average response times as well as total incident counts for the stations serving the Southwest Valley as well as Citywide.

9 LAFD, Training Bulletin: Traffic Signal Preemption System for Emergency Vehicles, Bulletin No. 133, October 2008.

Table 4.14-4
LAFD Fire Station Incident Non-EMS and EMS Response

Fire Station No.	Average Operational Response Times[1,2]		Incident Count		
	Non-EMS	EMS	Non-EMS	EMS	Total Incidents
Citywide[3]	07:18	07:44	65,008	333,973	398,981
39	07:10	07:52	889	7,544	8,433
72	07:24	07:44	745	5,249	5,994
73	06:33	07:03	501	4,723	5,224
83	07:46	07:39	496	2,945	3,441
84	08:03	07:53	473	3,495	3,968
88	07:48	07:36	898	4,235	5,133
90	07:33	07:59	999	4,489	5,488
93	08:03	07:39	759	5,594	6,353
100	07:11	06:57	482	2,755	3,237
103	06:55	07:09	346	2,998	3,344
104	07:10	07:17	294	3,208	3,502
105	07:19	07:39	447	4,236	4,683
106	08:43	07:52	250	2,833	3,083
109	09:44	10:07	169	606	775

Source: City of Los Angeles Fire Department, FireStatLA, www.lafd.org, County of Los Angeles Fire Department, 2024 Statistical Summary.
[1] Non-EMS = fire and other services; EMS = Emergency Medical Services
[2] Average operational response times for Citywide and individual stations are for January 2025 — December 2025.
[3] The Citywide incident count is the sum of all of the LAFD fire station counts, January – October 2024 based on the County of Los Angeles Fire Department, 2024 Statistical Summary. All other stations present 2025 data.
Because Station 114 serves as an LAFD Air Operations unit, standard operational response metrics are not presented in the table above.

4.14.1.2 Regulatory Framework

Public Services – Fire Protection

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Fire Protection Services at the federal, state, and local levels. As described below, these plans, guidelines, and laws include the following:

- Federal Emergency Management Act (FEMA)
- Disaster Mitigation Act of 2000
- Occupational Safety and Health Administration (OSHA)
- California Constitution Article XIII Section 35
- California Building and Fire Code

- California Governor's Office of Emergency Services (Cal OES)
- California Fire Service and Rescue Emergency Aid System
- California Vehicle Code
- City of Los Angeles Charter
- City of Los Angeles General Plan Framework Element
- City of Los Angeles General Plan Safety Element
- Los Angeles Municipal Code (LAMC)
- Los Angeles Fire Department Strategic Plan
- Propositions F and Q
- Measure J

Federal

Federal Emergency Management Act (FEMA). 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 [U.S.C.] 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 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)
- Adjusting ways in which management costs for projects are funded

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.

Occupational Safety and Health Administration. The Federal Occupational Safety and Health Administrations (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 Fire Safety Act (FFSA). The FFSA of 1992 is different from other laws affecting fire safety as the law applies to federal operations, and there is no requirement for local action unless a private building owner leases space to the federal government. The FFSA requires federal agencies to provide sprinkler protection in any building, whether owned or leased by the federal government that houses at least 25 federal employees during their employment.

State

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 directs 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. Public safety services include fire protection. 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, the City is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Trustee of California State University* (2015), the court found under Section 35 that cities have "a constitutional obligation to provide adequate fire protection services."

California Building and Fire Code. The California Building Code (California Code of Regulations [CCR], Title 24, Part 2) is a compilation of building standards, including general fire safety standards for new buildings, which are presented with more detail in the California Fire Code (CCR Title 24, Part 9). California Building Code standards are based on building standards that have been adopted by state agencies without change from a national model code; building standards based on a national model code that have been changed to address particular California conditions; and building standards authorized by the California legislature but not covered by the national model code. The 2025 edition of the California Building Code became effective on January 1, 2026.[10] The building standards in the California Building Code apply to all locations in California, except where more stringent standards have been adopted by state agencies and local governing bodies. Typical fire safety requirements of the California Fire Code (CFC) include: the installation of fire 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 within wildfire hazard areas.[11] Specific California Fire Code fire safety regulations have been incorporated by reference into the Los Angeles Municipal Code (LAMC) with local amendments, as discussed below.

California Wildland-Urban Interface Code. The 2025 California Wildland-Urban Interface Code (CWUIC) works in tandem with the CFC and is based on the 2024 International Fire Code. The CWUIC establishes statewide regulations to reduce wildfire risks to structures and infrastructure located where urban development meets or intermingles with wildland areas. Its purpose is to ensure fire-resistant building design, defensible space, access, and water supply standards in designated FHSZs, thereby protecting life, property, and natural resources from wildland fires. The new Chapter 4 in CWUIC sets standards for access, water supply, and fire protection plans for all occupancies in WUI areas, tied to designated fire hazard severity zones. Chapter 5 handles the location, design, and construction requirements of buildings in designated fire hazard zones—essentially incorporating the structural ignition-resistance rules found in section 7A of the California Building Code. Chapter 6 codifies requirements for defensible space, fuel

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10 California Department of General Services, State of California Building Code (CCR, Title 24, Part 2), July 1, 2025. Available online at: https://codes.iccsafe.org/content/CABC2025P2, accessed June 12, 2026.

11 Ibid.

modification, and mitigation measures to prevent fire spread from wildland to structure and vice versa, including maintenance obligations.

California Governor's Office of Emergency Services (Cal OES). In 2009, the State of California passed legislation creating the Cal OES and authorized it to prepare a Standard Emergency Management System (SEMS) program (Gov. 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, below). California Emergency Management Agency (Cal-EMA) maintains oversight of the state's mutual aid system.

California Fire Service and Rescue Emergency Aid System. The LAFD participates in the California Fire Service and Rescue Emergency Mutual Aid System. Under this system, the Fire and Rescue Division of the California Governor's Office of Emergency Services (Cal OES) is responsible for the development, implementation, and coordination of the California Fire Service and Rescue Emergency Mutual Aid Plan (Mutual Aid Plan).[12] The Mutual Aid Plan outlines procedures for establishing mutual aid agreements at the local, operational, regional, and State levels, and divides the State into six mutual aid regions to facilitate the coordination of mutual aid. The LAFD is located in Region I. Through the Mutual Aid Plan, the Cal OES is informed of conditions in each geographic and organizational area of the state, and the occurrence or imminent threat of disaster. All Cal OES Mutual Aid Plan participants monitor a dedicated radio frequency for fire events that are beyond the capabilities of the responding fire department and provide aid in accordance with the management direction of the Cal OES.[13]

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12 State of California Governor's Office of Emergency Services, "Fire and Rescue," available online: https://www.caloes.ca.gov/office-of-the-director/operations/response-operations/fire-rescue/, accessed September 6, 2022.

13 Los Angeles Fire Department, *Mutual Aid Agreements/Disaster Declarations/Potential Fiscal Impacts*, July 3, 2014, available online: https://www.lafd.org/sites/default/files/pdf_files/lafdlafdreport186489186_07312014.pdf, accessed September 6, 2022.

California Vehicle Code. Section 21806 of the California Vehicle Code (CVC) pertains to emergency vehicles responding to Code 3 incidents/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 of 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. (b) The operator of every street car shall immediately stop the street car, clear of any intersection, and remain stopped until the authorized emergency vehicle has passed. (c) All pedestrians upon the highway shall proceed to the nearest curb or place of safety and remain there until the authorized emergency vehicle has passed.*

Title 8 California Code of Regulations (CCR) Sections 1270 and 6773. In accordance with CCR, Title 8 Section 1270, "Fire Prevention," and Section 6773, "Fire Protection and Fire Equipment," the Cal-OSHA establishes minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

California Health and Safety Code Section 13100-13135. California Health Safety Code Section 13100-13135 codifies regulations known as the "Regulations of the State Fire Marshal" and constitutes the Basic Building Design and Construction Standards of the State Fire Marshall. The regulations establish minimum standards for the preservation and protection of life and property against fire, explosion, and panic through requirements for fire protection and notification systems, fire protection devices, and fire suppression training.

Emergency Managed Mutual Aid Agreements (EMMA System). Cal OES developed the Emergency Managed Mutual Aid (EMMA) System in response to the 1994 Northridge Earthquake. The EMMA System coordinates emergency response and recovery efforts along the coastal, inland, and southern regions of California. The purpose of EMMA is to provide emergency management personnel and technical specialist to afflicted jurisdictions in support of disaster operations during emergency events. Objectives of the EMMA Plan is to provide a system to coordinate and mobilize assigned personnel, formal requests, assignment, training and demobilization of assigned personnel; establish structure to maintain the EMMA Plan and its procedures; provide the coordination of training for EMMA resources, including SEMS training, coursework, exercises, and disaster response procedures; and to promote professionalism in emergency management and response. The EMMA Plan was updated in March 2022 and supersedes the November 2012 EMMA Plan.[14]

Local

City of Los Angeles Charter. Section 520 of the Los Angeles City Charter states that the LAFD's duty is to control and extinguish injurious or dangerous fires and to remove that which is liable to cause those fires. It also requires the LAFD to enforce all ordinances and laws relating to the prevention or spread of fires, fire control, and fire hazards within the City, as well as to conduct fire investigations and protect lives and property in case of disaster or public calamity.

City of Los Angeles General Plan Framework Element. The City of Los Angeles General Plan Framework Element (Framework Element), adopted in December 1996 and readopted in August 2001, sets forth general guidance regarding land use issues for the entire City of Los Angeles and defines citywide policies regarding land use, including infrastructure and public services. Goal 9J of the Infrastructure and Public Services Chapter of the Framework Element specifies that every neighborhood should have the necessary level of fire protection service, emergency medical service, and infrastructure.[15]

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14 California Governor's Office of Emergency Services, State of California Emergency Management Mutual Aid Plan. Available online at: https://www.caloes.ca.gov/wp-content/uploads/Preparedness/Documents/2022-EMMA-Plan-Final-3-9-2022.pdf, accessed August 19, 2026. ,

15 City of Los Angeles. *General Plan Framework Element*, Chapter 9: Infrastructure and Public Services.

Objective 9.16 calls for the demand that existing and projected fire facilities and service be monitored and forecasted. Objective 9.17 calls for all areas of the City to have the highest level of fire protection and emergency medical service, at the lowest possible cost, to meet existing and future demand. Objective 9.18 calls for the development of new fire facilities to be phased with growth. Further, Objective 9.19 calls for the maintenance of the LAFD's ability to assure public safety in emergency situations. Under the Framework Element, the City goal for response distance for emergency medical response and the distance of fire stations for engine companies from neighborhood land uses is 1.5 miles.[16] This is consistent with the specifications for response distances within the LAMC, discussed above.

Table 4.14-5
Relevant General Plan Fire Protection Goals, Objectives, and Policies

Framework Element – Infrastructure and Public Services	
Goal 9J	Every neighborhood has the necessary level of fire protection service, emergency medical service (EMS) and infrastructure.
Objective 9.16	Monitor and forecast demand for existing and projected fire facilities and service.
Policy 9.16.1	Collect appropriate fire and population development statistics for the purpose of evaluating fire service needs based on existing and future conditions.
Objective 9.17	Assure that all areas of the City have the highest level of fire protection and EMS, at the lowest possible cost, to meet existing and future demand.
Policy 9.17.2	Identify areas of the City with deficient fire facilities and/or service and prioritize the order in which these areas should be upgraded based on established fire protection standards.
Policy 9.17.4	Consider the Fire Department's concerns and, where feasible adhere to them, regarding the quality of the area's fire protection and emergency medical services when developing General Plan amendments and zone changes or considering discretionary land use permits.
Objective 9.18	Phase the development of new fire facilities with growth.
Policy 9.18.1	Engage in fire station development advance planning, acknowledging the amount of time needed to fund and construct these facilities.
Objective 9.19	Maintain the Los Angeles Fire Department's ability to assure public safety in emergency situations.
Policy 9.19.1	Maintain mutual aid or mutual assistance agreements with local fire departments to ensure an adequate response in the event of a major earthquake, wildfire, urban fire, fire in areas with substandard fire protection, or other fire emergencies.
Policy 9.19.3	Maintain the continued involvement of the Fire Department in the preparation of contingency plans for emergencies and disasters.

City of Los Angeles General Plan Safety Element. The City of Los Angeles General Plan Safety Element (Safety Element), previously adopted on November 26, 1996, includes policies related to the City's response to hazards and natural disasters, including fires. The Safety Element's second update was adopted by the City Council on November 24, 2021, to replace the 1996 version with updates that comply with state legislation. On October 29, 2025, the third update to the Safety Element was adopted by the City to replace the 2021 version with updates to include the updated 2024 Local Hazard Mitigation Plan.

16 City of Los Angeles. *General Plan Framework Element*, Chapter 9: Infrastructure and Public Services, Status of Infrastructure System/Facilities, Fire.

The Safety Element sets forth goals, objectives, and policies related to requirements, procedures, and standards to facilitate effective fire suppression and emergency response capabilities. In addition, the City's Safety Element designates disaster routes.

Table 4.14-6
Relevant General Plan Fire Protection Goals, Objectives, and Policies
Safety Element

Goal 2	A city that responds with the maximum feasible speed and efficiency to disaster events so as to minimize injury, loss of life, property damage and disruption of the social and economic life of the City and its immediate environs.
Objective 2.1	Develop and implement comprehensive emergency response plans and programs that are integrated with each other and with the City's comprehensive hazard mitigation and recovery plans and programs.
Policy 2.1.5	Response. Develop, implement and continue to improve the City's ability to respond to emergency events. Participate in regularly scheduled disaster exercises to better prepare Police, Fire, Public Works and other City employees with disaster responsibilities.
Policy 2.1.6	Standards/Fire. Continue to maintain, enforce and upgrade requirements, procedures and standards to facilitate more effective fire suppression and safety. A. Enforce peak water supply/fire flow requirements and ensure that new development is able to sufficiently source water, including in VHFHSZs. B. Enforce minimum roadway widths and clearances for evacuation and fire suppression. C. Maintain special fire-fighting units at the Port of Los Angeles, Los Angeles International Airport, and Van Nuys Municipal Airport capable of responding to special emergencies unique to the operations of those facilities. D. Coordinate with CALFIRE, local fire agencies, fire safe councils, private landowners, and other responsible agencies to identify the best method(s) of fuel modification to reduce the severity of future wildfires, including: Prescribed fire; Forest thinning; Grazing; Mechanical clearing; Hand clearing (piling, burning/chipping); Education; and Defensible space. E. Maintain mutual aid or mutual assistance agreements with local fire departments to ensure an adequate response in the event of a major earthquake, wildfire, urban fire, fire in areas with substandard fire protection, or other fire emergencies.
Goal 3	A city where private and public systems, services, activities, physical condition and environment are reestablished as quickly as feasible to a level equal to or better than that which existed prior to the disaster.
Objective 3.1	Develop and implement comprehensive disaster recovery plans which are integrated with each other and with the City's comprehensive hazard mitigation and emergency response plans and programs.
Policy 3.1.1	Coordination. Coordinate between city departments, county and state agencies, local jurisdictions and with appropriate private and public entities prior to a disaster to plan and establish disaster recovery programs and procedures which will enable cooperative ventures, reduce potential conflicts, minimize duplication and maximize the available funds and resources to the greatest mutual benefit following a disaster.

Source: City of Los Angeles Safety Element, 2025

Los Angeles Municipal Code. The Los Angeles Fire Code (LAMC Chapter V, Article 7) incorporates by reference portions of the California Fire Code and the International Fire Code. The City's Fire Code sets forth regulatory requirements pertaining to the prevention of fires; the investigation of fires and life safety hazards; the elimination of fire and life safety hazards in any building or structure (including buildings under construction); the maintenance of fire protection equipment and systems; and the storage, use, and handling of hazardous materials. Specific regulations regarding fire prevention and protection are discussed below.

Section 57.107.5.2 provides that the Fire Chief shall have the authority to require drawings, plans, or sketches as may be necessary to identify: (1) occupancy access points; (2) devices and systems within the scope of Chief's Regulation No. 4 (Appendix P); (3) utility controls; (4) stairwells; and (5) hazardous materials/waste.

Section 57.108.7 requires that the installation, alteration, and major repair of the following be performed pursuant to a permit issued by the Department of Building and Safety: Fire Department communication systems, building communication systems, automatic elevators, heliports and emergency helicopter landing facilities, emergency power systems, fire escapes, private fire hydrants, fire assemblies, fire protective signaling systems, pilot lights and warning lights for heat-producing equipment, refrigerant discharge systems, smoke detectors, emergency smoke control systems, automatic sprinkler systems, standpipe systems, and gas detection systems.

Section 57.118 establishes LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects.

Section 57.118.1.1 requires fire/life safety reviews by the Department of Buildings and Safety and the LAFD for all new construction, additions, tenant improvements, and changes of use to the following construction projects:

1. R-1, with three or more stories, or 20 or more guest rooms;
2. R-2 occupancies, with three or more stories, or 16 or more dwelling units;
3. High-rise buildings with human occupancy at 75 feet or higher, as measured from occupied floor or occupied roof elevation above the lowest level of Fire Department vehicle access;
4. Covered malls;
5. Building housing "A," "E," "I," and "H" with highly toxic materials occupancies according to Building Code, R-2.1;
6. Airport buildings;
7. Fire alarms;
8. High-piled combustible storage.

Section 57.408 establishes emergency planning and evacuation requirements for high-rise buildings.

Section 57.4704.5.1 of the LAMC requires that the smoke detectors required by Chapter 9 of the LAMC (Building Code) be maintained in dependable operating condition and tested every six months or as required by the Fire Chief. An accurate record of such tests must be kept by the owner, manager, or person in charge of the property, and such records must be open to examination by the Fire Chief.

Section 57.4705.1.6 requires there must be at least one elevator serving all building levels shall be made available for emergency use and shall contain the following:

1. A minimum inside car platform of 4 feet 3 inches deep by 6 feet 8 inches wide with a minimum clear opening width of 42 inches, unless otherwise designed and approved to provide equivalent utility to accommodate an ambulance stretcher having a minimum size of 24 inches by 84 inches in its horizontal position.
2. The elevator shall be subject to control from the building control station.
3. The elevator shall be interconnected with the standby power system.
4. The elevator shall be identified with a permanent sign installed adjacent to the elevator control panel in the building control station.

Section 57.4705.4 requires high-rise buildings (i.e., those over 120 feet tall) to have a rooftop emergency helicopter landing facility in a location approved by the Chief.

Section 57.503.1.4 requires an approved, posted fire lane whenever any portion of an exterior wall is more than 150 feet from the edge of a roadway.

Section 57.507.3.1 establishes fire water flow standards, which vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas (principal business districts or centers), with a minimum residual water pressure of 20 pounds per square inch (psi) remaining in the water system. Site-specific fire flow requirements are determined by the LAFD based on land use, life hazard, occupancy, and fire hazard level.

Section 57.507.3.2 addresses land use-based requirements for fire hydrant spacing and type. Regardless of land use, every first story of a residential, commercial, or industrial building must be within 300 feet of an approved hydrant. The site-specific number and location of hydrants would be determined as part of LAFD's fire/life safety plan review for each development.

Section 57.507.3.3 limits the maximum response distances to an LAFD station based on the type of land use. Applicable distances are based on LAFD's comment letter for each individual project.

Section 57.512.1 provides that response distances, which are based on land use and fire flow requirements and range from 0.75 mile for an engine company to 2 miles for a truck company, shall comply with Section 57.507.3.3. Where a site's response distance is greater than permitted, all structures must have automatic fire sprinkler systems.

Los Angeles Fire Department Strategic Plan 2023-2026. The Strategic Plan focuses on seven key goals and corresponding strategies, tactics and benchmarks for goal achievement. The primary goal that applies to the Proposed Plans is: Goal 1) delivering exceptional public safety and emergency service. Some of the key strategies associated with this goal include:

Strategy 1.1: Ensure optimal emergency resource deployment to meet the evolving needs of the City.

Strategy 1.2: Elevate the delivery of Emergency Medical Services (EMS) to ensure all patients receive the highest quality of care possible.

Strategy 1.3: Strengthen the Department's fire suppression and rescue capabilities.

Strategy 1.4: Expand and enhance the Department's Special Operations capabilities (Disaster Response & Rescue, Hazardous Materials, Swiftwater, Wildland Fire Management, Marine Operations).

Strategy 1.5: Partner with Federal, State, and Local Agencies to ensure the delivery of exceptional public safety and emergency services to People Experiencing Homelessness (PEH).

Strategy 1.6: Provide an optimal state of readiness with respect to homeland security and terrorism preparedness.

Strategy 1.7: Reduce life-safety risk and improve customer experiences through robust and innovative fire and prevention services.

Strategy 1.8: Maintain a highly capable, mission-ready fleet and staffing the Department's Air Operations Section.

Strategy 1.9: Enhance the quality of life in Los Angeles by supporting large sporting, entertainment, and cultural events.

Proposition F. Proposition F, the City of Los Angeles Fire Facilities Bond, was approved by voters in November 2000. This bond allocated $532.6 million of general obligation bonds to finance the construction and rehabilitation of fire stations and animal shelters. Under Proposition F, new regional fire stations to provide training and other facilities at or near standard fire stations must be designed and built on a single site of at least 2 acres. This is to ensure that firefighters in training remain in the service area and are available to respond to emergency calls. Proposition F allocated $378.6 million to build 19 new or replacement neighborhood Fire/Paramedic Stations and an Emergency Air Operations and Helicopter Maintenance Facility, for a total of 20 Proposition F projects. As of January 2017, all of the proposed Proposition F projects have been completed. Also, as reported in November 2019, the City's Department of Public Works, Bureau of Engineering (BOE) completed the original Proposition F program projects under budget and funded two additional fire stations with the remaining savings and interest. 10

Proposition Q. Proposition Q, the Citywide Public Safety Bond Measure, was approved by voters in March 2002. Proposition Q allocated $600 million to renovate, improve, expand and construct public safety (police, fire, 911, and paramedic) facilities. In March 2011, the program was expanded to include renovations to existing LAFD facilities throughout the City. A total of 80 renovation projects at LAFD facilities were scheduled. These renovation projects include the installation of diesel exhaust capture systems, upgrades to air filtration and electrical systems, re-roofing, remodeling, parking lot repair, painting, and other improvements. The fire renovation projects identified under this measure have been completed

4.14.1.3 Thresholds of Significance

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to fire protection if they would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection 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.

4.14.1.4 Methodology

The need for, or deficiency in, adequate fire and emergency response services in and of itself is not a CEQA impact, but a social or economic impact. (*City of Hayward v. B'd of Trustees* [2015]). To the extent that the Proposed Plans cause a need for additional fire and emergency response services that result in the construction of new facilities or additions to existing facilities and the impact from that construction results in a potential impact to the environment, that is a CEQA impact that needs to be assessed in this EIR. Any discussion in this EIR that relates solely to the level of fire and life safety services provided to the residents or users of the Southwest Valley CPAs and the surrounding community, including any existing or future needs and deficiencies, is relevant to the impact analysis only insofar as it indicates the demand and need for new or expanded fire protection facilities, but does not determine significance of the impact. The ultimate determination of whether there is a significant impact related to fire and emergency response services under this threshold is based on whether construction of new or expanded fire and emergency response facilities will cause a significant impact to the environment.

4.14.1.5 Impacts

Threshold 4.14-1 **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection 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?**

This impact would be less than significant.

The Proposed Plans provide a framework for development within the Southwest Valley CPAs through 2050 and includes changes to existing policy to enable higher-density development. Future growth in the Southwest Valley CPAs by 2050 under the Proposed Plans is anticipated to add approximately 241,659 residents (a 61 percent increase over current conditions), 115,282 housing units (a 77 percent increase over current conditions), and 85,165 jobs (46 percent increase over current conditions) compared to 2024 baseline levels. The Proposed Plans also include policies to improve pedestrian, bike, and public transit networks in the Southwest Valley CPAs and encourage use of alternative transportation modes and active transport. Impacts to fire protection services resulting from construction and operation of new development are discussed below.

Construction

The Proposed Plans would allow for increased development potential but would not constitute a commitment to any project-specific construction. Construction related to future development within the Southwest Valley CPA, particularly along transit corridors and near transit stations, could result in the effects described below. Construction activities would have the potential to temporarily increase the existing demand on fire protection and emergency medical services. Construction activities could potentially expose combustible materials (e.g., wood, plastics, sawdust, coverings, and coatings) to fire risks from machinery and equipment sparks, exposed electrical lines, chemical reactions in combustible materials and coatings, and lighted cigarettes. However, in compliance with OSHA and Cal-OSHA requirements, construction managers and personnel would be trained in emergency response and fire safety operations. Additionally, fire suppression equipment (e.g., fire extinguishers) specific to construction would be maintained on-site. Project construction would also comply with requirements and policies relating to fire safety practices.

Generally, road and lane closures due to construction activities related to individual projects have the potential to affect response times of fire and emergency services vehicles. Traffic delays caused by potential closures could impede the ability of emergency vehicles to efficiently move along roadways to their destination. Additionally, temporary road closures may also result in detours that impact response time. Any development project that will cause temporary road closures is required to submit a plan to LADOT for approval to ensure any impacts are minimized and, if necessary, proper signage and flagmen are provided to avoid impacts. Additionally, large projects are required to develop a construction staging and traffic management plan, as necessary, to ensure emergency access is maintained, consistent with LAFD requirements. As discussed in **Section 4.8, Hazards and Hazardous Materials,** and **Section 4.15, Transportation and Traffic**, construction activities related to the Proposed Plans' reasonably anticipated development are not expected to result in significant impacts to emergency services or response times. Construction activities for reasonably anticipated development would not result in the need for expansion of existing fire stations or construction of new fire stations due to the temporary nature of construction.

Operation

A discussed in **Section 4.13, Population, Housing, and Employment**, implementation of the Proposed Plans is projected to result in the addition of approximately 241,659 residents, 115,282 housing units, and 85,165 jobs by year 2050 within the Southwest Valley CPAs. These increases would take place over time, and the totals are not anticipated to be reached until 2050 or beyond. As described above, the Proposed Plans do not constitute a commitment to any project-specific construction.

The ability of EMS and fire protection services to respond to calls in a timely manner depends primarily on the distance of the station to the incident and the speed at which the emergency vehicles are able navigate intervening roadways. The increase in land use intensity and residential density in the Southwest Valley CPAs could cause roadway congestion in areas used by fire protection vehicles to access emergency sites, which may impact service standards. Growth by 2050, regardless of the Proposed Plans, is expected to increase population, housing, and jobs within the Southwest Valley CPAs, which could cause delay on street segments. However, as discussed in **Section 4.15, Transportation & Traffic,** the LAFD has advised that although increasing congestion is a factor in how they address emergency response, their ongoing planning efforts, including the LAFD Strategic Plan, take into account such increases in congestion and LAFD continues to plan for and maintain public safety and emergency service as required. The LAFD will monitor any impacts to on-the-ground implementation that the Proposed Plans may have on response times and will make adjustments as necessary.

While reasonably anticipated growth under the Proposed Plans would result in higher overall traffic volumes in the Southwest Valley CPAs, this would not impede emergency response, since California State law requires that drivers yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicles have passed. Generally, multi-lane arterial roadways allow emergency vehicles to travel at higher speeds and permit other traffic to maneuver out of the path of the emergency vehicle. The LAFD, in collaboration with LADOT, has also developed a Fire Preemption System (FPS) that automatically turns traffic lights to green for emergency vehicles traveling on designated streets in the City. Therefore, EMS and fire protection services response times generally would not change substantially as the population of the Southwest Valley CPAs increases.

As discussed in **Section 4.15, Transportation and Traffic**, the Proposed Plans would have a less than significant impact in regard to emergency access. The Proposed Plans would not introduce new streets or otherwise alter the overall land use pattern within the Southwest Valley CPAs in a way that would affect emergency response routes. While the Southwest Valley CPAs are generally urbanized and have sufficient street access for emergency response vehicles, the hillside areas within the Southwest Valley CPAs could experience accessibility issues due to slope and substandard streets, which may impact response times to incidents such as Wildfires in these areas. A substandard street is a street in a designated hillside area that has a dedicated right-of-way width of less than 36 feet, a paved roadway width of less than 28 feet, or both, as determined by the Bureau of Engineering. As discussed in **Section 4.18 Wildfire,** wildfires have occurred within or immediately adjacent to the hillside areas in the Southwest Valley CPAs over the past several decades—primarily occurring within the Santa Monica Mountains and surrounding open space areas. Most recently, the January 2025 Palisades Fire burned portions of the Santa Monica Mountains immediately south of the Canoga Park – Winnetka – Woodland Hills – West Hills and Encino -

Tarzana Community Plan Areas. In response to the January 2025 Palisades Fire and other significant wildfire events affecting the region, the City of Los Angeles has undertaken several initiatives to strengthen wildfire preparedness, emergency response, and long-term community resilience, such as City Council actions to improve wildfire planning, infrastructure resilience, emergency communications, and coordination among local, state, and federal agencies. Additionally, the LAFD has identified streets in the hillsides that prohibit the parking of vehicles along substandard streets during high fire risk days, known as Red Flag Restricted Streets[17], to maximize access to emergency response crews should a fire-related incident or an event requiring emergency responders occur. Furthermore, the Proposed Plans would not encourage growth within the hillside areas. Growth by 2050 is expected to worsen traffic conditions. However, this growth will occur regardless of the Proposed Plans, and the Proposed Plans encourage greater uptake of transportation modes other than single-occupancy vehicles. Further, the average operational response time for Advanced Life Support (ALS) incidents from all of the fire stations in the Southwest Valley CPAs remain under the nationwide standard of nine minutes.[18] The City's average response time for EMS events was seven minutes and 44 seconds and it is reasonably foreseeable that the City will continue to stay below this average throughout the Proposed Plans horizon.

The increased growth within the Southwest Valley would cause an increase in demand for fire protection. The increase in demand over time may create a need to construct new fire stations. Although there are no current plans to construct new fire stations or expand existing fire stations, it is foreseeable that providing fire services to the reasonably anticipated development of the Proposed Plans may result in the need for new or expanded fire facilities over the plan horizon. Based on information provided in LAFD's Strategic Plan 2023-2026, the ability to provide adequate fire protection services is dependent on numerous factors including maintaining the appropriate staffing levels, mutual aid agreements, deployment strategies, and technological advances in equipment. Options available to LAFD include expanding fire prevention services, increasing staffing levels, and adding new fire stations(s) to underserved areas. The projected number of residents, employees, and overall anticipated development levels is routinely reviewed by LAFD to assist in determining the future need for emergency services. As discussed, the LAFD Strategic Plan's primary goal that applies to the Proposed Plans is Goal 1: delivering exceptional public safety and emergency service. The complex set of factors discussed above are generally needed to achieve this goal and are incorporated into the LAFD Strategic Plan's listed strategies and tactics. LAFD determines the need for new fire stations based on the needs assessment that takes into account these factors, as well as

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17 Los Angeles Fire Department, Red Flag Parking Restrictions. , accessed July 1, 2026

18 District of Columbia Fire and Emergency Medical Services Department, *Response Time Performance Measures NFPA Standard 1710 Comparative Benchmarks*, 2023, available online at: https://fems.dc.gov/sites/default/files/dc/sites/fems/Response%20Time%20Evaluation%20Plan.pdf, accessed April 12, 2026.

geographic distribution of physical structures; access to trucks, ambulances, and other equipment; and anticipated response times.[19]

Existing regulations and policies would partially offset future increases in demand for fire protection service. For example, new developments in the Southwest Valley CPAs would be required to comply with current fire code standards, which require new construction to incorporate more dynamic and advanced fire and life safety technologies and fire prevention measures than was previously required. Furthermore, LAFD has a constitutional mandate to protect public safety and must respond to changing circumstances and, therefore, would act to maintain response times. As development occurs over the lifetime of the Proposed Plans, it is expected that fire protection service levels will be evaluated and maintained by LAFD. In conformance with California Constitution Article XIII, Section 35, (a)(2), existing policies, procedures, and practices related to fire protection and emergency services, LAFD would maintain acceptable emergency response times through the provision of additional personnel and equipment as needed, as well as potentially constructing new or expanding existing fire and emergency response facilities.

In the event it is determined that a new or expanded fire station is necessary to serve the Southwest Valley CPAs, construction of any such facility would occur in an urban center and would be limited in number (possibly one or two new facilities) and size. Such facilities would be located on parcels that are infill opportunities on lots approximately less than one acre in size. The Southwest Valley CPAs are in an urbanized area, and new facilities would not involve expansion of the urban sphere beyond current boundaries and, thus, there would be no need for new or expanded infrastructure.

New facilities would also be required to comply with applicable federal, State, and local regulations and policies discussed in this EIR, such as the National Pollutant Discharge Elimination System (NPDES) permit requirements, the City's Tree Ordinances and Noise Ordinance, and the California Building Code, including CALGreen requirements. Construction and operational impacts to air, noise, traffic, as well as other impacts of new developments are discussed throughout this EIR, and they would not be any different for a fire/paramedic station/facility. It is not foreseeable that impacts from building any other stations in the Southwest Valley CPAs would have greater or different impacts than those identified in this EIR for construction or operations. To the extent that any significant impacts could result from the unique characteristics of a specific site, those impacts would be speculative at this time.

Based on the above discussion, impacts related to fire protection and emergency services would be ***less than significant***.

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19 Los Angeles City Fire Department, *Strategic Plan 2023-2026*, 2023, available online at: https://lafd.org/sites/default/files/pdf_files/LAFD-2023-2026-STRATEGIC-PLAN-04042023%20.pdf, accessed April 10,2026.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.14.1.6 Cumulative Impacts

The Proposed Plans along with cumulative development from other plans (such as surrounding Community Plans, the *Los Angeles County General Plan* and SCAG's RTP/SCS) could result in a significant impact to fire services and facilities if the Proposed Plans along with other projects would result in the need for new fire or emergency response facilities or expanded facilities. The cumulative context for fire protection and emergency services is the City since the City is served by LAFD.

All future growth and development would be required to maintain consistency with City of Los Angeles fire protection regulations. As discussed above, the Proposed Plans over the planning horizon of 20 years may result in the need for new or expanded fire and emergency response facilities. Growth as a result of other plans (including surrounding community plans, the *Los Angeles County General Plan*, and/or the RTP/SCS), along with reasonably anticipated development expected to result from the Proposed Plans would likely result in the need for new or expanded fire and emergency response facilities in the City.

As discussed above, a project would have a significant impact on emergency services if it would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service and if such construction or expansion would result in a significant impact. LAFD has a mandate to protect public safety and must respond to changing circumstances and, therefore, would act to maintain response times. As discussed above, this may result in the need for new fire stations. Based on information provided in LAFD's Strategic Plan 2023-2026, the ability to provide adequate fire protection services is dependent on numerous factors including staffing levels, mutual aid agreements, deployment strategies, and technological advances in equipment. Moreover, LAFD's primary determinant for assessing future service needs is based on their cumulative review and analysis of past incidents. Options available to LAFD include expanding the FPS and adding new fire station(s) to underserved areas. In the event it is determined that new or expanded fire protection services are necessary to serve the CPAs, construction of any such facility would occur in an urban center and would be limited in number (possibly one or two new facilities) and size. Such facilities would be located on parcels that are infill opportunities on lots approximately less than one acre in size. The CPAs are largely urbanized areas, and new facilities would not involve expansion of the urban sphere beyond current boundaries and, thus, there would be no need

for new or expanded infrastructure. Additionally, according to the Los Angeles Bureau of Engineering (BOE), there are four basic configurations for fire stations, but the typical standard fire/paramedic station would consist of a 15,250-square foot building on a parcel that is approximately one acre. Based on the urban location and the relatively small size of typical facilities, the construction of a new fire facility or expansion of an existing facility would likely qualify for an infill exemption or result in less-than-significant impacts with standard regulatory compliance measures and design features. To the extent there are site specific conditions that would result in impacts, such impacts would be speculative at this time. Therefore, the Proposed Plans would result in a cumulatively considerable contribution to impacts related to fire protection. Impacts would be ***less than significant.***

4.14.2 POLICE PROTECTION SERVICES

4.14.2.1 Existing Environmental Setting

The Los Angeles Police Department (LAPD) provides police protection services in the City, including the Southwest Valley CPAs. The LAPD also contains specialized units, including Special Operations, Special Weapons and Tactics (SWAT), Gangs and Narcotics, K-9 Units, and Mounted Units. The LAPD is divided into four geographic bureaus: Central, South, West, and Valley Bureaus, which are divided into 21 community police divisions, each division is divided into reporting districts. In the fiscal year (FY) of 2024 to 2025, the LAPD had a total of 8,733 sworn personnel.[20]

The Southwest Valley CPAs are located within and served by the Valley Bureau. The Valley Bureau encompasses the entire San Fernando Valley portion of the City and serves a population of approximately 1.8 million residents.[21] The Valley Bureau oversees operations in the following area divisions: Devonshire, Foothill, Mission, North Hollywood, Topanga, Van Nuys, and West Valley.[22]

The Southwest Valley CPAs are served by the West Valley Community Police Station, located within the Reseda-West Van Nuys CPA, at 19020 Vanowen Street in the Reseda community.[23] The West Valley Community Police station serves a population of 196,840 residents and patrols approximately 33.5 square

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20 Los Angeles Police Department, *Sworn and Civilian Personnel Statistics Information for the Pay Period Ending April 19, 2025*, available online at: https://www.lapdpolicecom.lacity.org/050625/ps.pdf, accessed April 14, 2026.

21 Los Angeles Police Department, Your LAPD by Bureau: Valley Bureau. Available online at: https://www.lapdonline.org/lapd-contact/valley-bureau/, accessed June 12, 2026.

22 Los Angeles Police Department. Los Angeles Police Department Organization Chart. Available online at: https://lapdonlinestrgeacc.blob.core.usgovcloudapi.net/lapdonlinemedia/org.pdf, accessed November 1, 2024.

23 Los Angeles Police Department. LAPD Divisions by Bureau. Available online at: https://lapdonlinestrgeacc.blob.core.usgovcloudapi.net/lapdonlinemedia/2021/09/citywide.pdf, accessed June 12, 2026.

miles of communities that include Reseda, Lake Balboa, West Van Nuys, Encino, and Tarzana.[24] The Southwest Valley CPAs are also served by the Topanga Community Police Station, located within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA at 21501 Schoenborn Street in the Canoga Park community.[25] The Topanga Community Police Station serves a population of 225,000 in the communities of Canoga Park, Winnetka, Woodland Hills, West Hills.[26]

The 2024 LAPD Community Plan Area Crime Statistics are provided in **Table 4.14-7, Crime Statistics for LAPD Stations Serving the Southwest Valley CPAs**. Crimes categorized as Part I crimes include homicide, rape, robbery, aggravated assault, burglary, motor vehicle theft, burglary theft from vehicle, and personal/other theft. **Table 4.14-7** shows crimes committed Citywide and within the West Valley Division and the Topanga Division.

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24 Los Angeles Police Department. West Valley Community Police Station. Available online at: https://www.lapdonline.org/lapd-contact/valley-bureau/west-valley-community-police-station/, accessed April 14, 2026.

25 Los Angeles Police Department. LAPD Divisions by Bureau. Available online at: https://lapdonlinestrgeacc.blob.core.usgovcloudapi.net/lapdonlinemedia/2021/09/citywide.pdf, accessed November 1, 2024

26 Los Angeles Police Department. Topanga Community Police Station. Available online at: https://www.lapdonline.org/lapd-contact/valley-bureau/topanga-community-police-station/, accessed April 14, 2026.

Table 4.14-7
Crime Statistics for LAPD Stations Serving the Southwest Valley CPAs (Year 2024)

Crimes/Arrests	Citywide	West Valley Division	Topanga Division
Criminal Homicide	95	2	1
Rape (Forcible)	194	8	9
Robbery	2,502	74	67
Aggravated Assault	3,695	155	91
Burglary	4,460	308	260
Stolen Vehicle	21,510	816	685
Burglary from Vehicle	9,525	462	406
Personal/Other Theft[1]	44,784	1,555	2,242
Vandalism – Felony	7,945	292	315
Part I Crime Total	86,765	3,380	3,761
Total for All 2024 Crimes	**94,710**	**3,672**	**4,076**
		Arrests[2]	
Criminal Homicide	56	2	0
Rape (Forcible)	17	0	2
Robbery	589	18	26
Aggravated Assault	872	38	23
Burglary	334	25	16
Stolen Vehicle	612	31	31
Burglary from Vehicle	88	0	1
Personal/Other Theft[1]	1,370	131	175
Vandalism – Felony	455	29	33
Part I Crime Total Arrests	3,938	245	274
Total for All 2024 Arrests	**4,393**	**274**	**307**

Source: City of Los Angeles Police Department, Crime Data from 2020 to 2024. Available online at: https://data.lacity.org/Public-Safety/Crime-Data-from-2020-to-2024/2nrs-mtv8/about_data, accessed June 30, 2026.

[1] Personal/Other theft is a total of the following: Shoplifting – Petty Theft ($950 and under), Theft Plain ($950 and under), Theft from Motor Vehicle – Petty ($950 and under), Theft of Identity, Theft-Grand ($950.01 and over) (except guns, fowl, livestock, and produce), and Shoplifting – Grand Theft ($950.01 and over).

[2] Arrests include adults and juveniles.

The crime rate, which represents the number of crimes reported, affects the "needs" projection for staff and equipment for the LAPD. As such, for a conservative analysis, the crime rate in a given area is anticipated to increase as the level of activity or population and the opportunities for crime increase. However, due to external factors that contribute to crime rates, such as police presence, crime prevention measures, and ongoing legislation/funding, the potential for increased crime rates may not be directly proportional to the increase in population or land use activity.

Response time is the amount of time between the time an emergency call is made and the time a police unit arrives at the scene. Calls for police assistance are prioritized based on the nature of the call. Police units are often in a mobile state; thus, the number of officers on the street is more directly related to the realized response time than the distance between a police station and a project site. The LAPD has an existing preferred response time of seven minutes for emergency calls. The LAPD also uses technology to enhance strategic deployment of field officers in their service area, which can help lower average response time. PredPol software predicts the times and places where crimes are most likely to occur based on historic data on the time, location, and type of crimes committed.

4.14.2.2 Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Police Protection Service at the state and local levels. As described below, these plans, guidelines, and laws include the following:

- California Penal Code
- California Constitution Article XIII, Section 35
- California Vehicle Code (CVC), Section 21806
- City of Los Angeles General Plan Framework Element
- City of Los Angeles General Plan Safety Element
- City of Los Angeles Charter
- Administrative and Municipal Codes
- Los Angeles Police Department (LAPD) Computer Statistics Unit (COMPSTAT) Program
- LAPD Guidelines and Plan Review
- LAPD Strategic Plan 2019-2021

Federal

There are no federal police protection services regulations applicable to the Proposed Plans.

State

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 Constitution Article XIII, Section 35. 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 for local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include police protection. Section 30056 provides 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, as well as other public safety services. Section 35 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." In *City of Hayward v. Board of Trustees of California State University* (2015), the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including police protection, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.

California Vehicle Code, Section 21806. Section 21806 of the CVC pertains to emergency vehicles responding to Code 3 incidents/calls.[1] 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 of 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 pedestrians upon the highway shall proceed to the nearest curb or place of safety and remain there until the authorized emergency vehicle has passed.*

Title 13 California Code Regulations (CCR) Division 2 (CHP). Division 2 of Title 13 of the CCR governs the operations of the California Highway Patrol.

Local

City of Los Angeles General Plan Framework Element. The City of Los Angeles General Plan Framework Element (General Plan Framework), originally adopted in December 1996 and re-adopted in August 2001, provides a comprehensive vision for long-term growth within the City and guides subsequent amendments of the City's Community Plans Specific Plans, zoning ordinances, and other local planning programs.

Chapter 9 of the General Plan Framework addresses Infrastructure and Public Services. Goal 9I states that every neighborhood should have the necessary police services, facilities, equipment, and manpower required to provide for the public safety needs of that neighborhood. Related Objective 9.13 and Policy 9.13.1, which implement Goal 9I, support the monitoring and reporting of police statistics and population projections for the purpose of evaluating existing and future needs. Objective 9.14 calls for adequate police services, facilities, equipment, and personnel to be available to meet existing and future public needs. Policies related to Objective 9.14 generally provide guidance for public agencies. Objective 9.15 calls for LAPD services to provide adequate public safety in emergency situations by maintaining mutual assistance relationships with local law enforcement agencies, state law enforcement agencies, and the National Guard.

Table 4.14-8
Relevant General Plan Police Protection Goals, Objectives, and Policies

Framework Element – Chapter 9, Infrastructure and Public Services	
Goal 9I	Every neighborhood in the City has the necessary police services, facilities, equipment, and manpower required to provide for the public safety needs of that neighborhood.
Objective 9.13	Monitor and forecast demand for existing and projected police service and facilities.
Policy 9.13.1	Monitor and report police statistics, as appropriate, and population projections for the purpose of evaluating police service based on existing and future needs.
Objective 9.14	Protect the public and provide adequate police services, facilities, equipment and personnel to meet existing and future needs.
Policy 9.14.1	Work with the Police Department to maintain standards for the appropriate number of sworn police officers to serve the needs of residents, businesses, and industries.
Policy 9.14.5	Identify neighborhoods in Los Angeles where facilities are needed to provide adequate police protection.
Policy 9.14.7	Participate fully in the planning of activities that assist in defensible space design and utilize the most current law enforcement technology affecting physical development.
Objective 9.15	Provide for adequate public safety in emergency situations.
Policy 9.15.1	Maintain mutual assistance agreements with local law enforcement agencies, State law enforcement agencies, and the National Guard to provide for public safety in the event of emergency situations.

Source, City of Los Angeles, 2001

City of Los Angeles General Plan Safety Element. The Safety Element of the Los Angeles General Plan addresses natural hazard issues related to LAPD resources (e.g., traffic safety during or following a disaster) and recognizes that most jurisdictions rely on emergency personnel (police, fire, gas, and water) to respond to emergencies.

City of Los Angeles Charter. The City Charter at Section 570 gives the power and the duty to the LAPD to enforce the penal provisions of the Charter, City ordinances, and state and federal laws. The Charter also gives responsibility to the LAPD to act as peace officers and to protect lives and property in case of disaster or public calamity.

Administrative and Municipal Codes. Section 22.240 (Adherence To State Standards For Recruitment And Training Of Public Safety Dispatchers) of the Administrative Code requires the LAPD to adhere to the state standards described in Section 13522 of the California Penal Code for the training of police dispatchers. LAMC Article 5 (Firearms – Dangerous Weapons) includes regulations, enforceable by the police, related to firearms, illegal hazardous waste disposal, and nuisances (such as excessive noise), and providing support to the Department of Building and Safety Code Enforcement inspectors and the LAFD in the enforcement of the City's Fire, Building, and Health Codes. The LAPD is also given the power and the duty to protect residents and property, and to review and enforce specific security related mitigation measures in regard to new development.

LAPD Computer Statistics Unit (COMPSTAT) Program. The LAPD COMPSTAT was created in 1994 and implements the General Plan Framework goal of assembling statistical population and crime data to determine necessary crime prevention actions. This system implements a multi-layer approach to police protection services through statistical and geographical information system (GIS) analysis of growing trends in crime through its specialized crime control model. COMPSTAT has effectively and significantly reduced the occurrence of crime in Los Angeles communities through accurate and timely intelligence regarding emerging crime trends or patterns.[27]

LAPD Guidelines and Plan Review. Projects subject to City review are required to develop an Emergency Procedures Plan to address emergency concerns and practices. The plan is subject to review by LAPD. In addition, projects are encouraged to comply with the LAPD's Design Out Crime Guidelines, which incorporates techniques of Crime Prevention Through Environmental Design (CPTED) and seeks to deter crime through the design of buildings and public spaces. Specifically, projects are recommended to:

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27 LAPD, *Compsta in the Los Angeles Police Department t*, available online at: https://www.ojp.gov/ncjrs/virtual-library/abstracts/compstat-los-angeles-police-department, accessed October 10, 2018.

- Provide on-site security personnel whose duties shall include but not be limited to the following:
- Monitoring entrances and exits;
- Managing and monitoring fire/life/safety systems;
- Controlling and monitoring activities in parking facilities;
- Install security industry standard security lighting at recommended locations including parking structures, pathway options, and curbside queuing areas;
- Install closed-circuit television at select locations including (but not limited to) entry and exit points, loading docks, public plazas and parking areas;
- Provide adequate lighting of parking structures, elevators, and lobbies to reduce areas of concealment;
- Provide lighting of building entries, pedestrian walkways, and public open spaces to provide pedestrian orientation and to clearly identify a secure route between parking areas and points of entry into buildings;
- Design public spaces to be easily patrolled and accessed by safety personnel;
- Design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites; and
- Limit visually obstructed and infrequently accessed "dead zones."

LAPD Strategic Plan 2025-2026. The LAPD Strategic Plan 2025-2026, approved in May 2026 by the City Council, is a guiding document reflective of emerging trends, complex issues, and demands of the policing environment. The plan covers the fiscal years 2026-2027 and provides goals and key activities to improve the safety and quality of life for all Angelenos. The LAPD's Strategic Plan is a living document that is regularly updated to elevate service standards to align with community needs. Although the full plan is yet to be released, the Draft LAPD Strategic Plan 2025-2026 features five primary goals: (1) Employ Innovative Crimefighting and Safety Strategies, (2) Enhance the Workplace to Support Success and Well-Being, (3) Champion Transparency, (4) Advocate for Vulnerable Populations, and (5) Revitalize Training and Elevate Technology.[28]

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28 Los Angeles Police Department, *The Los Angeles Police Department Draft Strategic Plan 2025-2026*, 2026. Available online at: https://www.lapdpolicecom.lacity.org/111825/BPC_25-306.pdf, accessed on August 20, 2026.

4.14.2.3 Thresholds of Significance

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to police protection if they would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection.

4.14.2.4 Methodology

The need for or deficiency of adequate police services in and of itself is not a CEQA impact, but a social or economic impact. (*City of Hayward v. B'd of Trustees* (2015) 242 Cal.App. 4th 833, 843). To the extent that the Proposed Plans cause a need for additional police services and that results in the construction of new facilities or additions to existing facilities and the impact from that construction results in an impact on the environment is a CEQA impact that needs to be assessed in this EIR. Any discussion in this EIR that relates solely to the level of police protection services provided to the residents or users of the Southwest Valley CPAs and the surrounding community, including any existing or future needs and deficiencies, is relevant to the impact analysis only insofar as it indicates the demand and need for new or expanded police facilities. The ultimate determination is of whether there is a significant impact related to police protection services under this threshold is based on whether construction of new or expanded police facilities will cause a significant impact to the environment.

Police protection service needs are dependent on the size of the service population and the geographic area served, the number and types of calls for service, and the characteristics of a project and its surrounding community. According to LAPD, impacts on police protection services are considered significant if the demand for services exceeds the capacity of existing facilities, or if a station area is located outside of specified distances from a project area.

To the extent that the Proposed Plans results in the need for new police services that will cause the need for new or altered police facilities, the analysis below evaluates the potential need for new facilities and associated potential impacts from the construction of new police protection facilities or the expansion of existing police protection facilities if they could be required.

This discussion of impacts on police protection services addresses impacts for the Southwest Valley CPA.

4.14.2.5 Impacts

Threshold 4.14-2 **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?**

This impact would be less than significant.

Construction

The Proposed Plans would allow for increased development potential in the Southwest Valley CPAs but would not constitute a commitment to any project-specific construction. Construction related to future development within the Southwest Valley CPAs, particularly within transit corridors and nodes, and other areas with proposed zoning changes, could result in the effects described below. Construction activities would have the potential to temporarily increase the demand for police services. Construction sites can pose an attractive nuisance with respect to vandalism and theft. Road and lane closures due to construction activities related to individual development projects could affect response times of police vehicles. Traffic delays caused by potential closures could impede the ability of police vehicles to efficiently move along roadways to their destination. Additionally, temporary road closures may also result in detours that impact response time. Any development project that will cause temporary road closures is required to submit a plan to LADOT for approval to ensure any impacts are minimized and, if necessary, proper signage and flagmen are provided to avoid impacts. Additionally, large projects are required to develop a construction staging and traffic management plan, as necessary, to ensure emergency access is maintained. As discussed in **Section 4.8, Hazards and Hazardous Materials**, and **Section 4.15, Transportation and Traffic**, construction activities related to the Proposed Plans' reasonably anticipated development is not expected to result in significant impacts to emergency services or response times. Construction activities for reasonably anticipated development would not result in the need for expansion of existing police facilities or construction of new police facilities due to the temporary nature of construction.

Operation

Implementation of the Proposed Plans is expected to increase population, housing, and employment in the Southwest Valley CPAs. The Southwest Valley CPAs are projected to have approximately 636,288 residents, 265,459 housing units, and 270,824 jobs by the year 2050, which would be a population increase of approximately 241,659 residents compared to the estimated 2024 population. Although an increase in development intensity and residential density would not necessarily result in a directly proportional

increase in crime, a larger population would increase demand for LAPD services by increasing the opportunities for crime. An area's crime rate is influenced by many factors, such as police presence, implementation of crime prevention measures, department funding, and socioeconomic factors. To ensure that necessary police services, facilities, and equipment are provided for the public safety needs of all neighborhoods, demand for existing and projected police services and facilities is monitored and forecasted by LAPD in order to maintain standards. Accordingly, as development occurs over the lifetime of the Proposed Plans, police protection service levels would continue to be evaluated and maintained by LAPD in accordance with existing policies, procedures and practices. Individual developments in the Southwest Valley CPAs would be required to incorporate design features to deter crime. The LAMC and Chapter 67 of the Los Angeles Building Code (LABC) include recently adopted requirements regarding lighting and/or security locks and devices for residential uses, as well as outdoor lighting requirements for a variety of uses.[29,30] LAPD would review development project applications to determine the types of design features that the development project would need to incorporate to deter crime, consistent with the techniques of CPTED.

The projected increase in population could also affect the ability to meet service standards as a result of increased roadway congestion. However, police response times are different than fire and EMS as police patrols are not restricted to a fixed station and often occur within the neighborhoods they serve. Further, police can also respond via motorcycle which can be faster than via car. As discussed in **Section 4.15, Transportation and Traffic**, of this EIR, implementation of the Proposed Plans would not increase vehicle miles traveled (VMT) per capita such that impacts would occur. Growth by 2050, regardless of the Proposed Plans, is expected to increase population, housing, and jobs within the Southwest Valley CPAs, which could cause delay on street segments. However, there is not a direct relationship between predicted travel delay and emergency response times as California State law requires that drivers yield the right of way to emergency vehicles and remains stopped until the emergency vehicles have passed. Designated emergency and disaster routes within the Plan Areas would be maintained. Generally, multi-lane arterial roadways allow emergency vehicles to travel at higher speeds and permit other traffic to maneuver out of the path of the emergency vehicle. On congested roadways, multi-lane arterial roadways with continuous center left-turn lanes facilitate emergency access when the through-lanes experience delays. Additionally, as previously mentioned under Existing Setting, various roadways within the Southwest Valley CPAs are equipped with FPS, a system that automatically turns traffic lights to green for emergency vehicles traveling on designated streets, including police vehicles. As development occurs, LAPD would maintain acceptable service levels through the provision of additional personnel and equipment as needed, in conformance with their existing policies, procedures and practices.

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29 LABC Chapter 67, 6708-6711, 6713–6715.

30 Los Angeles Department of Building and Safety [LADBS], 2025.

In addition to additional personnel and equipment, the Proposed Plans may also result in a need for new police facilities. There are no plans to construct new police facilities in the Southwest Valley CPAs at this time. Nevertheless, it is anticipated that the increase in people and dwelling units in the Southwest Valley CPAs would increase the demand for police protection services, which may result in the need for the construction or expansion of police facilities over the plan horizon. Such facilities would more likely be small neighborhood facilities and could be accommodated in existing buildings or small new structures. If new facilities are required, such facilities would be required to comply with applicable federal, State, and local regulations and policies discussed in this EIR, such as NPDES permit requirements, the City's Tree Ordinance and Noise Ordinance, and the California Building Code, including CALGreen requirements. Construction of such development would likely not result in new significant impacts and would likely qualify for infill exemptions. To the extent there are site specific conditions that would result in impacts, such impacts would be speculative at this time. To the extent construction would result in any impacts those would not be different from other infill development analyzed throughout the EIR.

Based on the above, impacts related on police protection services would be ***less than significant.***

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.14.2.6 Cumulative Impacts

The Proposed Plans along with cumulative development from other plans (such as surrounding community plans, the *Los Angeles County General Plan* and SCAG's RTP/SCS) could create a significant impact on police services and facilities if the need for additional services and facilities extended beyond existing levels of service. The geographic context for this analysis is the City as served by the LAPD. Future needs for police protection are reviewed regularly, including during the budgeting process. As described above, development projects within the City, including the Southwest Valley CPAs, would be subject to review upon project submittal of the development application and may be required to provide security features, such as security cameras, private security services, and/or on-site police drop-in facilities that reduce the demand for police service. Future development would also be required to incorporate design elements relative to security, and semi-public and private spaces such as CPTED. These features may include, but not be limited to, access control to buildings, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to

eliminate areas of concealment, and location of toilet facilities or building entrances in high-foot traffic areas. Development with such design should reduce the potential for incidents that will result in demand on police services throughout the City.

Implementation of the Proposed Plans would create increased development opportunities, particularly within transit corridors and transit nodes, increasing the overall housing, population, and employment levels of the Southwest Valley CPAs, which likely would increase demand for LAPD services. However, as previously discussed, the provision of police protection services in the City is based on the community's existing and projected needs, as determined by LAPD. When an evaluation indicates response times have increased, the acquisition of equipment, personnel, and/or new stations would be considered and procured as needed through the LAPD. As demand for LAPD services increases, LAPD will act to maintain adequate service levels. As discussed, there are no planned facilities at this time. However, the potential for construction or expansion of police facilities over the plan horizon with the increased growth in the Southwest Valley CPAs and in neighboring areas are likely. Such facilities would more likely be small neighborhood facilities and could be accommodated in existing buildings or small new structures. Construction of such development would likely not result in new significant impacts beyond those identified in this EIR and would likely qualify for infill exemptions. To the extent there are site specific conditions that would result in impacts, such impacts would be speculative at this time. Therefore, the Proposed Plans would not result in a cumulatively considerable contribution to impacts related to police protection. Impacts would be ***less than significant***.

4.14.3 PUBLIC SCHOOLS

This analysis below presents an evaluation of the environmental impacts on public schools that could result from the implementation of the Proposed Plans; this analysis does not consider impacts on fully independent private schools outside of district-affiliated charter schools.

4.14.3.1 Existing Environmental Setting

The Los Angeles Unified School District (LAUSD) is the nation's second-largest school district and provides public transitional kindergarten through 12th grade education to students living in the City in addition to all or portions of 26 incorporated cities and unincorporated areas of Los Angeles County. In total, LAUSD provides education services to an area of 710 square miles with a total of 12 special educational schools and centers, 437 elementary schools, 78 middle schools, 87 senior high schools, and 213 independent charter schools.[31] Approximately 333 magnet programs are also offered. Further, for the 2025-2026 school year, a

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31 Los Angeles Unified School District, *Fingertip Facts 2025-26*, available online at: https://4.files.edl.io/aef4/08/14/25/170225-cc3e26de-f440-4470-9e85-486022db3fa6.pdf, accessed April 22, 2026.

total of 232 Dual Language Education (DLE) programs are offered to students in Arabic, Armenian, French, Korean, Mandarin, Japanese, and Spanish

A total of 77 LAUSD public schools serve the Southwest Valley CPAs, including 50 elementary schools, eight middle schools, and 14 high schools. **Figure 4.14-2, Schools Serving the Southwest Valley CPAs,** shows the distribution of the public and charter schools that serve the Southwest Valley CPAs. For the purposes of analysis, the Proposed Plans anticipate that all students residing in the Southwest Valley CPAs would attend public schools within the Southwest Valley CPAs. However, LAUSD students would have the option of attending public schools outside the Southwest Valley CPAs through the Choices program or the option of private schooling.

Charter schools are publicly funded elementary or secondary schools that are usually created or organized by a group of teachers, parents and community leaders, or a community-based organization. These schools are usually sponsored by an existing local public-school board or county board of education and are generally exempt from most laws governing school districts, except where specifically noted in the law. In exchange for this exempt status, charter schools are accountable for producing certain results, which are specifically set forth in a detailed agreement (or "charter") between the sponsoring board and the charter organizers. Charter schools are opened and attended by choice, and, while they provide an alternative to other public schools, they are part of the public education system and may not charge tuition. Where enrollment in a charter school is oversubscribed, admission is frequently allocated by lottery. Currently, there are 230 charter schools under the jurisdiction of LAUSD, serving more than 100,000 students from K-12 grades.[32] As shown in **Table 4.14-9, LAUSD Schools Serving the Southwest Valley CPAs**, 22 charter schools are located within and serve the Southwest Valley CPAs.

As of July 2025, approximately 376,913 students are enrolled in kindergarten-12th grades in LAUSD, 17,477 students are enrolled in special day classes and continuation and opportunity schools, 10,671 students are enrolled in early education, 32,862 students are enrolled in adult education schools, and 107,437 are enrolled in independent charter schools, totaling approximately 497,105 students enrolled throughout LAUSD.[33] **Table 4.14-9** provides the names and locations of LAUSD schools serving the Southwest Valley CPAs.

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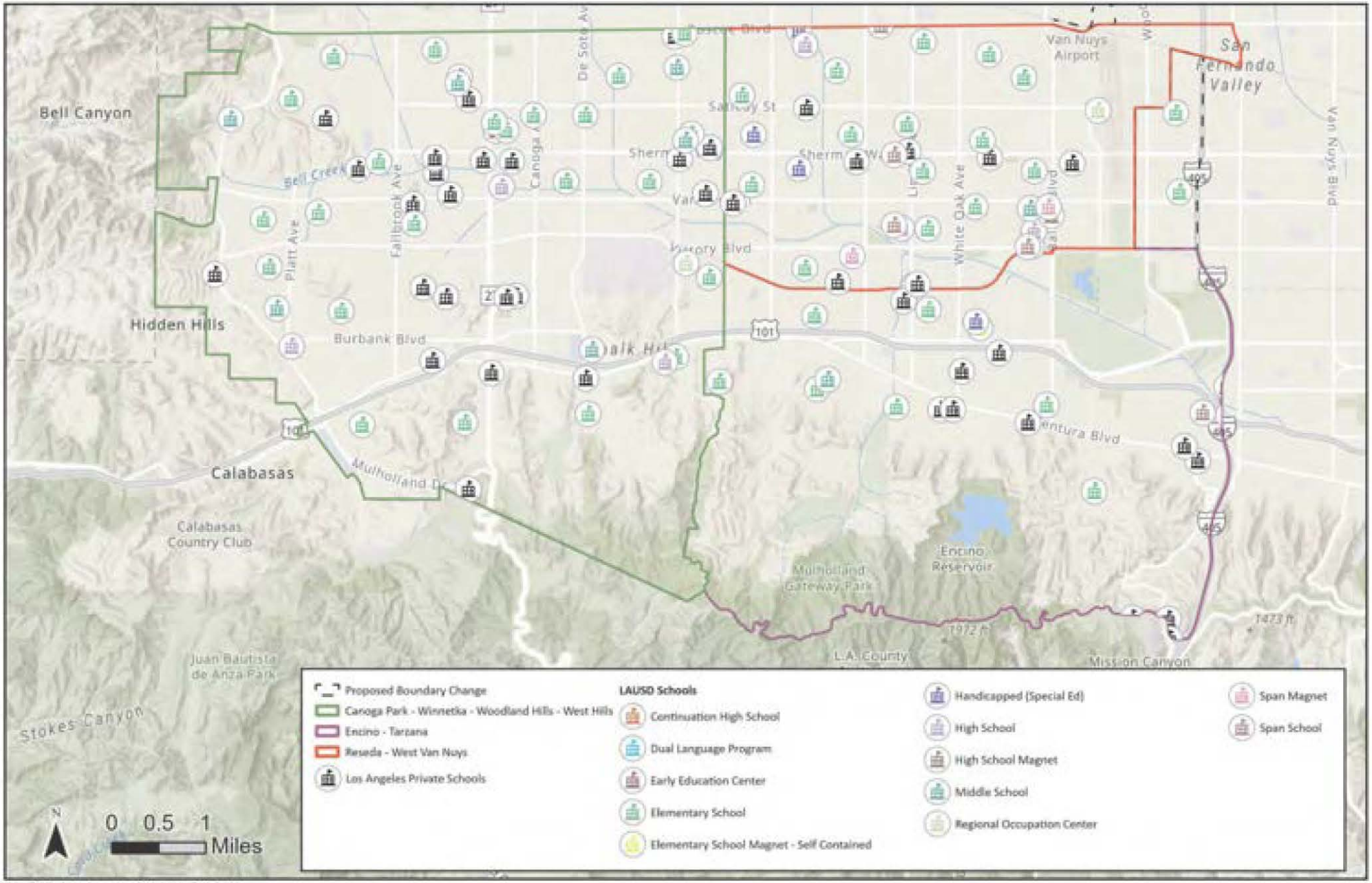
32 Los Angeles Unified School District, "Charter Operated Programs (COP)," available online at: https://sped.lausd.org/apps/pages/COP, accessed April 23, 2026.

33 Los Angeles Unified School District, *Fingertip Facts 2025-26*, available online at: https://4.files.edl.io/aef4/08/14/25/170225-cc3e26de-f440-4470-9e85-486022db3fa6.pdf, accessed April 22, 2026.



SOURCE: City of Los Angeles, 2020; Esri, 2026

FIGURE **4.14-2**

IMPACT SCIENCES

Schools Serving the Southwest Valley CPAs

1264.015•4/26

Table 4.14-9
LAUSD Schools Serving the Southwest Valley CPAs[1]

School Name	Address	Grade Served
Cohasset Street Elementary School	15810 Saticoy St, Van Nuys, CA 91406	K-5
Village Charter Academy	7357 Jordan Ave, Canoga Park, CA 91303	K-5
Gault Elementary School	17000 Gault St, Van Nuys, CA 91406	K-5
Gaspar De Portola Middle School	18720 Linnet St, Tarzana, CA 91356	6-7
Hart Street Elementary School	21040 Hart St, Canoga Park, CA 91303	K-5
Multicultural Learning Center	7510 De Soto Ave, Canoga Park, CA 91303	TK-8
James Jordan Middle School	7911 Winnetka Ave, Winnetka, CA 91306	K-5
Hesby Oaks Leadership Charter	15530 Hesby St, Encino, CA91436	K-8
Magnolia Science Academy #2	17125 Victory Blvd, Lake Balboa, CA 91406	6-12
John A. Sutter Middle School	7330 Winnetka Ave, Canoga Park, CA 91306	6-8
Enadia Way Technology Charter	22944 West Enadia Way, Canoga Park, CA 91304	K-5
Magnolia Science Academy	18238 Sherman Way, Reseda, CA 91335	6-12
Ingenium Charter Middle School	22250 Elkwood St, Canoga Park, CA 91304	6-8
Bertrand Avenue Elementary School	7021 Bertrand Ave, Reseda, CA 91335	K-5
N.E.W. Academy Canoga Park	21425 Cohasset St, Canoga Park, CA 91303	K-5
Stanley Mosk Elementary School	7335 N Lubao Ave, Canoga Park, CA 91306	K-5
Shirley Avenue Elementary School	19452 Hart St, Reseda, CA 91335	K-5
CHIME Institutional Schwarzenegger Communication (Charter)	19722 Collier St, Woodland Hills, CA 91364	TK/K-8
Diane S. Leichman Career Preparatory and Transition Center	19034 Gault St, Reseda, CA 91335	6-12
Cantara Street Elementary School	17950 Cantara St, Reseda, CA 91335	K-5
Sven Lokrantz Special Education Center	19451 Wyandotte St, Reseda 91335	K-12
Emelita Street Elementary	17931 Hatteras St, Encino, CA 91316	K-5
Hightech LA	17111 Victory Blvd, Lake Balboa, 91406	9-12
Hamlin Charter Academy	22627 Hamlin St, Canoga Park, CA 91307	TK-5
West Valley Occupational Center	6200 Winnetka Ave, Woodland Hills, CA 91367	Adult
Ivy Academia	7353 Valley Circle Blvd, West Hills, CA 91304	TK-8
Ivy Academia	5461 Winnetka Ave, Winnetka, CA 91364	TK-8
George Ellery Hale Charter Academy	23830 Califa St, Woodland Hills, CA 91367	6-8
El Camino Real High School	5440 Valley Circle Blvd, Woodland Hills, CA 91367	9-12
Calabash Charter Academy	23055 Eugene St, Woodland Hills, CA 91364	TK/K-5
Woodland Hills Charter for Enriched Studies	22201 San Miguel St, Woodland Hills, CA 91364	K-5
Woodlake Avenue Charter School	23231 Hatteras St, Woodland Hills, CA 91367	K-5
Nestle Avenue Charter Elementary School	5060 Nestle Ave, Tarzana, CA 91356	K-5
Woodland Hills Academy Middle School	20800 Burbank Blvd, Woodland Hills, CA 91367	6-8
Tarzana Elementary School	5726 Topeka Dr, Tarzana, CA 91356	K-5

School Name	Address	Grade Served
Wilbur Charter for Enriched Academics	5213 Crebs Ave, Tarzana, CA 91356	K-5
Encino Charter Elementary School	16941 Addison St, Encino, CA 91316	K-5
Lanai Road Elementary School	4241 Lanai Rd, Encino, CA 91436	K-5
Serrania Avenue Charter School for Enriched Studies	5014 Serrania Ave, Woodland Hills, CA 91364	K-5
William Howard Taft Charter School	5461 Winnetka Ave, Woodland Hills, CA 91364	9-12
Newcastle Avenue Elementary School	6520 Newcastle Ave, Reseda, CA 91335	K-5
Valley Alternative Magnet	6701 Balboa Blvd, Van Nuys, CA 91406	K-12
Justice Street Academy Charter School	23350 Justice St, Canoga Park, CA 91304	K-5
Capistrano Avenue Elementary School	8118 Capistrano Ave, Canoga Park, CA 91304	K-5
Columbus Middle School	22250 Elkwood St, Canoga Park, CA 91304	6-8
Canoga Park Elementary School	7438 Topanga Canyon Blvd, Canoga Park, CA 91303	K-5
Canoga Park High School	6850 Topanga Canyon Blvd, Canoga Park, CA 91303	9-12
Sunny Brae Avenue Elementary School	20620 Arminta St, Winnetka, CA 91306	K-5
Winnetka Avenue Elementary School	8240 Winnetka Ave, Canoga Park, CA 91306	K-5
Melvin Avenue Elementary School	7700 Melvin Ave, Reseda, CA 91335	K-5
Cleveland Charter School	8140 Vanalden Ave, Reseda, CA 91335	9-12
J Miller Career/Transition Center	8218 Vanalden Ave, Reseda, CA 91335	9-12
Fullbright Avenue Elementary School	6940 Fullbright Ave, Canoga Park, CA 91306	K-5
Welby Way Charter School	23456 Welby Way, Canoga Park, CA 91307	K-5
Haynes Charter for Enriched Studies	6624 Lockhurst Dr, West Hills, CA 91307	K-5
Lockhurst Drive Charter Elementary School	6170 Lockhurst Dr, Woodland Hills, CA 91367	K-5
Pomelo Community Charter School	7633 March Ave, Canoga Park, CA 91304	K-5
Blythe Street Elementary School	18730 Blythe St, Reseda, CA 91335	K-5
Reseda Elementary School	7265 Amigo Ave, Reseda, CA 91335	K-5
Reseda High School	18230 Kittridge St, Reseda, CA 91335	9-12
Sherman Oaks Center for Enriched Studies	18605 Erwin St, Reseda, CA 91335	4-12
Vanalden Avenue Elementary School	19019 Delano St, Reseda, CA 91335	K-5
Calvert Charter for Enriched Studies	19850 Delano St, Woodland Hills, CA 91367	K-5
Stagg Street Elementary School	7839 Amestoy Ave, Van Nuys, CA 91406	K-5
Lorne Street Elementary School	17440 Lorne St, Northridge, CA 91325	K-5
Anatola Avenue Elementary School	7364 Anatola Ave, Van Nuys, CA 91406	K-5
Lemay Street Elementary School	17520 Vanowen St, Van Nuys, CA 91406	K-5
William Mulholland Middle School	17120 Vanowen St, Van Nuys, CA 91406	6-8
Garden Grove Elementary School	18141 Valerio St, Reseda, CA 91335	K-5
Bassett Street Elementary School	15756 Bassett St, Van Nuys, CA 91406	K-5
Birmingham High School	17000 Haynes St, Van Nuys, CA 91406	K-5
Canoga Park Early Education Center	7355 Vassar Ave, Canoga Park, CA 91303	9-12
Magnolia Science Academy #5	18230 Kittridge St, Reseda, CA 91335	6-12

School Name	Address	Grade Served
Grey Continuation High School	18230 Kittridge St, Reseda, CA 91335	9-12
Ingenium Charter School	22250 Elkwood St, Canoga Park, CA 91304	TK-5
Academy for Enriched Sciences	6170 Lockhurst Dr, Woodland Hills, CA 91367	K-5
Daniel Pearl Senior High Journalism & Communication Magnet	6649 Balboa Blvd, Lake Balboa, CA 91406	9-12

Notes:
K=Kindergarten
TK= Transitional Kindergarten
Source: LAUSD; Impact Sciences, 2026.

4.14.3.2 Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding schools at the state and local levels. As described below, these plans, guidelines, and laws include the following:

- California Education Code
- Class Size Reduction Kindergarten-University Public Education Facilities Bond Act of 1998
- Senate Bill 50
- Open Enrollment Policy (Cal. Educ. Code Sections 48350, et seq.)
- City of Los Angeles General Plan Framework Element
- Los Angeles Unified School District
- LAUSD Strategic Plan 2016–2019

State

California Education Code. Educational services and school facilities for the Project 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 (CBE) (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, and 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. Further, 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.[34]

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 3rd, 1998 ballot. This Act created the School Facility Program where eligible school districts may obtain state bond funds.

Senate Bill 50. 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.[35]

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.[36]

Open Enrollment Policy (Cal. Educ. Code Sections 48350, et seq.). The open enrollment policy is a state-mandated policy that enables students located in the LAUSD to apply to any regular, grade-appropriate LAUSD 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,

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34 California Education Code Section 17620(a)(1).

35 State of California, Office of Public School Construction, *School Facility Program Guide*, October 24, 2012, available online at: https://www.dgs.ca.gov/-/media/Divisions/OPSC/Services/Guides-and-Resources/SFP_Hdbk_ADA.pdf?la=en&hash=B871984008A7D2E35D16DB50DDE0C8779IC294A7, accessed May 15, 2026.

36 California Government Code Section 65996.

students living in a particular school's attendance area are not displaced by a student requesting an open enrollment transfer to that school.[37]

Regional

Los Angeles Unified School District. As indicated above, the State is primarily responsible for the funding and structure of the local school districts, and in this case, LAUSD. As LAUSD provides education to students in many cities and county areas, in addition to the City, its oversight is largely a district-level issue. Public schools operate under the policy direction of elected governing district school boards (elected from the local area) as well as by local propositions which directly impact the funding of facility construction and maintenance. Pursuant to the Greene Act, LAUSD collects developer fees for new construction within its boundaries. The LAUSD School Facilities Needs Analysis has been prepared to support the school district's levy of the fees authorized by Section 17620 of the California Education Code. Payment of these fees would be mandatory for the Project Applicant and would fully mitigate any impact upon school services generated by the Project.[38]

LAUSD Strategic Plan 2022–2026. The LAUSD Strategic Plan 2022–2026 (Strategic Plan) represents the LAUSD's framework towards a commitment to 100 percent graduation. In following the Strategic Plan's fundamental strategy, the LAUSD will direct its efforts and resources to recruit, develop, and support principals and teachers in creating a learning environment that ensures 100 percent of students achieve and graduate. The Strategic Plan identified four goals: (1) Increase Postsecondary (college-ready graduates) by 70%; (2) Improve Literacy by 30 Points; (3) Improve Numeracy by 40 Points; and (4) Introduce Social-Emotional/Wellness Programs. The Strategic Plan provides key initiatives to achieve these commitments from which implementation plans will be created. Plans will be structured to include specific action steps, responsibilities, and timelines. As such, the LAUSD will be able to monitor and measure progress and provide accountability during the Strategic Plan's implementation process.

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37 Los Angeles Unified School District, "Open Enrollment," available online at: https://achieve.lausd.net/K12-OpenEnrollment, accessed May 15, 2026.

38 Los Angeles Unified School District, *2024 Developer Justification Study*, March 2018, available online at: https://www.lausd.org/cms/lib/CA01000043/Centricity/Domain/921/LAUSD%20Dev%20Fee%20Study%202024.pdf, accessed November 12, 2024.

LAUSD Choices Program. LAUSD provides education choices including magnet and permits with transportation (PWT) programs to students residing within the LAUSD boundaries. Students interested in enrolling in LAUSD magnet and PWT programs are required to apply through LAUSD Choices. Magnet schools under the Choice Program include business, communication arts, center for enriched studies, gifted/highly gifted/high ability, liberal arts, magnet schools assistance program, public service, science/technology/engineering/math, and visual and performing arts.[39]

Local

City of Los Angeles General Plan Framework Element. Chapter 9, Infrastructure and Public Services of the Framework Element includes goals, objectives, and policies applicable to public schools; these are summarized in **Table 4.14-10**.

[39] Los Angeles Unified School District, *e-Choices LAUSD Choices Program*, available online at: https://echoices.lausd.net/#gsc.tab=0, accessed November 12, 2024.

Table 4.14-10
Relevant General Plan School Goals, Objectives, And Policies

Framework Element – Chapter 9 Infrastructure and Public Services	
Goal 9N	Public schools that provide a quality education for all of the City's children, including those with special needs, and adequate school facilities to serve every neighborhood in the City so that students have an opportunity to attend school in their neighborhoods.
Objective 9.31	Work constructively with the Los Angeles Unified School District to monitor and forecast school service demand based upon actual and predicted growth.
Policy 9.31.1	Participate in the development of, and share demographic information about, population estimates.
Objective 9.32	Work constructively with Los Angeles Unified School District to promote the siting and construction of adequate school facilities phased with growth.
Policy 9.32.1	Work with the Los Angeles Unified School District to ensure that school facilities and programs are expanded commensurate with the City's population growth and development.
Policy 9.32.2	Explore creative alternatives for providing new school sites in the City, where appropriate.
Policy 9.32.3	Work with LAUSD to explore incentives and funding mechanisms to provide school facilities in areas where there is a deficiency in classroom seats.
Objective 9.33	Maximize the use of local schools for community use and local open space and parks for school use.
Policy 9.33.1	Encourage a program of decision-making at the local school level to provide access to school facilities by neighborhood organizations.
Policy 9.33.2	Develop a strategy to site community facilities (libraries, parks, schools, and auditoriums) together.

Source: City of Los Angeles 2001

4.14.3.3 Thresholds of Significance

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to schools if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school 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.

4.14.3.4 Methodology

For purposes of this EIR, an impact on schools would occur if implementation of the Proposed Plans would promote growth patterns resulting in the need for and/or the provision of new or physically altered public school facilities (including charter schools), the construction of which would cause significant environmental impacts in order to maintain performance objectives. To the extent that the Proposed Plans impact classroom sizes in such a way that it would result in the need for construction of new facilities or alterations to existing facilities and the impact from that construction results in an impact on the environment, that is a CEQA impact that needs to be assessed. Any discussion in this EIR that relates solely to the level of school services provided to the residents of the Southwest Valley CPAs, including any

existing or future needs and deficiencies, is for informational purposes only. The ultimate determination of whether there is a significant impact related to schools is based on whether a significant impact will result from the construction of new or expanded school facilities to non-school property.

The discussion of impacts on public schools addresses impacts for the entirety of the Southwest Valley CPAs. Public school service needs are dependent on the size of the service population and the geographic area served. This analysis estimates the number of students that would be generated by reasonably anticipated development with the Proposed Plans using LAUSD student generation rates and assesses whether existing and planned LAUSD school facilities expected to serve the Southwest Valley CPAs would have sufficient available capacity to accommodate the students. If there would not be sufficient available capacity, the EIR will consider whether new school facilities will be needed and if foreseeable, whether the construction of the school facilities will result in a significant impact.

4.14.3.5 Impacts

Threshold 4.14-3 **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school 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?**

This impact would be less than significant.

The reasonably anticipated development under the Proposed Plans would result in a total of 636,288 residents, 265,459 housing units, and 270,824 jobs by the year 2050, which would be a population increase of approximately 241,659 residents compared to the estimated 2024 population. As summarized in **Table 4.14-11, Anticipated Student Generation in the Southwest Valley CPAs**, residential and non-residential development accommodated by the Proposed Plans would result in approximately 145,458 students by 2050.

Table 4.14-11
Anticipated Student Generation in the Southwest Valley CPAs

	Dwelling Units/Jobs	Student Generation				
		Elementary (TK-6)	Middle School (7-8)	High School (9-12)	SDC	Total Students Generated
Existing (2024)						
Residential[1]	150,420 du	28,747	7,928	15,775	2,185	54,634
Non-Residential[2]	185,659 jobs	--	--	--	-	33,511
					Existing (2024) Total	**88,146**
Future (2050) No Project / Existing Plans						
Residential[1]	213,047 du	40,781	11,247	22,378	3,100	77,506
Non-Residential[2]	211,937 jobs	--	--	--	--	38,255
					No Project / Existing Plans (2050) Total	**115,761**
Proposed Plans (2050)						
Residential[1]	265,459 du	50,814	14,014	27,884	3,862	96,574
Non-Residential[2]	270,824 jobs	--	--	--	--	48,884
					Proposed Plans (2050) Total	**145,458**

Note: du = dwelling units; sf. = square feet; TK = Transitional Kindergarten; SDC = Specialized Day Care
Non-residential uses include commercial, industrial, and public facilities.
1 Student generation rates for residential use is based on the 2026 School Impact Fee Justification Study for the LAUSD (LAUSD, March 2026). Residential Generation Rates: Elementary: 0.19142/du, Middle School: 0.05279/du, High School: 0.10504/du, SDC: 0.01455/du
2 Non-residential uses can generate increases in student enrollment when local employees opt to send their children to schools in the area of their employment. Student generation rates for non-residential use is based on the net ratio of students per employee in the School District (0.1805 students per employee), taken from the 2026 School Impact Fee Justification Study for the LAUSD (LAUSD, March 2026). The student to employee rate does not break down the student generation to different school types (Elementary, Middle, High, SDC), so the rate is directly multiplied by the total job value for one total.

Statewide, schools have experienced a decline in enrollment due to a number of factors, such as declining birth rates – and Los Angeles County is no exception. In the 2025-2026 school year, LAUSD enrollment decreased by approximately 2.6 percent or 32,953 students and has decreased by nearly 40 percent since its peak in 2001.[40] This decline in enrollment can also be attributed to families moving to more affordable areas outside of the City, the growth of charter schools, and growing concerns regarding the safety of immigrants in schools. LAUSD's Choices program provides families with the ability to send their children to a school other than their 'home' school. LAUSD also offers 'zone of choice' which allows children to attend any one of the schools within a given neighborhood. Together these programs help relieve overcrowding at schools that are operating at or above capacity. Independent charter schools also help

40 Howard Blume, "California's ongoing drop in public school enrollment is steepest in LAUSD and L.A. County," *Los Angeles Times*, April 16, 2026, available online at https://www.latimes.com/california/story/2026-04-16/california-school-student-enrollment-drops-hit-lausd-la-county

alleviate issues with schools that are operating at or over capacity by providing additional schooling options.

Within the CPA boundaries, there are several private schools, including parochial schools. These schools are open to students within and outside of the Southwest Valley CPAs. With population expansion through 2050, it is reasonable to assume that some of these schools would also increase capacity, which will further alleviate pressure on the LAUSD system. Furthermore, there have been recent investments by LAUSD to expand school capacity. LAUSD has constructed 131 new schools as a result of the last School Construction Bond, which began in 1997, and expanded 65 existing school campuses.[41]

LAUSD's Facilities Division monitors growth and school capacity and determines future school needs. Due to declining enrollment, it is unlikely that LAUSD will need to expand existing schools and/or provide new facilities in order to accommodate the additional students generated as a result of the Proposed Plans. Nonetheless, General Plan Framework Element Policies 9.31.1, 9.32.1 through 9.32.3, 9.33.1, and 9.33.2 require the City to participate and integrate incentives for funding facilities in areas with deficiency in classroom seats; to publish demographics and population estimates for school planning; to cooperate with LAUSD to expand school facilities commensurate with population growth; to explore alternatives for new school sites; and to strategize on planning and access for school facilities. In the event LAUSD constructs a new school or physically alters an existing facility, a project-specific environmental analysis would be required to address site-specific environmental concerns.

Furthermore, all development in California is subject to California Government Code Section 65995, which allows LAUSD to collect impact fees from developers of new residential and commercial/industrial space. Per SB 50, developer impact fees are the exclusive method for mitigating impacts on school facilities. In addition, SB 50 protects schools from overcrowding as it authorizes schools to collect fees, which would offset costs associated with increasing school capacity, as a result of development projects. Conformance to California Government Code Section 65995 and SB 50 are deemed to provide full and complete mitigation of school facilities impacts. These fees collected on residential and commercial development may be used to pay for all of the following: land (purchased or leased) for school facilities, design of school facilities, permit and plan checking fees, construction or reconstruction of school facilities, testing and inspection of school sites and school buildings, furniture for use in new school facilities, and interim school facilities (purchased or leased) to house students generated by new development while permanent facilities are constructed. Such development would assist in funding efforts necessary to alleviate school

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41 Howard Blume, "Q&A: The huge L.A. school construction project is done, so what does it add up to?" *Los Angeles Times*, August 21, 2017, available online at: https://www.latimes.com/local/california/la-me-edu-la-school-construction-numbers-20170821-htmlstory.html, accessed May 15, 2026.

overcrowding and would ensure that new development under the Proposed Plans would bear its fair share of the cost of accommodating the additional students generated.

In sum, despite recent declining enrollment in LAUSD schools, it is possible that new or expanded schools will be necessary in the future due to additional housing and population growth generated by the implementation of the Proposed Plans. However, the impact fees generated by residential and commercial developments will offset the costs of new facilities, and construction of those facilities would comply with all applicable laws, regulations, and ordinances. Any new school would be subject to environmental review, and mitigation measures would be required to address any potentially significant impacts. To the extent construction would result in any impacts, those would be similar to other infill development analyzed throughout this EIR. As a result, the Proposed Plans would not result in adverse impacts associated with the provision of new or expanded school facilities, and impacts would ***be less than significant.***

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.14.3.6 Cumulative Impacts

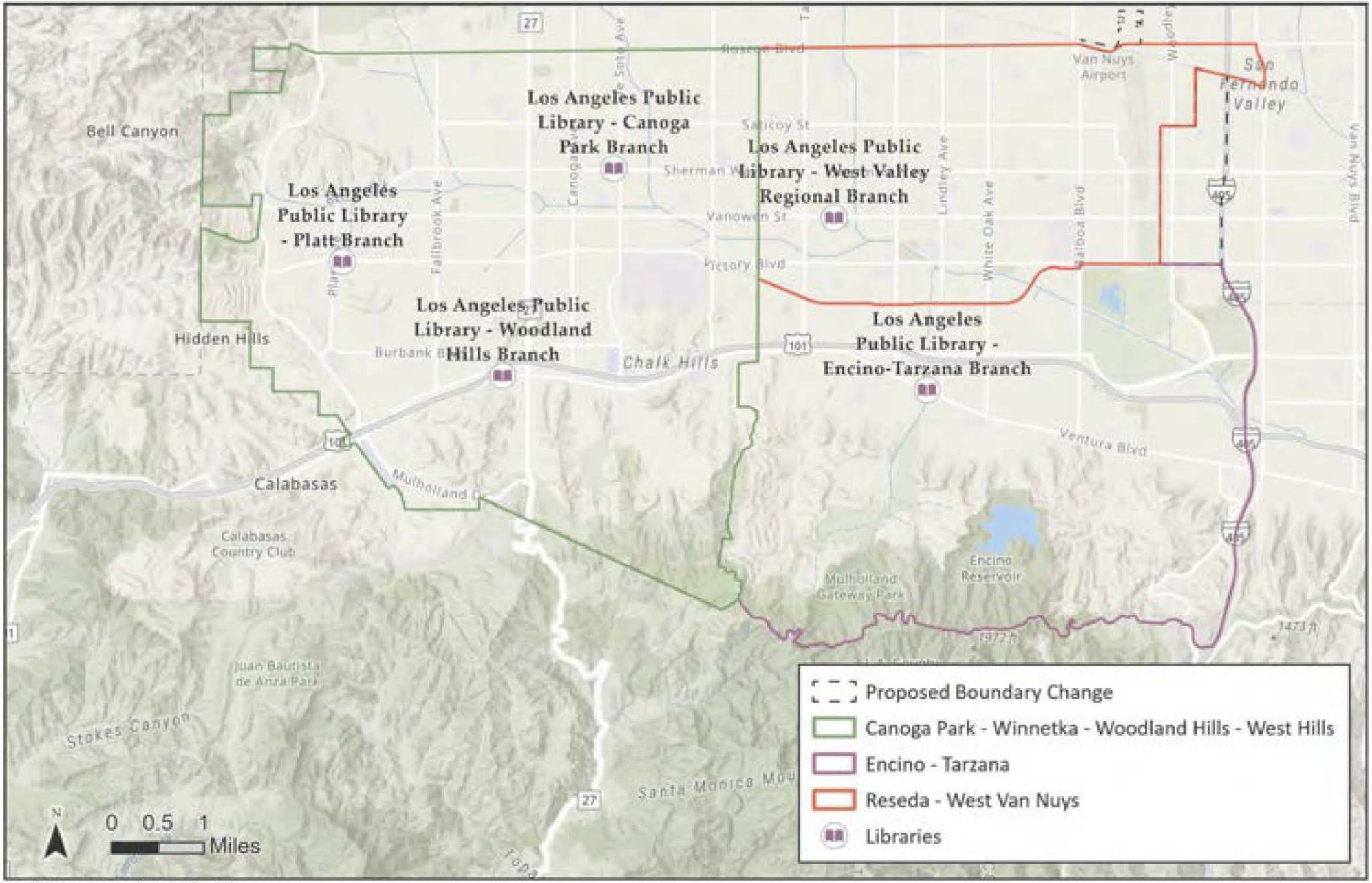
The geographic context for this cumulative analysis is the City as served by LAUSD. The Proposed Plans along with cumulative projects from other plans (such as surrounding community plans, the *Los Angeles County General Plan* and SCAG's RTP/SCS) could increase student enrollment, possibly causing the need for new or expanded facilities. However, as LAUSD recently constructed schools throughout the City and is now experiencing declining enrollment, the construction of new schools is not anticipated to be necessary. LAUSD's Facilities Division monitors growth and school capacity and determines future school needs. In general, impacts as a result of construction of new schools would be confined to the immediate area of each school. Therefore, the Proposed Plans would not make a cumulatively considerable contribution to impacts related to school capacity and new school construction. Impacts would be ***less than significant.***

4.14.4 LIBRARIES

4.14.4.1 Existing Environmental Setting

The Los Angeles Public Library (LAPL) System provides library services for the City of Los Angeles. The LAPL System spans 1.5 million square feet across the City and includes the Central Library, eight regional branch libraries and 72 community branches. The LAPL collection includes more than 6.2 million items, including digital and print items. The library system also offers an array of other services to the LA community, such as homework help, story-time, professional development services, lecture series, music and arts events, and a summer reading series for kids. LAPL members have access to materials housed at libraries throughout the LAPL system through the library loan program and can pick up materials at whichever library is most convenient. All branch libraries also provide free access to computer workstations, which allow patrons to fully access the Internet and the LAPL's electronic resources, including the online catalog, subscription databases, word processing, language learning, and collections of historic documents and photographs. The LAPL website is also specially designed to allow accessibility for children, teens, and Spanish-speakers.

The LAPL operates five libraries within the Southwest Valley CPAs, **Table 4.14-12, Public Libraries Servicing the Southwest Valley CPAs** provides facts about the individual libraries. **Figure 4.14-3** shows the location of these libraries.



SOURCE: City of Los Angeles, 2026; Esri, 2026

FIGURE **4.14-3**

IMPACT SCIENCES

Public Libraries Serving the Southwest Valley CPAs

1264.015•4/26

The LAPL Branch Facilities Plan within Appendix VI of the Los Angeles Public Library Strategic Plan 2007-2010 (detailed below) as shown in **Table 4.14-13, LAPL Branch Facilities Plan – Library Building Size Standards** outlines guidelines for the size of City library facilities based on the location and population served in each community. The Branch Facilities Plan within the 2007-2010 Strategic Plan also outlines guidelines for the expansion of City library facilities based on the location and population served in each community. While the LAPL has a more recently adopted Strategic Plan (the LAPL Strategic Plan 2026-2031), this plan does not include a Facilities Plan; the Facilities Plan included within Appendix VI of the LAPL Strategic Plan 2007-2010 remains the most recent Facilities Plan published by the LAPL. The LAPL Branch Facilities Plan sets the following criteria:

The recommended sizes are 12,500 sf facilities for communities with less than 45,000 population and 14,500 sf facilities for communities with more than 45,000 population. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for that area.[42]

Based on the LAPL Branch Facilities Plan criteria, the LAPL libraries located within the Southwest Valley CPAs do not meet the recommended LAPL standards. There are no current plans for the construction of new library facilities or expansion of existing library facilities in the Southwest Valley CPAs.[43]

Table 4.14-12
Public Libraries Serving the Southwest Valley CPAs

Library / Address	Collection Size	Building Size (sf)	Population Served	Square Feet per Person	Volumes per Person
Canoga Park Branch Library 20939 Sherman Way Canoga Park, CA 91303	52,539	12,500	110,895	0.11	0.47
Platt Branch Library 23600 Victory Boulevard Woodland Hills, CA 91367	51,307	14,053	49,841	0.28	1.03
Woodland Hills Branch Library 22200 Ventura Boulevard Woodland Hills, CA 91364	51,705	12,500	55,073	0.23	0.94
West Valley Regional Branch Library 19036 Vanowen Street Reseda, CA 91335	74,648	14,000	81,106	0.17	0.92
Encino - Tarzana Branch Library 18231 Ventura Boulevard Tarzana, CA 91356	52,946	12,500	82,635	0.15	0.64

Source: Communication with LAPL Staff.

42 Los Angeles Public Library, *Building on Success: Strategic Plan, 2007–2010*, available online at: https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/K402.pdf, accessed June 26, 2026.

43 City of Los Angeles Public Libraries, available online at: https://www.lapl.org/, accessed on November 5, 2024.

4.14.4.2 Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding library services at the local level. As described below, these plans, guidelines, and laws include the following:

- City of Los Angeles General Plan Framework Element
- Los Angeles Public Library (LAPL) Strategic Plan 2026-2031
- LAPL Branch Facilities Plan

Federal

There are no federal library services regulations applicable to the Proposed Plans.

State

There are no state library services regulations applicable to the Proposed Plans.

Local

City of Los Angeles General Plan Framework Element. The City's General Plan Framework, adopted in December 1996 and readopted in August 2001, provides general guidance regarding land use issues for the entire City and defines Citywide policies regarding land use, including infrastructure and public services. The City's objectives regarding the provision of adequate library services and facilities to meet the needs of the City's residents are set forth in Objectives 9.20 and 9.21. Objective 9.21 proposes to ensure library services for current and future residents and businesses. Under the Framework Implementation Programs, Plans and Policies Chapter, Framework Policy 13, the Department of Libraries is charged with the responsibility of updating the Library Master Plan to "provide sufficient capacity to correct existing deficiencies and meet the needs of future population."[44] The implementation plans and policies set forth in the General Plan Framework were addressed through the 2007 LAPL Branch Facilities Plan (Facilities Plan) (discussed further below).[45]

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44 City of Los Angeles, Department of City Planning, *City of Los Angeles General Plan Framework*, Policy 13, available online at: https://planning.lacity.gov/cwd/framwk/chapters/10/10.htm#P13, accessed August 12, 2026.

45 City of Los Angeles, Department of City Planning, *City of Los Angeles General Plan Framework*, Objectives 9.20 and 9.21, available online at: https://planning.lacity.gov/odocument/513c3139-81df-4c82-9787-78f677da1561/Framework_Element.pdf , accessed August 12, 2026.

Los Angeles Public Library (LAPL) Branch Facilities Plan. The Los Angeles Public Library Branch Facilities Plan was first adopted in 1988 and later revised in 2007 as Appendix VI of the Los Angeles Public Library Strategic Plan 2007-2010. The 1988 Branch Facilities Plan became the blueprint for the most significant change in the Los Angeles Public Library infrastructure in its history. Based on the Facilities Plan and the construction funds obtained in the subsequent bond issues, 90 percent of the library infrastructure was replaced in a fifteen-year period. The Facilities Plan guides the construction of branch libraries and specifies standards for the size and features of branch facilities based on the population served in each community. Facility needs and population growth projections to the year 2030 are forecasted within the 2007-2010 Strategic Plan. The Facilities Plan also outlines guidelines for the expansion of City library facilities based on the location and population served in each community. Under the Facilities Plan, the service population for a branch library is determined by the size of the facility as set forth in **Table 4.14-13, LAPL Branch Facilities Plan – Library Building Size Standards.**

Table 4.14-13
LAPL Branch Facilities Plan – Library Building Size Standards

Library Type	Population Served	Size of Facility (sf)
Local Branch	< 45,000	12,500
Local Branch	> 45,000	14,500
Regional Branch	Unspecified	≤ 20,000
Central Library	System-Wide	Unspecified
Level at which new Branch Library is recommended	90,000	12,500-14,500

Source: Los Angeles Public Library, Building on Success: Strategic Plan, 2007–2010, Available online at: https://planning.lacity.org/eir/Crossroads/Feir/files/references/K402.pdf, accessed November 13, 2024.

The 2007 Branch Facilities Plan is the basic document driving future development of LAPL facilities. As such, it provides guidance on the preparation of cost estimates for property acquisition, design and construction of proposed library projects, and analyses of options for obtaining funding to build new libraries.

Los Angeles Public Library Strategic Plan 2026-2031. The Los Angeles Public Library Strategic Plan 2026-2031[46] (Strategic Plan) outlines the LAPL's direction for the next five years (2026-2031) to strengthen their role as a vital community resource, which is reflective of the feedback the LAPL received during a year of inclusive engagement and outreach, which included input from nearly 20,000 community survey respondents in six languages, diverse community focus groups, more than 40 partner organizations, and library staff and leadership. The LAPL Strategic Plan directs the LAPL's efforts, decisions, and investments to advance their *Vision* that *"Knowledge, dignity, and opportunity belong to everyone,"* and their *Mission Statement* of: *We connect Angelenos to ideas, inspiration, and each other*, through core focus areas established by four Strategic Priorities in the Strategic Plan: (1) Champion Learning Journeys, (2) Strengthen Cultural Connections, (3) Empower Job and Career Pathways, and (4) Center the Whole Person.[47]

4.14.4.3 Thresholds of Significance

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to library services if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library 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.

4.14.4.4 Methodology

The following analysis focuses on determining whether the Proposed Plans would result in adverse physical impacts to the environment due to the expansion or construction of new library facilities. Whether additional facilities would be required is determined primarily by considering the adequacy of existing library services, impacts of the Proposed Plans on demand for library services, and input provided by LAPL staff.

The need for, or deficiency in adequate library facilities to serve the residents or users of the Southwest Valley CPAs are not in and of itself a CEQA impact, but a social or economic impact. (*City of Hayward v. B'd of Trustees* [2015]). To the extent that the Proposed Plans cause a need for additional library services and facilities and that results in the construction of new facilities or additions to existing facilities and the impact from that construction results in a potential impact to the environment, that is a CEQA impact that needs to be assessed in this EIR. Any discussion in this EIR that relates solely to the level of library services

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46 Los Angeles Public Library, *Strategic Plan 2026-2031*, April 2026. Available online at: https://www.lapl.org/sites/default/files/media/document/2026-06/strategicplanfinalrevised05222026_0.pdf, accessed June 26, 2026.

47 Ibid.

provided to the residents or users of the Southwest Valley CPAs and the surrounding community, including any existing or future needs and deficiencies, is for informational purposes only. The ultimate determination of whether there is a significant impact related to library services is based on whether a significant impact will result from the construction of new or altered library facilities as a result of the implementation of the Proposed Plans.

This analysis estimates the number of residents that would be generated by implementation of the Proposed Plans and assesses whether existing and planned public libraries expected to serve the Southwest Valley CPAs would have sufficient available capacity to accommodate additional users and whether new facilities would need to be constructed, the construction of which would cause significant environmental impacts.

4.14.4.5 Impacts

Threshold 4.14-4 **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library 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?**

This impact would be less than significant.

Implementation of the Southwest Valley CPAs are projected to have approximately 636,288 residents, 265,459 housing units, and 270,824 jobs by the year 2050, which would be a population increase of approximately 241,659 residents compared to the estimated 2024 population. This population increase is anticipated to increase the demand for library services and resources of the LAPL System. **Table 4.14-12, Public Libraries Serving the Southwest Valley CPAs**, identifies libraries within the Southwest Valley CPAs. Library statistics show that 75 percent of Los Angeles residents visit the library less than once a month, and 18 percent have not visited the library more than once in the last five years.[48] Thus, an increase in residents is unlikely to result in a substantial increase in annual visits to library facilities. Demand for library facilities may also be offset over time due to increased use of digital materials available through LAPL's online catalog. As detailed in the LAPL Strategic Plan, the LAPL is the number one e-media lender in the world.[49]

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48 Los Angeles Public Library (LAPL), Los Angeles Public Library Strategic Plan, 2015-2020, 2015.

49 Los Angeles Public Library, Strategic Plan 2026-2031, April 2026. Available online at: https://www.lapl.org/sites/default/files/media/document/2026-06/strategicplanfinalrevised05222026_0.pdf, accessed June 26, 2026.

As discussed above, the Southwest Valley CPA's do not meet LAPL's facility size criteria. Implementation of the Proposed Plans would increase residential population and in turn could increase library demand. Based on the site selection criteria of 90,000 persons per library branch, the existing libraries serving the Southwest Valley CPAs do not meet the standards and the demand for library facilities may not be met. However, while the five libraries listed in Table 4.14-12 are the only libraries within the Southwest Valley CPAs, there are several nearby libraries just outside the CPAs, including the Mid-Valley Library, 0.97 miles from the CPAs, Northridge Library, 0.96 miles from the Southwest Valley CPAs, Sherman Oaks Martin Pollard Library, 1.42 miles from the Southwest Valley CPAs, the Panorama City Public Library, 1.24 miles from the Southwest Valley CPAs, Van Nuys Library, 1.58 miles from the Southwest Valley CPAs, and Chatsworth Library, 2.45 miles from the CPAs. The Table 4.14-12 libraries, and nearby libraries will be able accommodate the Southwest Valley CPAs' expected demand. Furthermore, overall use of branch facilities is declining in part due to the reliance on digital materials. The construction of any new facility would likely occur on an infill location and would be expected to result in the same types of impacts as described throughout this EIR. Based on the urban location and size, the construction of new libraries or expansion of an existing library would likely result in less than significant impacts and likely would qualify for an infill exemption. Therefore, impacts related to library services would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.14.4.6 Cumulative Impacts

The geographic context for this cumulative analysis is the City as served by the LAPL. Although library requirements are changing with increasing resources being available online, alleviating some of the need for library services and resources, the Proposed Plans along with cumulative projects from other plans (such as surrounding community plans, the *Los Angeles County General Plan* and SCAG's RTP/SCS) would increase the demand for library services, which may increase the need for additional library facilities. The construction of new library facilities would be confined to the immediate area of each library. The reasonably anticipated development under the Proposed Plans could cause an increase in demand for library services, but the demand could be met with existing facilities. The Branch Facilities Plan will continue to forecast future demand for library facilities throughout the City and strive to provide adequate facilities and related improvements to serve the existing and future population. It is assumed that if new facilities are determined to be necessary at some point in the future, such facilities would likely be located

on an infill site, would qualify for an infill exemption and would not result in any construction impacts. This is based on the typical size of a library facility in the City. Further, as demand for library services is declining overall and most communities are well served, there is not anticipated to be a need for many new libraries during the Plan horizon. The need for any such facilities would be outlined in the LAPL master planning process. Therefore, the effect of the Proposed Plans with respect to libraries would not be cumulatively considerable. Impacts would be ***less than significant***.

4.14.5 PARKS AND RECREATION

4.14.5.1 Existing Environmental Setting

The City of Los Angeles Department of Recreation and Parks manage and provide parks and recreational services throughout the City. City park and recreation facilities include more than 16,000 acres of parkland with over 444 park sites, including hundreds of athletic fields, 422 playgrounds, 321 tennis courts, 184 recreation centers, 72 fitness areas, 62 swimming pools and aquatic centers, 30 senior centers, 26 skate parks, 13 golf courses, 12 museums, and nine dog parks. In addition, the Department of Recreation and Parks also operates 187 summer youth camps and supports the Summer Night Lights gang reduction and community intervention program.[50]

According to the City of Los Angeles Public Recreation Plan, parks can be classified as neighborhood, community, or regional. A neighborhood park should be a minimum of five acres in size (ideally 10 acres), with a service radius of a one-half mile. A community park should be a minimum of 15 acres in size (ideally 20 acres), with a service radius of two miles. Regional parks are generally more than 50 acres in size and serve the City and region.[51] The Los Angeles County Department of Parks and Recreation manages regional parks, community parks, and golf courses that are available for all county residents to use.

Although the Southwest Valley CPAs are mostly built out with urbanized uses, the CPAs contain several areas of parks, recreational facilities, and natural open space. Land designated Open Space consists of approximately 10 percent of the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, approximately 1,519 acres throughout the CPA, 27 percent of the Encino-Tarzana City CPA, approximately 3,129 acres in the northeastern and southwestern areas of the CPA, and four percent of the Reseda-West Van Nuys-Lake Balboa CPA, approximately 51 acres throughout the CPA.[52] The Southwest Valley CPAs also include the

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50 City of Los Angeles Department of Recreation and Parks, "About Us," available online at: http://www.laparks.org/department/who-we-are, accessed November 5, 2024.

51 City of Los Angeles, *General Plan Public Recreation Plan*, 1980, available online: https://planning.lacity.gov/plans-policies/public-facilities-and-services-element , accessed on August 12, 2026.

52 Los Angeles Countywide. Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment. Available online at: https://lacountyparkneeds.org/final-report/, accessed August 12, 2026.

Sepulveda Basin Recreational Area, which consists of a series of parks and recreational facilities that total approximately 1,800 acres. Currently, there are 33 parks and recreational facilities located within the Southwest Valley CPAs that immediately serve the residents, including one state historic park, six regional parks, seven recreational facilities, four community parks, 13 neighborhood parks, and two pocket parks, as shown in **Table 4.14-14, Parks, Open Space, and Recreational Facilities in the Southwest Valley CPAs**. **Figure 4.14-4, Parks, Open Space, and Recreational Facilities in the Southwest Valley CPAs,** shows the locations of the parks and recreational facilities within the Southwest Valley CPAs boundaries.

Table 4.14-14
Parks, Open Space, and Recreational Facilities in the Southwest Valley CPAs

Name	Location	CPA	Facility Type	Acres
Los Encinos State Historic Park	16756 Moorpark Street	Encino-Tarzana	State Historic Park	5.27
			State Historic Park Subtotal	**5.27**
Marvin Braude Mulholland Gateway Park[1]	3600 Reseda Blvd	Encino-Tarzana, Canoga Park-Winnetka-Woodland Hills-West Hills	Open Space / Regional Park	1,272.77
Corbin Canyon Park	Woodland Hills, CA 91364	Canoga Park-Winnetka-Woodland Hills-West Hills	Open Space / Regional Park	40.44
Sepulveda Basin Recreational Area/Regional Park	17017 Burbank Boulevard	Encino-Tarzana, Reseda-West Van Nuys-Lake Balboa	Recreational Area /Regional Park	1,814.70
Serrania Avenue Park	20864 Wells Drive	Canoga Park-Winnetka-Woodland Hills-West Hills	Regional Park	35.40
Knapp Ranch Park	25000 Kittridge Street	Canoga Park-Winnetka-Woodland Hills-West Hills	Regional Park	69.27
El Escorpion Park	Los Angeles, CA 91307	Canoga Park-Winnetka-Woodland Hills-West Hills	Regional Park	66.91
			Regional Park Subtotal	**3,299.49**
Lanark Recreation Center	21816 Lanark Street	Canoga Park-Winnetka-Woodland Hills-West Hills	Recreational Facility	19.20
Runnymede Recreation Center	20200 Runnymede Street	Canoga Park-Winnetka-Woodland Hills-West Hills	Recreational Facility	5.93
Mae Boyar Recreational Center	23936 Highlander Road	Canoga Park-Winnetka-Woodland Hills-West Hills	Recreational Facility	2.24
Balboa Sports Center	17015 Burbank Boulevard	Encino-Tarzana	Recreational Facility	48.76
Encino Community Center	4935 Balboa Boulevard	Encino-Tarzana	Recreational Facility	1.19
Hjelte Sports Center	16200 Burbank Blvd, Encino, CA 91436	Encino-Tarzana	Recreational Facility	14.72
Tarzana Recreation Center	5655 Vanalden Avenue	Encino-Tarzana	Recreational Facility	5.57
			Recreational Facilities Subtotal	**97.61**
Shadow Ranch Park	22633 Vanowen St, West Hills, CA 91307	Canoga Park-Winnetka-Woodland Hills-West Hills	Community Park	12.33

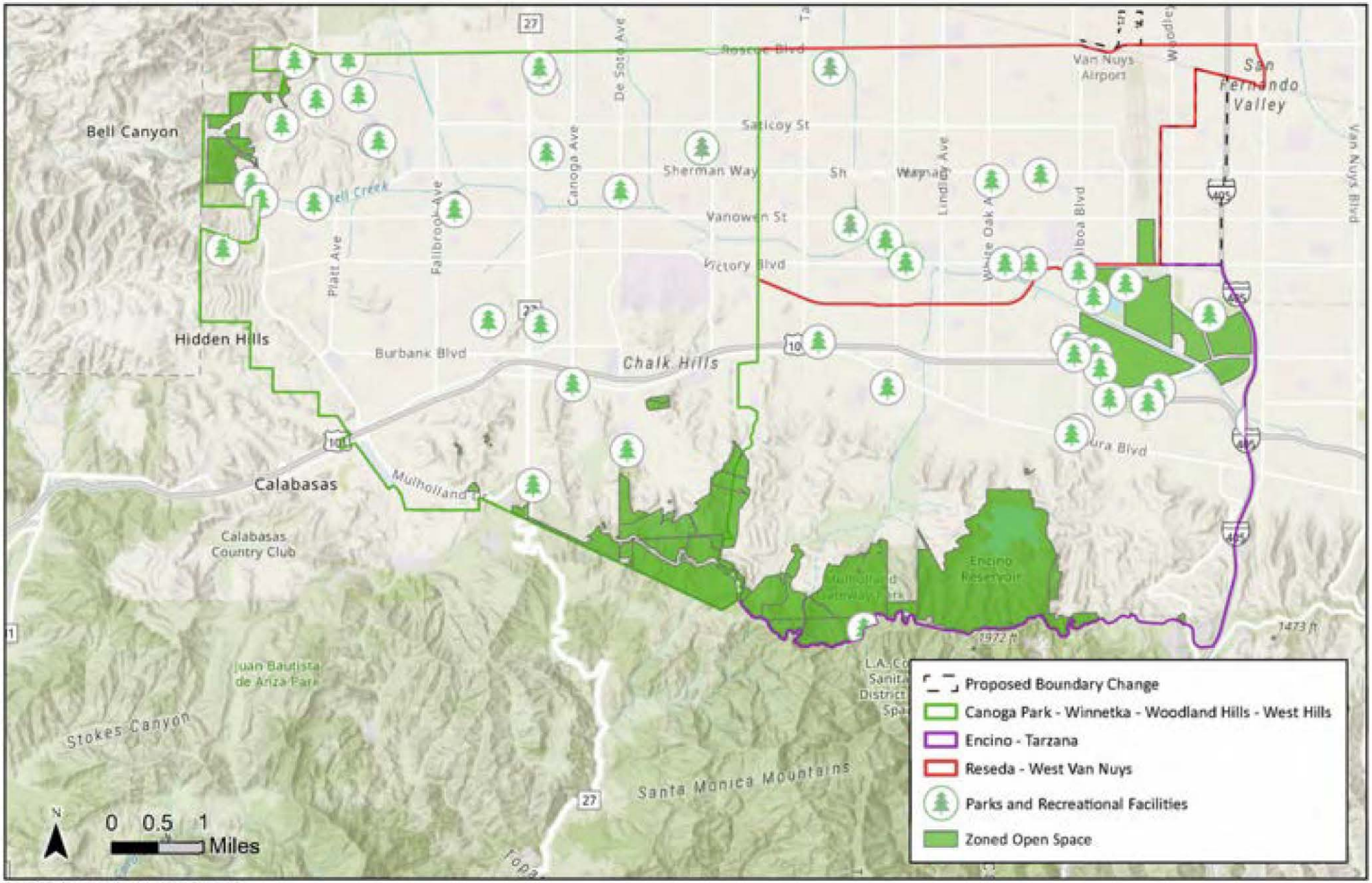
Name	Location	CPA	Facility Type	Acres
Warner Ranch Park	5800 CA-27	Encino-Tarzana	Community Park	16.68
Libbit Park/Encino Little League	5120 Hayvenhurst Avenue	Encino-Tarzana	Community Park	24.54
Reseda Park	18411 Victory Boulevard	Reseda-West Van Nuys	Community Park	29.80
			Community Park Subtotal	**83.35**
John Quimby Park	7008 De Soto Avenue	Canoga Park-Winnetka-Woodland Hills-West Hills	Neighborhood Park	4.26
Alizondo Drive Park	22103 Alizondo Drive	Canoga Park-Winnetka-Woodland Hills-West Hills	Neighborhood Park	6.65
Woodland Hills Park	5858 Shoup Avenue	Canoga Park-Winnetka-Woodland Hills-West Hills	Neighborhood Park	18.76
Cohasset Melba Park (Four Oaks Park)	7449 Melba Avenue	Canoga Park-Winnetka-Woodland Hills-West Hills	Neighborhood Park	2.00
Lazy J Ranch Park	Valley Circle & Ingomar Street	Canoga Park-Winnetka-Woodland Hills-West Hills	Neighborhood Park	8.44
Taxco Trails Park	West Hills, CA 91304	Canoga Park-Winnetka-Woodland Hills-West Hills	Neighborhood Park	2.46
Encino Park	16953 Ventura Boulevard	Encino-Tarzana	Neighborhood Park	4.07
Randal D. Simmons Park	6731 Wilbur Avenue	Reseda-West Van Nuys	Neighborhood Park	8.81
Louise Park	7140 Louise Avenue	Reseda-West Van Nuys	Neighborhood Park	6.66
Aliso Creek Confluence Park	Kittridge Street & Archwood Street	Reseda-West Van Nuys	Neighborhood Park	1.71
Caballero Creek Park	N/A	Reseda-West Van Nuys	Neighborhood Park	1.53
Castle Peak Park	24220 Clarington Drive	Reseda-West Van Nuys	Neighborhood Park	3.03
Jesse Owens Mini Park	7111 White Oak Avenue	Reseda-West Van Nuys	Neighborhood Park	1.75
			Neighborhood Park Subtotal	**70.13**
Old Fire Station 84 Pocket Park	Woodland Hills, CA 91364	Canoga Park-Winnetka-Woodland Hills-West Hills	Pocket Park	0.36
Mecca Avenue Park	5250 Mecca Avenue	Encino-Tarzana	Pocket Park	0.46
			Pocket Park Subtotal	**0.82**
			Parks and Recreation Total	**3,551.40**

[1] *The Marvin Braude Mulholland Gateway Park is held in the public trust and operated by the State of California Mountains Recreation and Conservation Authority in cooperation with the Santa Monica Mountains Conservancy and the City of Los Angeles.*

Note: Pocket Park (less than 1 acre); Neighborhood Park (1-10 acres); Community Park (10-50 acres); Regional Park (over 50 acres)

Source:

City of Los Angeles Department of Recreation and Parks, Los Angeles County GIS Data Portal, zimas.lacity.org; Impact Sciences, 2026; Los Angeles County Department Parks and Recreation Department-Interactive Maps. Available online at: https://lacountyparkneeds.org/gis-data/, accessed on August 12, 2026



SOURCE: City of Los Angeles, 2026; Esri, 2026

FIGURE **4.14-4**

IMPACT SCIENCES

Parks, Open Space, and Recreational Facilities in the Southwest Valley CPAs

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As shown in **Table 4.14-14**, the Southwest Valley CPAs contain a total of 3,551.40 acres of parks, open space and recreational facilities, including: 5.27 acres of state historic parks, 3,299.49 acres of regional park facilities, 97.61 acres of recreational facilities, 83.35 acres of community parks, 70.13 acres of neighborhood parks, and 0.82 acres of pocket parks.

The City's Public Recreation Plan states that to meet long-range recreational standards, a project must have a minimum of two acres of neighborhood and community recreational facilities for every 1,000 persons and a minimum of two acres of neighborhood and local recreational facilities for every 1,000 persons.[53] Local recreation standards are long-range and may not be reached during the life of a Community Plan. Using factors from the Public Recreation Plan, existing demand for Parks and Recreational facilities is approximately 3,946 acres of recreational facilities in the Southwest Valley CPAs, as detailed in **Table 4.14-15, Existing Demand for Parks and Recreational Facilities in the Southwest Valley CPAs**. Currently, there is not enough total recreational acreage available in the sum of neighborhood and community parks/recreational facilities. Based on the City's standards, there is a deficit of 718.9 acres of neighborhood parks, a deficit of 705.45 acres of community parks, and a surplus of 931.49 acres of regional parks in the Southwest Valley CPAs. The City's parkland acres-to-population goal is a ratio of 4.23 acres per 1,000 residents; the Southwest Valley CPAs currently meets this goal with an overall parkland acres-to-population ratio of approximately 9.00 acres per 1,000 residents.

Table 4.14-15
Existing Demand for Parks and Recreational Facilities in the Southwest Valley CPAs

Recreational Facility Type	Population (2024)	Demand per 1,000 residents	Demand for Recreational Facilities[1]	Acres of Recreational Space Available	Acres of Surplus[2]	Demand Met
Pocket Parks	394,629	–	–	0.82	–	–
Neighborhood Parks		2 acres	789 acres	70.13	(718.87)	No
Community Parks		2 acres	789 acres	83.35	(705.45)	No
Regional Parks		6 acres	2,368 acres	3,299.49	931.49	Yes
Total		**10 acres**	**3,946 acres**	3,453.79	(492.21)	No

Source: Impact Sciences, 2026.
"–" indicates information is not available.

[1] *Existing demand is based on open space provisions as provided for each facility type by the City of Los Angeles Public Recreation Plan (i.e., 2 acres for every 1,000 residents for neighborhood facilities; 2 acres for every 1,000 residents for community facilities; 6 acres for every 1,000 residents for regional parks).*

[2] *Parenthesis () denotes a deficient acreage.*

53 City of Los Angeles, General Plan Public Recreation Plan, 1980

4.14.5.2 Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding recreation at the state and local levels. As described below, these plans, guidelines, and laws include the following:

- Quimby Act
- State Public Park Preservation Act of 1971
- City of Los Angeles Charter
- City of Los Angeles General Plan
- Los Angeles Municipal Code
- Los Angeles Department of Recreation and Parks 2009 Citywide Community Needs Assessment
- Department of Recreation and Parks Park Needs Assessment
- Park Proud LA Strategic Plan 2018-2022

State

Quimby Act. California Government Code Section 66477, also known as the Quimby Act, was enacted by the California legislature in 1965. The Quimby Act authorizes cities and counties to enact ordinances requiring the dedication of land, or the payment of fees for park and/or recreational facilities in lieu thereof, or both, by developers of residential subdivisions as a condition to the approval of a tentative tract map or parcel map. As discussed below, the City implemented the Quimby Act in the City through the adoption of Los Angeles Municipal Code (LAMC) Sections 17.12, 12.33 and 19.17.

State Public Park Preservation Act of 1971 (PRC Section 5400–5409). This act provides for no net loss of parkland and facilities by prohibiting cities and counties from acquiring any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired.

Local

City of Los Angeles Charter. The City Charter established the Department of Recreation and Parks (RAP) to construct, maintain, operate, and control all parks, recreational facilities, museums, observatories, municipal auditoriums, sports centers and all lands, waters, facilities or equipment set aside or dedicated for recreational purposes and public enjoyment within the City. The Board of Recreation and Parks Commissioners oversees the RAP.

With regard to control and management of recreation and park lands, Section 594(c) of the City Charter provides that all lands set apart or dedicated as a public park shall forever remain for the use of the public inviolate. However, the Board of Recreation and Parks Commissioners may authorize the use of those lands for any park purpose and for other specified purposes.

City of Los Angeles General Plan

Framework Element. The City's General Plan Framework Element (adopted in December 1996 and readopted in August 2001) (Framework) includes park and open space policies for the provision, management, and conservation of Los Angeles' open space resources while addressing the outdoor recreation needs of the City's residents and is intended to guide the amendment of the General Plan's Open Space and Conservation Elements.

The Framework Chapter 9, Infrastructure and Public Services, contains policies and objectives that address the provision of parks within the City. These standards are addressed in the following policies:

Table 4.14-16
Relevant General Plan Policies

Framework Element - Chapter 6, Open Space and Conservation	
Policy 6.2.1	Establish, where feasible, the linear open space system represented in the Citywide Greenways Network map, to provide additional open space for active and passive recreational uses and to connect adjoining neighborhoods to one another and to regional open space resources.
Policy 6.2.2	Protect and expand equestrian resources, where feasible, and maintain safe links in major public open space areas such as Hansen Dam, Sepulveda Basin, Griffith Park, and the San Gabriel, Santa Monica, Santa Susanna Mountains and the Simi Hills.
Policy 6.4.1	Encourage and seek to provide for usable open space and recreational facilities that are distributed throughout the City.
Policy 6.4.2	Encourage increases in parks and other open space lands where deficiencies exist, such as South East and South Central Los Angeles and neighborhoods developed prior to the adoption of the State Quimby Act in 1965
Policy 6.4.3	Encourage appropriate connections between the City's neighborhoods and elements of the Citywide Greenways Network.

Framework Element - Chapter 6, Open Space and Conservation	
Policy 6.4.5	Provide public open space in a manner that is responsive to the needs and wishes of the residents of the City's neighborhoods through the involvement of local residents in the selection and design of local parks. In addition to publicly-owned and operated open space, management mechanisms may take the form of locally run private/non-profit management groups, and should allow for the private acquisition of land with a commitment for maintenance and public access.
Policy 6.4.6	Explore ways to connect neighborhoods through open space linkages, including the "healing" of neighborhoods divided by freeways, through the acquisition and development of air rights over freeways (such as locations along the Hollywood Freeway between Cahuenga Pass and Downtown), which could be improved as a neighborhood recreation resource.
Policy 6.4.7	Consider as part of the City's open space inventory of pedestrian streets, community gardens, shared school playfields, and privately-owned commercial open spaces that are accessible to the public, even though such elements fall outside the conventional definitions of "open space." This will help address the open space and outdoor recreation needs of communities that are currently deficient in these resources
Policy 6.4.8	Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.
Policy 6.4.9	Encourage the incorporation of small-scaled public open spaces within transit-oriented development, both as plazas and small parks associated with transit stations, and as areas of public access in private joint development at transit station locations.
Policy 6.4.11	Seek opportunities to site open space adjacent to existing public facilities, such as schools, and encourage the establishment of mutually beneficial development agreements that make privately-owned open space accessible to the public. For example, encourage the improvement of scattered small open spaces for public access in private projects with small branch libraries, childcare centers, or decentralized schools.
Framework Element – Chapter 9, Infrastructure and Public Services	
Policy 9.23.2	Prioritize the implementation of recreation and park projects in areas of the City with the greatest existing deficiencies.
Policy 9.23.5	Re-evaluate the current park standards and develop modified standards which recognize urban parks, including multi-level facilities, smaller sites, more intense use of land, public/private partnerships and so on.
Policy 9.23.7	Establish guidelines for developing non-traditional public park spaces like community gardens, farmer's markets, and public plazas.
Policy 9.24.1	Phase the development of new programs and facilities to accommodate projected growth.

Source: City of Los Angeles, The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, re-adopted 2001.

Service Systems Element - Public Recreation Plan. As a part of the General Plan's Service Systems Element, the Public Recreation Plan (PRP) establishes policies and standards related to parks, and recreational facilities in the City. The PRP was adopted in 1980 by the Los Angeles City Council and amended by City Council resolution in March 2016. The amendments modernize the PRP's recommendations and provide for more flexibility and equity in the distribution of funds used for the acquisition and development of recreational resources. The PRP also addresses the need for publicly accessible neighborhood, community, and regional recreational sites and facilities across the City. The PRP focuses on recreational site and facility planning in underserved neighborhoods with the fewest existing resources and the greatest number of potential users (i.e., where existing residential development generates

the greatest demand), as well as areas where new subdivisions, intensification of existing residential development, or redevelopment of residential areas creates new demand.

The amended PRP establishes general guidelines for neighborhood, community, and regional recreational sites and facilities that address general service radius and access as well as service levels relative to population within that radius. The PRP also states that the allocation of acreage for community and neighborhood parks should be based on the resident population within that general service radius. Toward this end, the amended PRP recommends the goals of 2.0 acres each of neighborhood and community recreational sites and facilities per 1,000 residents, and 6.0 acres of regional recreational sites and facilities per 1,000 residents. To determine existing service ratios, the RAP commonly uses the geographic area covered by the applicable Community Plan rather than the park service radius. The PRP does not establish requirements for individual development projects.

For a given neighborhood recreational site or facility, the amended PRP does not recommend a specific size, noting only that a school playground may partially serve this function (with up to one-half of its acreage counted toward the total acreage requirement [service level per capita]). The amended PRP does not define a specific service radius for neighborhood recreational sites and facilities, instead recommending that they should generally be within walking distance and not require users to cross a major arterial street or highway for access.

For community recreational sites and facilities, the amended PRP states that facilities may be of any size, but are generally larger than neighborhood parks, and a high school site may be counted toward half the acreage requirement/service level per capita. The amended PRP does not define a specific service radius for community recreational sites and facilities, instead recommending that they should generally be accessible within a relatively short bicycle, bus, or car trip, and easily accessible.

For regional recreational sites and facilities, the amended PRP states that facilities may be large urban recreational sites or smaller sites or facilities that draw visitors from across the City. The amended PRP does not define a specific service radius or further qualify access, stating only that the service radius should be that within a reasonable drive.

Health, Wellness, and Equity Element. The City's Plan for a Healthy Los Angeles, updated in 2021, which also serves as the City's environmental justice element, lays the foundation to create healthier and equitable communities for all Angelenos. As an Element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. Chapter 3 of the Plan, Bountiful Parks and Open Spaces, outlines policies and objectives to increase the availability of parks through park funding and allocation, park

expansion, the Los Angeles River, park quality and recreation programs, park safety, local partnerships, water recreation, and active spaces. Specifically, the objectives include:

- Increase the number of neighborhood and community parks so that every Community Plan Area strives for three acres of neighborhood and community park space per 1,000 residents (excluding regional parks and open spaces).
- Increase access to parks so that 75 percent of all residents are within a ¼ mile walk of a park or open space facility.
- Increase the number of schools (public, private, and charter) that have shared use agreements for community use outside of normal school hours by 25 percent.
- Increase the miles of the Los Angeles River that are revitalized for natural open space and physical activity, particularly in low-income areas.
- Increase the number of parks that feature or incorporate universally-accessible features.
- Improve the percentage of citywide population meeting physical fitness standards per week so that 50 percent of the population meets physical activity guidelines.

Los Angeles Municipal Code. In September 2016, the City adopted Ordinance No. 184,505, Parks Dedication and Fee Update Ordinance (Park Fee Ordinance). The aim of the Park Fee Ordinance is to increase the opportunities for park space creation and expand the fee program beyond those projects requiring a subdivision map to include a park linkage fee for all net new residential units. The Park Fee Ordinance amends LAMC Sections 12.21, 12.33, 17.03, 17.12 and 17.58, deletes LAMC Sections 17.07 and 19.01, and adds LAMC Section 19.17. The Park Fee Ordinance increases Quimby in-lieu fees, provides a new impact fee for non-subdivision projects, eliminates the deferral of park fees for market rate projects that include residential units, increases the fee spending radii from the site from which the fee is collected, provides for early City consultation for subdivision projects or projects with over 50 units in order to identify means to dedicate land for park space, and updates the provisions for credits against park fees. The Park Fee Ordinance went into effect on January 11, 2017.

LAMC Section 12.21 G requires that all residential developments containing six or more dwelling units on a lot provide, at a minimum, the following usable open space area per dwelling unit: 100 square feet for each unit having less than three habitable rooms, 125 square feet for each unit having three habitable rooms, and 175 square feet for each unit having more than three habitable rooms. LAMC Section 12.21 G also identifies what areas of a project would qualify as usable open space for the purposes of meeting the project's open space requirements. However, Gov. Code, § 66321, subd. (b)(3), prohibits local jurisdiction from requiring open space requirements for attached or detached Accessory Dwelling Units (ADUs)

As stated in LAMC Section 12.21 G, usable open space is defined as areas designated for active or passive recreation and may consist of private and common areas. Common open space areas must be readily accessible to all residents of the site and constitute at least 50 percent of the total required usable open space. Common open space areas can incorporate recreational amenities such as swimming pools, spas, picnic tables, benches, children's play areas, ball courts, barbecue areas, and sitting areas. A minimum of 25 percent of the outdoor common open space area must be planted with ground cover, shrubs, or trees. Indoor recreational amenities can account for up to 25 percent of the usable open space requirements. Private open space is defined in an area that is contiguous to and immediately accessible from an individual dwelling unit, may have a dimension no less than six feet in any direction and must contain a minimum of 50 square feet, of which no more than 50 square feet per dwelling unit can be counted towards the total required usable open space.

LAMC Section 12.33, Park Fees and Land Dedication, authorized under the Quimby Act, requires developers of most residential projects to dedicate land and/or pay in-lieu fees for parks and recreational facilities. Specific requirements are determined based on the type of project and number of units. Under LAMC Section 12.33 D, the area of land within a residential subdivision that is required to be dedicated for parks and recreational uses is determined by the formulas provide therein. Land dedication and in-lieu fee payment are subject to the restrictions set forth in Section 12.33 (i.e., land must be used for park or recreational uses and fees must be used for the acquisition or development of, and not the operation or maintenance of, park land).

LAMC Section 12.33 G, Affordable Housing Exemption, allows new residential dwelling units that are rented or sold to persons or households of very low, low, or moderate income to receive an affordable housing exemption from the park fee and land dedication requirement. An affordable housing unit shall receive an exemption from the requirement for dedication of land for park and recreational purposes and/or payment of the park fee if the affordable housing unit is affordable to a household at or below 120 percent of the area median income. In projects with a mix of market-rate and affordable units, only the affordable housing units shall receive this exemption.

LAMC Section 12.33 H, Credits, allows private recreational areas developed within a project site for use by the particular project's residents to be credited as meeting up to 35 percent of the project's calculated land dedication and/or in-lieu fee requirement. Recreational areas that qualify under this provision of LAMC Section 12.33 H include, in part, indoor recreation areas, gyms, swimming pools, and spas (when the spas are an integral part of a pool complex). Furthermore, in accordance with LAMC Section 12.33 H.2, the recreational areas proposed as part of a project must meet the following standards in order to be credited against the requirement for land dedication: (1) each facility is available for use by all of the residents of a

project; and (2) the area and the facilities satisfy the park and recreation needs of a project so as to reduce that project's need for public recreation and park facilities.

LAMC Section 21.10.3, Dwelling Unit Construction Tax, establishes the payment of a dwelling unit construction tax of $200 per new residential unit. The tax is to be paid to a "Park and Recreational Sites and Facilities Fund" for the acquisition and development of park and recreational sites and facilities. If park and recreation provisions (i.e., fees, improvements, or land dedication) have been made pursuant to LAMC Section 12.33, the fair market value of those provisions is credited against the payment of this tax.

Pursuant to LAMC Sections 17.12 and 17.58, a final subdivision map shall not be approved or recorded, unless a park fee has been paid or land within the subdivision has been dedicated to the City for park or recreational purposes. Park fee rates for residential subdivision and non-subdivision residential projects are identified in LAMC Section 19.17 and adjusted for inflation annually.

Los Angeles Department of Recreation and Parks 2025 LA Park Needs Assessment. In December 2025, the Department of Recreation and Parks released the 2025 LA Parks Needs Assessment (PNA); a citywide evaluation of park access, conditions, and future needs of the City of Los Angeles. The PNA builds upon prior planning studies such as the Citywide 2009 Community Needs Assessment, to establish a consistent baseline for measuring change over time.[54] The PNA evaluates over 500 existing park sites and more than 16,000 acres of parkland, assessing not only acreage but also the quality, accessibility, and distribution of recreational amenities across communities. The assessment found that population growth and increasing density have outpaced park development, resulting in declining parkland per capita and heightened demand for both active and passive recreational spaces. The assessment emphasizes that park access is unevenly distributed, with low-income and high-density neighborhoods experiencing the greatest deficits in open space and amenities. It should be noted that the assessment expands the definition of park resources to include nontraditional spaces such as schoolyards, public rights-of-way, and joint-use facilities, reflecting a more flexible approach to meeting demand in built-out areas. To address identified needs, the PNA outlines a long-term implementation strategy focused on equitable investment, prioritizing underserved communities while improving facilities citywide.

54 Los Angeles Department of Recreation and Parks. Park Needs Assessment City of Los Angeles. Available online at: https://needs.parks.lacity.gov/wp-content/uploads/2025-LA-Park-Needs-Assessment_web.pdf, accessed on April 16, 2026.

Park Proud LA Strategic Plan 2018-2022. The Park Proud LA Strategic Plan (Strategic Plan) is the most recent strategic plan for the Department of Recreation and Parks, effective from 2018 until 2022. The Strategic Plan highlights critical work that needs to be accomplished over the next several years to ensure that the City has an accessible, equitable, and first-class park system. The Strategic Plan reflects chief priorities of the RAP, confronts new and existing challenges, and lays the framework to pursue new opportunities. Within the Strategic Plan, there are over two dozen outcomes organized under the following seven high-level priority goals:

- Provide safe and accessible parks;
- Offer affordable and equitable recreation programming;
- Create and maintain world class parks and facilities;
- Actively engage communities;
- Ensure an environmentally sustainable park system;
- Build financial strength and innovative partnerships; and
- Maintain a diverse and dynamic workforce.

4.14.5.3 Thresholds of Significance

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to parks and recreation if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered recreational facilities, need for new or physically altered recreational facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks. (Based on the nature of the Proposed Plans, the City finds that this threshold question will be answered in the third threshold questions below, as both threshold questions relate to impacts from the construction of park or recreational facilities.)
- 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.
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

4.14.5.4 Methodology

The need for or deficiency in adequate park and recreation facilities to serve the residents or users of the Southwest Valley CPAs or the City is not in and of itself a CEQA impact, but a social or economic impact. (*City of Hayward v. B'd of Trustees* [2015] 242 Cal.App. 4th 833, 843). To the extent that the Proposed Plans cause a need for additional recreational services and facilities and that results in the construction of new facilities or additions to existing facilities and the impact from that construction results in a potential impact to the environment, that is a CEQA impact that needs to be assessed in this EIR. Additionally, the deterioration of existing recreational facilities and parks caused by the Proposed Plans is a CEQA impact that needs to be assessed in the EIR. Any discussion in this EIR that relates solely to the level of park services provided to the residents or users of the Southwest Valley CPAs and the surrounding community, including any existing or future needs and deficiencies, is for informational purposes only. The ultimate determination of whether there is a significant impact related to park and recreational services is based on whether a significant impact will result from the construction of new or altered park and recreational facilities or where existing park and recreational facilities will be substantially physically deteriorated as a result of the implementation of the Proposed Plans.

This analysis estimates the number of residents that would be generated by implementation of the Proposed Plans and assesses whether existing and planned public parks and recreational facilities expected to serve the Southwest Valley CPAs would have sufficient available capacity to accommodate additional users and whether new facilities would need to be constructed, the construction of which would cause significant environmental impacts; and whether the Proposed Plans will result in substantial physical deterioration to park and recreational facilities.

4.14.5.5 Impacts

Threshold 4.14-5 **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?**

This impact would be significant and unavoidable.

Reasonably anticipated development within the Southwest Valley CPAs is expected to result in 636,288 residents, 265,459 housing units, and 270,824 jobs by the year 2050, which would be a population increase of approximately 241,659 residents compared to the estimated 2024 population. This increase in population would augment the use of existing and planned parks and recreational facilities in and around the Southwest Valley CPAs, particularly in residential areas. Residential development would be encouraged along mixed-use corridors. The addition of residential development in the Southwest Valley CPAs and

associated population growth and park use would contribute to the deterioration of the existing and planned recreational facilities listed in Table 4.14-15.

Developers of future residential projects in the Southwest Valley CPAs would be required to pay park mitigation fees (for non-subdivision projects) or dedicate land or pay Quimby in-lieu fees (for subdivision projects). Park fee amounts are reviewed and updated annually by the City. Payment of impact fees and the anticipated enhancement or maintenance of facilities with funds provided by these fees would help offset the deterioration of existing recreational facilities.

The Proposed Plans envision a diverse and integrated network of pedestrian pathways, paseos, plazas, green spaces, and landscaped streets that foster social life and support community identity. The Proposed Plans support this effort through inclusion of policies that support the provision of new recreational facilities, such as the following land use policies:

Canoga Park – Winnetka – Woodland Hills – West Hills

LU 4.1	Promote the development of complete neighborhoods with diverse uses and resilient infrastructure, parks, streetscapes, transit, and community amenities.
LU 4.2	Support the establishment of small businesses that provide fresh groceries, basic household goods, prepared food, and opportunities for recreation or exercise within comfortable walking and rolling distance of existing residential neighborhoods.
LU 4.7	Promote the development of new housing for seniors and persons with disabilities within short walking distance of public transportation, commercial uses, recreational amenities, and health care facilities.
LU 4.8	Encourage new multi-unit developments to provide on-site amenities for residents, such as usable open space, recreational facilities, pet-friendly spaces, and community meeting spaces.
LU 4.9	Encourage on-site amenities and recreational facilities in multi-unit developments to remain for their original intent.
LU 11.5	Encourage new developments to integrate pedestrian amenities, outdoor plazas and public areas, lighting, shade trees, outdoor dining, and open spaces to create destinations for residents and visitors to shop and gather.

LU 11.7	Enhance the public realm in commercial areas by promoting quality and functional site orientation, context-sensitive architectural and landscape design, and vibrant streetscapes and public outdoor plazas.
LU 17.11	Plan for sustainable land use patterns that leverage transit and open space resources and access to housing and jobs to improve the overall quality of the environment.
LU 18.2	Provide space and incentivize indoor and outdoor recreational facilities for the health and enjoyment of all residents and visitors.
LU 18.4	Facilitate outdoor activities and socialization by encouraging the development of green spaces that include public amenities, such as seating for comfort and landscaping for shade and aesthetics.
LU 18.8	Support the development of more open and public space opportunities that facilitate a variety of activities and an overall more active lifestyle.
LU 18.9	Encourage residential projects to orient buildings around outdoor living spaces such as a courtyard, patio, terrace, front yard, or garden that provides a connection to nature for the health, well-being, and socialization of all residents.
LU 21.4	Pursue opportunities to provide permanent and accessible community gardens, in collaboration with community residents and community-based organizations, by considering sites on vacant or underutilized land, surface parking lots, parkways, and alleyways.
LU 21.5	Promote the use of front yards, parkways, and open space for urban agriculture.

Encino – Tarzana

LU 4.1	Promote the development of complete neighborhoods with diverse uses and resilient infrastructure, parks, streetscapes, transit, and community amenities.
LU 4.2	Support the establishment of small businesses that provide fresh groceries, basic household goods, prepared food, and opportunities for recreation or exercise within comfortable walking and rolling distance of existing residential neighborhoods.

LU 4.7	Promote the development of new housing for seniors and persons with disabilities within short walking distance of public transportation, commercial uses, recreational amenities, and health care facilities.
LU 4.8	Encourage new multi-unit developments to provide on-site amenities for residents, such as usable open space, recreational facilities, pet-friendly spaces, and community meeting spaces.
LU 4.9	Encourage on-site amenities and recreational facilities in multi-family housing to remain for their original intent.
LU 9.4	Support the development of major projects within the Regional Center that create livable communities with access to open space, employment hubs, housing, community-serving facilities, and entertainment uses served by various transit options.
LU 11.5	Encourage new developments to integrate pedestrian amenities, outdoor plazas and public areas, lighting, shade trees, outdoor dining, and open spaces to create destinations for residents and visitors to shop and gather.
LU 11.7	Enhance the public realm in commercial areas by promoting quality and functional site orientation, context-sensitive architectural and landscape design, and vibrant streetscapes and public outdoor plazas.
LU 17.11	Plan for sustainable land use patterns that leverage transit and open space resources and access to housing and jobs to improve the overall quality of the environment.
LU 18.2	Provide space and incentivize indoor and outdoor recreational facilities for the health and enjoyment of all residents and visitors.
LU 18.4	Facilitate outdoor activities and socialization by encouraging the development of green spaces that include improved public amenities, such as seating for comfort and landscaping for shade and aesthetics.
LU 18.8	Support the development of more open and public space opportunities that facilitate a variety of activities and an overall more active lifestyle.

LU 18.9 Encourage residential projects to orient buildings around outdoor living spaces such as a courtyard, patio, terrace, front yard, or garden that provides a connection to nature for the health, well-being, and socialization of all residents.

LU 21.4 Pursue opportunities to provide permanent and accessible community gardens, in collaboration with community residents and community-based organizations, by considering sites on vacant or underutilized land, surface parking lots, parkways, and alleyways.

LU 21.5 Promote the use of front yards, parkways, and open space for urban agriculture.

Reseda – West Van Nuys – Lake Balboa

LU 4.1 Promote the development of complete neighborhoods with diverse uses and resilient infrastructure, parks, streetscapes, transit, and community amenities.

LU 4.2 Support the establishment of small businesses that provide fresh groceries, basic household goods, prepared food, and opportunities for recreation or exercise within comfortable walking and rolling distance of existing residential neighborhoods

LU 4.7 Promote the development of new housing for seniors and persons with disabilities within short walking distance of public transportation, commercial uses, recreational amenities, and health care facilities.

LU 4.8 Encourage new multi-unit developments to provide on-site amenities for residents, such as usable open space, recreational facilities, pet-friendly spaces, and community meeting spaces.

LU 4.9 Encourage on-site amenities and recreational facilities in multi-family housing to remain for their original intent.

LU 11.5 Encourage new developments to integrate pedestrian amenities, outdoor plazas and public areas, lighting, shade trees, outdoor dining, and open spaces to create destinations for residents and visitors to shop and gather.

LU 11.7 Enhance the public realm in commercial areas by promoting quality and functional site orientation, context-sensitive architectural and landscape design, and vibrant streetscapes and public outdoor plazas.

LU 17.11	Plan for sustainable land use patterns that leverage transit and open space resources and access to housing and jobs to improve the overall quality of the environment.
LU 18.2	Provide space and incentivize indoor and outdoor recreational facilities for the health and enjoyment of all residents and visitors.
LU 18.4	Facilitate outdoor activities and socialization by encouraging the development of green spaces that include improved public amenities, such as seating for comfort and landscaping for shade and aesthetics.
LU 18.8	Support the development of more open and public space opportunities that facilitate a variety of activities and an overall more active lifestyle.
LU 18.9	Encourage residential projects to orient buildings around outdoor living spaces such as a courtyard, patio, terrace, front yard, or garden that provides a connection to nature for the health, well-being, and socialization of all residents.
LU 21.4	Pursue opportunities to provide permanent and accessible community gardens, in collaboration with community residents and community-based organizations, by considering sites on vacant or underutilized land, surface parking lots, parkways, and alleyways.
LU 21.5	Promote the use of front yards, parkways, and open space for urban agriculture.

To meet long-range recreational standards identified in the City's Public Recreation Plan, a minimum of two acres each of neighborhood and community recreational facilities for every 1,000 persons should be provided to the community.[55] The population of the CPAs is anticipated to increase to approximately 636,288 residents by the year 2050, which would be a population increase of approximately 241,659 residents compared to the estimated 2024 population.

As shown in **Table 4.14-17, Future (2050) Demand for Recreational Facilities in the Southwest Valley CPAs**, reasonably anticipated 2050 population associated with the Proposed Plans would create demand for an additional 3,945 acres of park space within the Southwest Valley CPA. Neighborhood parks are in an existing deficit of 719 acres with 70 acres of neighborhood parks currently available; the demand in 2050 would be for 554 additional acres. Thus, the demand is anticipated to not be met. Community parks are

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[55] City of Los Angeles, *General Plan Public Recreation Plan*, 1980, available online at: https://planning.lacity.org/Code_Studies/GeneralElement/PublicRecreationPlan.pdf, accessed April 16, 2026.

currently experiencing an existing deficit of 706 acres with approximately 84 acres of community parks available; the demand in year 2050 would be for an additional 506 acres. Thus, the demand is not anticipated to be met. Regional parks are currently in a surplus of 932 acres with 3,300 acres of regional parks available; however, the demand in year 2050 would be for an additional 2,885 acres in the region. Thus, the demand is not anticipated to be met.

Table 4.14-17
Future (2050) Demand for Recreational Facilities in the Southwest Valley CPAs

Facility	Reasonably Anticipated 2050 Population	Demand for Recreational Facilities per 1,000[1]	Demand for Recreational Facilities[1]	Existing Deficit or Surplus (2024)	Additional Acres of Demand in 2050	2050 Demand Met
Pocket Parks	636,288	--			--	--
Neighborhood Parks		2 acres	1,273	(719)	554	No
Community Parks		2 acres	1,273	(706)	506	No
Regional Parks		6 acres	3,817	932	2,885	No
TOTAL		10 acres	6,363	(492)	3,945	No

Note:
[1] Recommended standard per the City of Los Angeles Public Recreation Plan (i.e., 2 acres for every 1,000 residents for neighborhood facilities; 2 acres for every 1,000 residents for community facilities; 6 acres for every 1,000 residents for regional parks).
Source: Impact Sciences, 2026

Existing regulations and the Proposed Plans' policies would provide funding for the provision of new recreational facilities and some Proposed Plans' policies would also support the maintenance of existing facilities. The Plan Area has also received investments for streetscapes and public open space access projects from regional and local agencies, and community and neighborhood organizations. These include the Upper LA River and Tributaries Revitalization Plan which aims to restore natural habitat and green areas that have been cemented over by recommending multi-benefit projects that improve natural resources and increase public open space. The Cabrillo Creek Confluence Park and the Los Angeles River and Aliso Creek Confluence Park improvement projects also aim to increase public access to open spaces. The Plan also includes targeted parcels that are owned by the Mountains Recreation & Conservation Authority (MRCA) and the Santa Monica Mountains Conservancy (SMMC), which are currently designated as Very Low I Residential and Minimum Residential, will be proposed as Open Space to preserve and conserve these specific areas as natural resources and park space and not for future residential development.

However, as discussed in the Existing Environmental Setting section, existing and planned parks serving the Southwest Valley Plan Areas currently fail to meet the City's goal for neighborhood and community parks; therefore, although recreational needs are often met in different ways in highly urban settings (e.g.,

use of private gymnasiums and recreational facilities, use of public rights-of-way for walking and jogging), the increase in population accommodated by the Proposed Plans combined with the constraints on new park development in urbanized areas of Los Angeles would be expected to substantially increase demands upon existing recreational facilities. All of the parks listed in **Table 4.14-15** could be adversely affected by the increase in population for the Proposed Plans, which may cause and accelerate deterioration of those existing parks. Impacts related to the deterioration of existing parks would be ***potentially significant***.

Mitigation Measures

The City has conducted the Community Needs Assessment and has prepared the Parks Condition Assessment Report to address issues with recreational facilities and plans to use these assessments as a way to manage the status of current and future recreational facilities. Further, the Community Plan includes requirements and incentives related to open space for new construction and policies to maintain open space areas. As discussed above, the City also collects fees, under its updated fee and Quimby program. However, the cost of land and construction in the City has outpaced the City's ability to collect fees and subsequently purchase land to construct new parks and maintain existing parks. The City has not identified any feasible mitigation beyond the collection of fees and the inclusion of policies related to open space preservation to address the impact related to deterioration of existing parks.

Significance After Mitigation

Significant and unavoidable as to deterioration of existing parks.

Threshold 4.14-6 **Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

This impact would be less than significant.

Based on the City's two acres of neighborhood and community parks each per 1,000 persons goal, development facilitated by the Proposed Plans would generate demand for up to 1,170 acres of additional parks to meet City standards. For this reason and because Proposed Plans' policies support the development of new park facilities, the Proposed Plans are anticipated to result in the construction of new recreational facilities. However, several constraints would limit the number and size of new park facilities constructed in the Southwest Valley CPA, including the following:

1. A scarcity of vacant or underused land

2. High cost of real estate in Los Angeles

3. Competition with other identified community priorities, such as affordable housing

The City's PNA identified "new park priority areas" within the City that have the greatest need for new parkland acquisition and development. The PNA also outlines the kind of park facilities that are generally being implemented in the dense urban areas of Los Angeles to address the City's park needs. These facilities are mostly pocket parks less than an acre in size with playground structures and exercise machines. These parks are defined in the PNA as "mini parks"; parks that are designed to provide walkable access to greenery and seating within dense neighborhoods.[56] These parks would be accessible on foot and bike, and do not provide parking. The construction and operation of such small-scale facilities would be expected to have minimal environmental impacts. For example, it is anticipated that these parks would be located on vacant lots lacking biological or cultural resources; generate minimal vehicle traffic to the site, which would limit air quality, greenhouse gas, noise, and transportation impacts; and be able to accommodate a limited number of people due to their small size, which would reduce park noise levels.

Construction of new "mini parks" or expanded neighborhood or pocket park facilities to serve the Southwest Valley CPAs would occur in urbanized areas. Construction of new parks would be required to comply with applicable federal, State, and local regulations and policies discussed in this EIR, such as NPDES permit requirements, the City's Tree Ordinance and Noise Ordinance, and the California Building Code, including CALGreen requirements.

Potential environmental impacts of construction and operation of any new parks, as an allowed land use, have been evaluated throughout this EIR. Construction and operational impacts to air, biological and cultural resources, noise, traffic, as well as other impacts of new developments are discussed throughout this EIR. It is not foreseeable that impacts from the construction of new or expanded parks in the Southwest Valley CPAs would have greater or different impacts than those identified in this EIR for construction or operations. Based on the urban location and the limited land available, the construction of a new park facilities would likely qualify for an infill exemption or result in less-than-significant impacts with standard regulatory compliance measures and project specific design features or project specific mitigation measures identified through a project EIR or mitigated negative declaration. To the extent that any significant impacts could result from the unique characteristics of a specific site, those impacts would be speculative at this time. Furthermore, the construction of a new park facility or expansion of an existing park facility would

56 Los Angeles Department of Recreation and Parks. Park Needs Assessment City of Los Angeles. Available online at: https://needs.parks.lacity.gov/wp-content/uploads/2025-LA-Park-Needs-Assessment_web.pdf, accessed on April 16, 2026.

require a project-specific environmental analysis under CEQA to address any site-specific environmental concerns. Therefore, impacts related to recreational facilities would ***be less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.14.5.6 Cumulative Impacts

Future citywide development is expected to increase the City's residential population from nearly 3.9 million people in 2020 to more than 4.3 million persons in 2050, an increase of about 400,000 residents. This increase would exacerbate the existing need for new or expanded recreational facilities over time. In the absence of new parks, the citywide increase in park demand would be expected to accelerate the deterioration of existing parks, which would be a potentially significant cumulative impact. As discussed under **Impact 4.14-5,** the Proposed Plans would result in a potentially significant impact related to the deterioration of existing parks serving the Southwest Valley CPAs since there is not adequate space to provide sufficient park acreage to meet the projected increase in demand for parks based on the City's adopted standards. This would constitute a cumulatively considerable contribution to the significant cumulative impact related to park deterioration. The Quimby Act and Mitigation Fee Act would ameliorate park and recreational demands but likely not enough to meet all the demand. As discussed above, given the existing deficit of neighborhood and community parks, the analysis identifies a significant impact of the Project on the deterioration of existing recreational and park facilities. Therefore, Proposed Plans would make a cumulatively considerable contribution to a significant cumulative impact; thus, its cumulative impact is ***significant and unavoidable***.

With respect to the construction of new parks, the City is currently in the process of constructing new parks and recreational facilities to serve its residents, as noted in the City's Park Needs Assessment (PNA), and is anticipated to continue to do so in the future to meet increasing demand for parks. Expansion or construction of new pocket, neighborhood, community, and regional parks, or other recreational facilities would have physical impacts to the environment (e.g., emissions of air pollutants, aesthetics impacts, noise impacts) that may be cumulatively significant. However, these impacts are likely to be localized, and construction is not likely to overlap. As a result, it is not anticipated that the Proposed Plans will result in cumulative impacts.

As discussed under **Impact 4.14-6** the Proposed Plans would not result in a significant impact because it would not involve the development of new parks with the potential to result in significant environmental effects. As such, the Proposed Plans would not substantially contribute to the potentially significant cumulative impact associated with new park construction. Cumulative impacts are ***less than significant***.

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4.15 TRANSPORTATION & TRAFFIC

INTRODUCTION

This chapter provides an overview of existing and forecasted future transportation and mobility conditions within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area, the Encino-Tarzana Community Plan Area, and the Reseda-West Van Nuys-Lake Balboa Community Plan Area, collectively identified as the Southwest Valley Community Plans Areas (CPAs), and evaluates potential impacts resulting from the Southwest Valley Community Plans Update—hereinafter, collectively referred to as the "Southwest Valley Community Plans" or "Proposed Plans." Topics addressed in this chapter include the environmental setting, circulation and mobility systems, regulatory framework, thresholds of significance, methodology, and mitigation measures related to transportation impacts.

4.15.1 EXISTING ENVIRONMENTAL SETTING

Overview

Citywide Overview

The City of Los Angeles circulation system facilitates travel by multiple modes—including walking, bicycling, public transit, and motor vehicles—and includes an extensive network of freeways, highways, and local streets. These transportation networks, services, and systems are described in more detail in the following sections.

Southwest Valley Community Plan Areas Overview

The Southwest Valley CPAs comprise three Community Plan Areas within the City of Los Angeles, plus the areas being added by proposed boundary changes, shown in **Figure 4.15-1**: (1) the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, (2) the Encino-Tarzana CPA, and (3) the Reseda-West Van Nuys CPA. These three Community Plan Areas are geographically contiguous and comprise the southwest portion of the San Fernando Valley, a region of Los Angeles.



SOURCE: Fehr and Peers, 2026

FIGURE **4.15-1**

IMPACT SCIENCES

Southwest Valley Community Plan Areas

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The current Canoga Park-Winnetka-Woodland Hills-West Hills CPA spans 17,906 acres and shares a common boundary along Corbin Avenue with the Reseda-West Van Nuys CPA and the Encino-Tarzana CPA. The current Encino-Tarzana CPA covers approximately 13,000 acres and shares a common boundary along Oxnard Street and Victory Boulevard with the Reseda-West Van Nuys CPA, which encompasses 7,765 acres. The current Southwest Valley Community Plans and proposed boundary change areas are bordered by Roscoe Boulevard to the north, Sepulveda Boulevard to the northeast, Interstate-405 to the east, and the Santa Monica Mountains to the west and south. The southwestern border of the Southwest Valley CPAs aligns with the city limits of Los Angeles, with the City of Calabasas and City of Hidden Hills to the southwest, and Simi Hills, Ventura County, and unincorporated Los Angeles County to the west. The Community Plan Areas of Chatsworth-Porter Ranch, Northridge, and Mission Hills-Panorama City-North Hills are located to the north, Van Nuys-North Sherman Oaks, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass to the east, and Brentwood-Pacific Palisades to the south. The Southwest Valley Community Plans Areas cover approximately 61 square miles.

The Southwest Valley Community Plans were last updated in the late 1990s. The Canoga Park-Winnetka-Woodland Hills-West Hills and Reseda-West Van Nuys Community Plans were last updated in 1999 and the Encino-Tarzana Community Plan was last updated in 1998. Since then, significant changes have occurred within the Southwest Valley CPAs, including the opening of the Metro Orange Line (G Line) Busway in 2005, which traverses the entire Southwest Valley, and the adoption of the Warner Center Specific Plan in 2013.

The analysis presented in this chapter evaluates the transportation network within the boundaries of the Southwest Valley Community Plans, as well as the surrounding transportation network that could be potentially impacted by the Proposed Project. For the purposes of the EIR transportation impact analysis, Existing Conditions (baseline) is defined as Year 2024, which corresponds to the date of the release of the recirculated Southwest Valley Community Plans Notice of Preparation (NOP).

Highway and Street System

Citywide Highway and Street System

The roadway network within the City of Los Angeles (the City) includes seven freeways that traverse the approximately 472 square miles of the City's land area and connect the City to its outer regions. They are Interstate 5, 10, 105, 110, 210, 405, and US Highway 101. The City also includes 11 state highways (SR) consisting of SR 1, 2, 47, 60, 90, 103, 110, 118, 134, 170, and 187.

The City contains over 7,500 miles of public streets that accommodate motorized vehicles, including private motorized vehicles, taxis/rideshare, freight vehicles, bicyclists, and transit vehicles. Pedestrian and other

modes that operate along the sidewalk are also important components of the local roadway network. Most roadways in the City are aligned on a grid system. Below is a brief description of the types of facilities in the City as described by the City's *Mobility Plan 2035*[1] and *Complete Streets Design Guide*.[2]

- **Boulevard I.** Class I Boulevards are generally defined as having three to four lanes in each direction, along with a median turn lane. The width of a Class I Boulevard is usually 100 feet, with a typical sidewalk width of 18 feet and a target operating speed of 35 miles per hour (mph).

- **Boulevard II.** Class II Boulevards are generally defined as having two to three lanes in each direction, along with a median turn lane. The width of a Class II Boulevard is usually 80 feet, with a typical sidewalk width of 15 feet and a target operating speed of 35 mph.

- **Avenue I.** Avenue I streets typically have one to two lanes in each direction, a roadway width of 70 feet, a sidewalk width of 15 feet, and a target operating speed of 35 mph. An Avenue I also typically includes streets with a high amount of retail uses and local destinations.

- **Avenue II.** Avenue II streets usually have one to two lanes in each direction, with a typical roadway width of 56 feet, a typical sidewalk width of 15 feet, and a target operating speed of 30 mph. Such streets are typically located in parts of the City with dense active uses, and a lively pedestrian environment.

- **Avenue III.** Avenue III streets are defined to have one to two lanes in each direction, with a roadway width of 46 feet, a sidewalk width of 15 feet, and a target operating speed of 25 mph. This classification was developed to maintain roadway width in older, more historic parts of the City.

- **Collector Street.** Collector Streets generally have one travel lane in each direction, with a roadway width of 40 feet and a sidewalk width of 13 feet. The target operating speed for Collector Streets is 25 mph. Such streets are typically intended for vehicle trips that start or end in the immediate vicinity of the street.

- **Industrial Collector Street.** Industrial Collector Streets vary from normal collector streets in that larger curb returns are incorporated to allow for the wider turning radii of trucks.

- **Local Street Standard.** Local Street Standard roadways typically have one lane in each direction, and are designed to have a 36-foot width, 12-foot sidewalks, and a target operating speed of 20 mph. Such streets are not designed for through traffic; rather, their focus is to allow access to and from destination points. Unrestricted parking is typically available on both sides of the street.

- **Local Street Limited.** Local Street Limited roadways typically have one lane in each direction, and are designed to have a 30-foot width, 10-foot sidewalks, and a target operating speed of 15 mph.

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1 Los Angeles, City of. *Mobility Plan 2035: An Element of the General Plan*, September 2016 https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf. Accessed October 2025.

2 Los Angeles, City of. *Complete Streets Design Guide*, 2015. https://planning.lacity.org/odocument/c9596f05-0f3a-4ada-93aa-e70bbde68b0b/Complete_Street_Design_Guide.pdf. Accessed October 2025.

- **Industrial Local Street.** Although similar to the normal local streets, Industrial Local Streets differ primarily in width for the purpose of providing adequate space for trucks to maneuver. The typical roadway width for an Industrial Local Street is 44 feet, with 10-foot sidewalks and a target operating speed of 20 mph.

- **Pedestrian Walkway.** Pedestrian Walkways are designed for pedestrian use but are also appropriate for slow-moving bicyclists. Pedestrian Walkways have a width of 10 to 25 feet.

- **Shared Street.** Shared Streets provide a slow-speed environment where cars, bikes, pedestrians, and scooters are able to comfortably utilize the street. Shared Streets have a minimum width of 20 feet, with 5-foot buffer zones and a target operating speed of 5 mph.

- **Access Roadway.** Access Roadways are designed to have a width of 20 feet and are limited to private streets only that access no more than four dwelling units and are a maximum of 300 feet in length.

- **One-Way Service Road – Adjoining Arterial Street.** One-Way Service Roads typically have a width of 12 to 18 feet, with a 3-foot curb separation from arterial streets.

- **Bi-Directional Service Road – Adjoining Arterial Streets.** Bi-Directional Service Roads typically have a width of 20 to 28 feet, with a 3-foot curb separation from arterial streets.

- **Hillside Collector Street.** Hillside Collector Streets vary from normal collector streets in that sidewalks have a width of 5 feet, and a target operating speed of 15mph. On-street parking is provided on both sides of the street.

- **Hillside Local Street.** Hillside Local Streets vary from normal local streets in that sidewalks have a width of 4 feet, and the target operating speed is 15 mph. On-street parking is provided on both sides of the street.

- **Hillside Street Standard.** Hillside Street Standard roadways typically have one lane in each direction and are designed to have a 28-foot width, 4-foot sidewalks, and a target operating speed of 10 mph. On-street parking is provided on one side of the street.

- **Hillside Street Limited.** Hillside Street Limited roadways typically have one lane in each direction and are designed to have a 20-foot width, 3-foot sidewalks, and a target operating speed of 10 mph. On-street parking is provided on one side of the street.

- **Modified Streets.** Many streets are identified under a specific roadway classification, but with some modification. This is generally due to constraints on the available width on smaller, historic streets. In these cases, the typical number of lanes and traffic volumes are similar to the non-modified versions, but lane widths or available parking may be diminished.

- **Signalized Intersections and Traffic Control Devices.** The City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system is a computer-based traffic signal control system that monitors traffic conditions and system performance, allowing ATSAC operations to manage signal timing to improve traffic flow conditions. This system allows monitoring and control of the signal from a central Traffic Operations Center at City Hall. Linking to the ATSAC system provides the ability to coordinate the signals in relationship with other signals along a travel corridor. Signal coordination minimizes delay due to stops and enhances vehicle flow. Studies by LADOT and independent third parties have shown that the ATSAC system reduces congestion and increases average travel speeds.[3] The Adaptive Traffic Control System (ATCS) is an enhancement to ATSAC and provides fully traffic-adaptive signal control based on real-time traffic conditions. In addition, LADOT staff can manually adjust traffic signals remotely from the department's command center to respond to collisions, weather, special events, and other emergencies. All signalized intersections in the Southwest Valley Community Plan Area are currently operating under the City's ATSAC system and ATCS control.

Southwest Valley Community Plans Highway and Street System

The roadway network in the Southwest Valley Community Plans ranges from major freeways, such as I-405 and US-101, to neighborhood-serving local roadways. **Figure 4.15-2**, Existing Roadway Network, displays the roadways within the Southwest Valley CPAs and illustrates the classification of roadway facilities. The Southwest Valley CPAs contain the following types of facilities based on the City's *Mobility Plan 2035* and *Complete Streets Design Guide* as described above: Avenue I, Avenue II, Modified Avenue I, Modified Avenue II, Modified Boulevard I, Boulevard II, Modified Boulevard II, Collector, Modified Collector, Local Street, and Modified Local Street.

Existing Transportation Operations

This section presents existing transportation conditions, utilizing vehicle miles traveled (VMT) as the metric to evaluate significant traffic impacts under CEQA. VMT is a measure of the number of miles driven within a defined area and is based on the number of vehicle trips (VT) multiplied by the average trip length in miles for various trip types. To obtain an average VMT per service population, the total VMT is divided by the total population of residents and employees within the area of analysis. The section that follows provides a brief summary of these characteristics for the City of Los Angeles and provides a detailed summary of these characteristics for the Southwest Valley CPAs. For more information on the use of VMT as an impact threshold, see the Environmental Impacts section.

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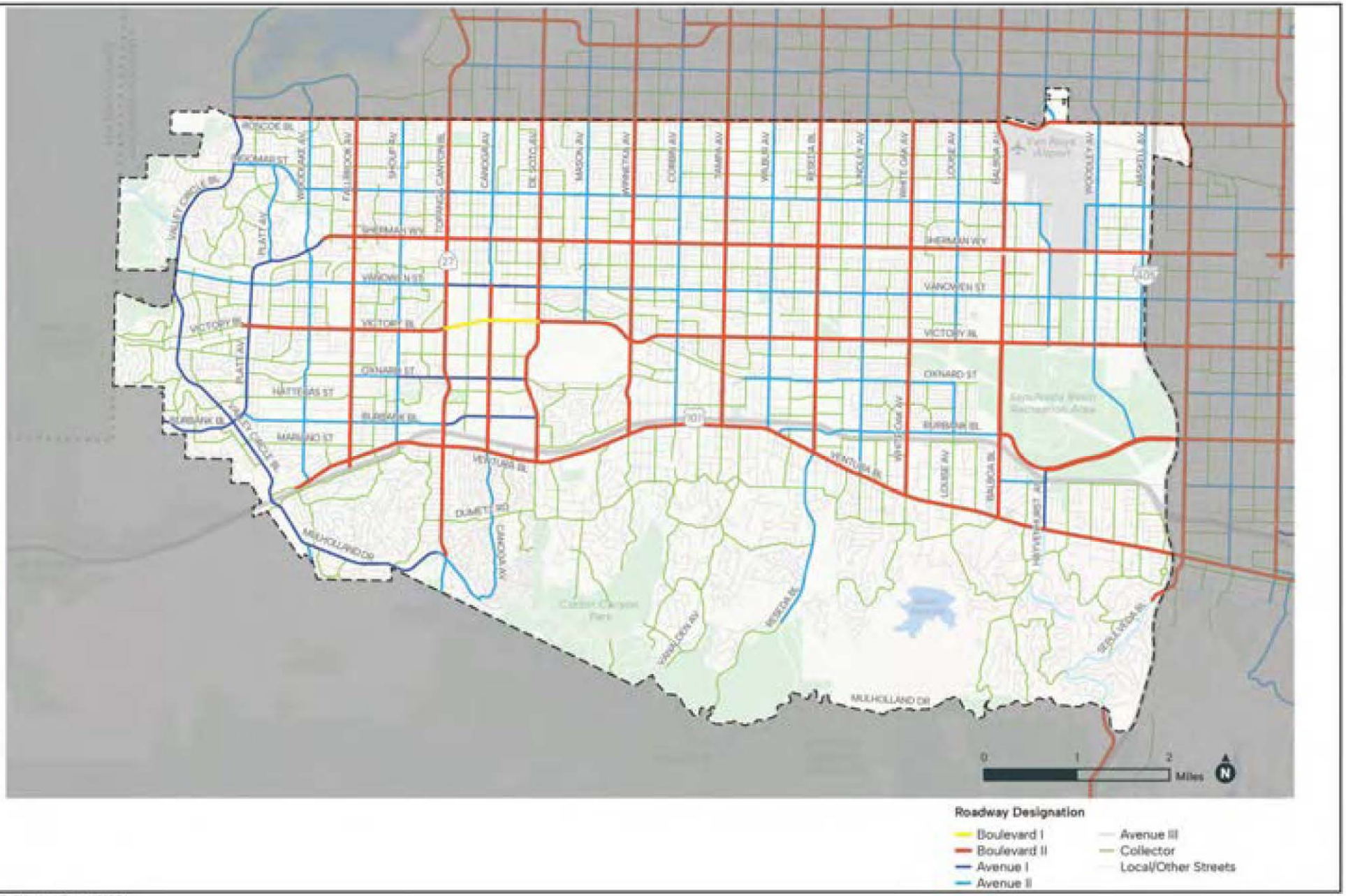
3 Los Angeles Department of Transportation (LADOT). Los Angeles Signal Synchronization Fact Sheet, February 2016. https://ladot.lacity.gov/sites/default/files/documents/ladot-atsac-signals-_-fact-sheet-2-14-2016.pdf Accessed October 2025.



SOURCE: Fehr and Peers, 2026

FIGURE **4.15-2**

IMPACT SCIENCES

Existing Roadway Network

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Vehicle Miles Traveled

The trip generation estimated by the City of Los Angeles Travel Demand Forecasting (TDF) model was categorized according to the origin and destination of each trip. In the following discussion regarding VMT calculation, internal origin/destination points are referred to with an "I" and external origin/destination points are referred to with an "X." Internal-to-internal (II) trips remain within the Southwest Valley CPAs. Internal-to-external (IX) trips originate within the Southwest Valley CPAs and terminate at an outside destination. External-to-internal (XI) trips originate outside the Southwest Valley CPAs and terminate within it. The VMT calculation accounts for all vehicle trips that have an origin and/or destination in the Southwest Valley CPAs (II, IX, and XI), given that these trips are generated by land uses within the Southwest Valley CPAs. The travel behavior effects of land use and network changes within the area can be understood by measuring the VMT of trips originating in or destined for the Southwest Valley CPAs.

VMT is reported as total daily VMT per service population, which equates to all VMT for the Project Area divided by the number of people living and working within the Project Area. Individuals who live and work within the Southwest Valley CPAs are counted twice in the service population total, just as both trip-ends of an II trip are counted in Plan Area VMT generation. For more information on the use of VMT and service population, see the Environmental Impacts section.

An alternative method for measuring VMT is known as the "boundary method," which accounts for all VMT strictly within the border of a defined area. This method would include VMT for trips passing through, but not originating in or destined for, the Southwest Valley CPAs. Although a valid method for measuring the impact of VMT upon a community such as the Southwest Valley CPAs, this strategy is less effective at measuring the regional travel effects of the Southwest Valley CPAs' land uses themselves, since it includes travel that passes through the area, unrelated to local land uses. This method was not used to calculate VMT for the purposes of this report.

The tables below summarize the travel characteristics under Existing Conditions for the Southwest Valley CPAs. **Table 4.15-1** presents the model estimates of vehicle mode split for automobile, transit, bicycle, and walk trips. According to model estimates, approximately 17% of all trips within the Southwest Valley CPAs are made by transit, walking, or biking. This is about 3 percentage points less than trips across the City of Los Angeles at large.

Table 4.15-1:
Existing (2024) Mode Split

Travel Mode	Southwest Valley CPAs Percentage (%)	Citywide Percentage (%)
Automobile	83%	80%
Non-Automobile (transit/bike/walk)	17%	20%

Source: Fehr & Peers, City of Los Angeles Southwest Community Plans Subarea TDF Model, 2024.

Table 4.15-2 summarizes the daily vehicle trips (VT) and VMT within the Southwest Valley CPAs based on data from the City of Los Angeles TDF model. **Table 4.15-3** summarizes the daily vehicle trips (VT) and VMT Citywide from the City's TDF model. **Table 4.15-4** summarizes the daily vehicle trips (VT) and VMT within the Southern California Association of Governments (SCAG) region. The SCAG regional VT and VMT reflect the year 2024, and come from the SCAG regional TDF models for the most recent 2024 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

Table 4.15-2:
Existing (2024) Southwest Valley CPAs Daily VT, Total VMT, and VMT Per Service Population

Transportation Metrics	Daily Total
Vehicle Trips (VT)	1,701,100
Total Vehicle Miles Traveled (VMT)	15,601,300
Vehicle Miles Traveled per Service Population	26.0

Source: Fehr & Peers, City of Los Angeles Southwest Community Plans Subarea TDF Model, 2024.

Table 4.15-3:
Existing (2024) Citywide Daily VT, Total VMT, and VMT Per Service Population

Transportation Metrics	Daily Total
Vehicle Trips (VT)	15,326,300
Total Vehicle Miles Traveled (VMT)	146,658,800
Vehicle Miles Traveled per Service Population	25.8

Source: Fehr & Peers, City of Los Angeles Southwest Community Plans Subarea TDF Model, 2024.

Table 4.15-4:
Existing (2024) SCAG Regionwide Daily VT, Total VMT, and VMT Per Service Population

Transportation Metrics	Daily Total
Vehicle Trips (VT)	86,412,600
Total Vehicle Miles Traveled (VMT)	802,007,200
Vehicle Miles Traveled per Service Population	28.3

Source: Fehr & Peers, SCAG 2024 RTP Model, 2024.

The daily VMT generated by uses from, to, and within the Southwest Valley CPAs is approximately 15.6 million miles, which equates to 26.0 VMT per service population. Citywide, the TDF Model estimates a total of approximately 15.3 million daily vehicle trips for a total of over 146.6 million VMT. This results in an average daily VMT per service population of 25.8.

Emergency Access

Citywide Emergency Access

California state law requires that drivers yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicles have passed. Generally, multi-lane roadways allow the emergency vehicle to travel at higher speeds and permit other traffic to maneuver out of the path of the emergency vehicle. In addition, the LAFD in collaboration with LADOT has developed a Fire Preemption System (FPS), a system that automatically turns traffic lights to green for emergency vehicles travelling on designated streets in the City.[4] The City has over 205 miles of routes equipped with FPS.[5]

Within the City of Los Angeles, fire prevention and suppression, and emergency medical services are provided by the LAFD. Public protection service and law enforcement are provided by LAPD. New development projects in the City may increase the demand for fire protection and emergency medical services, and the LAFD evaluates new project impacts on a project-by-project basis. Per the 2023 City of Los Angeles Fire Code, "fire hydrant and fire-flow requirements are based upon land use. Also included are minimum requirements for supplemental fire protection based on Fire Department response time

4 Los Angeles Department of Transportation (LADOT). *Los Angeles Signal Synchronization Fact Sheet*, February 2016. https://ladot.lacity.gov/sites/default/files/documents/ladot-atsac-signals-_-fact-sheet-2-14-2016.pdf. Accessed October 2025.

5 Los Angeles Fire Department (LAFD). *Training Bulletin No. 133 - Traffic Signal Preemption Systems for Emergency Vehicles*, October 2008. https://files.ceqanet.lci.ca.gov/276991-2/attachment/gYrZ_3fxNg6RefuZXmLjxdG345fBoUDy9nKXHtpVLO5GTjc5pvhep0g1Ug0hZbl2O4yc2TTqMOBK5wkF0. Accessed October 2025.

capabilities, personnel, apparatus availability and fire-flow."[6] The adequacy of emergency service may be influenced by factors such as staffing levels, emergency response times, technology improvements, management strategies, and mutual aid agreements. Every year, LAFD assesses its resources and reallocates them based on demand and need citywide. The provision of new fire stations varies as a function of not only the geographic distribution of physical stations, but also due to the availability of fire trucks, ambulances, and other equipment, as well as access to reciprocal agreements with neighboring jurisdictions. The City requires that development plans be submitted to the City for review and approval to ensure that new development has adequate access, including driveway access and turning radius in compliance with existing City regulations.[7]

Southwest Valley CPAs Emergency Access

As discussed above, multi-lane roadways allow emergency vehicles to travel at higher speeds and allow other traffic to maneuver out of the path of emergency vehicles. Within the Southwest Valley CPAs, multi-lane roadways include:

North South Multi-Lane Roadways

- Valley Circle Boulevard
- Platt Avenue
- Woodlake Avenue
- Fallbrook Avenue
- Shoup Avenue
- Topanga Canyon Boulevard (SR-27)
- Owensmouth Avenue
- Canoga Avenue
- De Soto Avenue
- Mason Avenue
- Winnetka Avenue
- Corbin Avenue
- Tampa Avenue
- Wilbur Avenue
- Reseda Boulevard
- Lindley Avenue
- White Oak Avenue
- Louise Avenue
- Balboa Boulevard
- Hayvenhurst Avenue
- Woodley Avenue
- Haskell Avenue

East-West Multi-Lane Roadways

- Ventura Boulevard
- Burbank Boulevard
- Victory Boulevard
- Vanowen Street
- Sherman Way
- Saticoy Street
- Roscoe Boulevard

Additionally, the I-405, SR-27, and US-101 freeways provide primary emergency access to and from locations within the Southwest Valley CPAs.

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6 Los Angeles, City of. *2023 City of Los Angeles Fire Code – Full Code*, version: Feb 2024. https://codes.iccsafe.org/content/CACLAFC2023P1. Accessed October 2025.

7 Los Angeles City Council. Los Angeles Municipal Code (LAMC) Section 12.21.A.5, Design of Parking Facilities. *American Legal Publishing*, https://codelibrary.amlegal.com/codes/los_angeles/latest/lapz/0-0-0-5183. Accessed October 2025.

Table 4.15-5 identifies the existing fire stations in the Plan Area and provides the 2025 average response times for Non-EMS and EMS calls. **Figure 4.15-3** shows the locations of LAFD fire stations within the Plan Area.

Table 4.15-5:
LAFD Fire Stations Serving the SWV CPAs

Fire Station	Address	LAFD Community	2025 Average Operational Response Times (mins)	
			Non-EMS	EMS
39	14615 Oxnard St Los Angeles, CA 91411	Valley Bureau	7:10	7:52
72	6811 De Soto Avenue Los Angeles, CA 91303	Valley Bureau	7:24	7:44
73	7419 Reseda Boulevard Los Angeles, CA 91335	Valley Bureau	6:33	7:03
83	4960 Balboa Boulevard Los Angeles, CA 91316	Valley Bureau	7:46	7:39
84	21050 Burbank Boulevard Los Angeles, CA 91367	Valley Bureau	8:03	7:53
88	5101 North Sepulveda Boulevard Los Angeles, CA 91403	Valley Bureau	7:48	7:36
90	7921 Woodley Avenue Los Angeles, CA 91406	Valley Bureau	7:33	7:59
93	19059 Ventura Boulevard Los Angeles, CA 91356	Valley Bureau	8:03	7:39
100	6751 Louise Avenue Los Angeles, CA 91406	Valley Bureau	7:11	6:57
103	18143 Parthenia Street Los Angeles, CA 91325	Valley Bureau	6:55	7:09
104	8349 Winnetka Avenue Los Angeles, CA 91306	Valley Bureau	7:10	7:17
105	6345 Fallbrook Avenue Los Angeles, CA 91367	Valley Bureau	7:19	7:39
106	23004 Roscoe Boulevard Los Angeles, CA 91304	Valley Bureau	8:43	7:52
109	16500 Mulholland Drive Los Angeles, CA 90049	Valley Bureau	9:44	10:07

Note: Non-EMS = fire and other services; EMS = Emergency Medical Services
Source: LAFD, FireStatLA, www.lafd.org, Navigate LA 2026.



* LAFD Station 114 is located at Van Nuys airport, but is not included in Table 4.15-5, as it houses specialized Aircraft Rescue and Firefighting (ARFF) apparatus dedicated to airport emergencies, and is the primary home of the LAFD Air Operations Unit. Flying citywide and across the region to handle major emergencies, it does not operate in a standard community-serving manner.

SOURCE: Fehr and Peers, 2026

FIGURE **4.15-3**

IMPACT SCIENCES

Existing LAFD Fire Stations

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Public Transit Service

Citywide Public Transit Service

Citywide services are provided by multiple transit operators, including but not limited to Metro Rail, Rapid buses, Express buses, Local buses, LADOT Commuter Express buses, LADOT Downtown Area Short Hop (DASH) buses, Metrolink, Amtrak, Antelope Valley Transit Authority, and Santa Clarita Transit. Below are brief descriptions of the transit operators that provide service within the City.

Note: This represents service as of the Existing Conditions year (2024), to be consistent with the scoping year used in the analysis of the project. Specific transit lines may have since been updated.

Metro

Metro is the primary transit operator in Los Angeles County, providing bus, light rail, and subway services as described below.

- Rail & Bus Rapid Transit: There are two Metro heavy rail lines (B Line [Red] and D Line [Purple]), four Metro light rail lines (A Line [Blue], C Line [Green], E Line [Expo], and K Line [Pink]) and two bus rapid transit (BRT) lines (G Line [Orange] and J Line [Silver]) operating in exclusive rights-of-way. Headways for Metro rail and bus rapid transit lines are typically as frequent as 15 minutes or less. Bicycles are allowed in designated areas on Metro trains at no extra charge.
- NextGen, Express & Local Bus Lines: Metro also operates approximately 115 bus routes in mixed traffic, with services varying considerably in speed, frequency, and capacity. Headways for NextGen buses are typically 10-15 minutes during peak hours, and 20 minutes during off-peak times. Metro Express buses operate during peak hours only. All buses are equipped with two or three bicycle racks at the front of the bus, and bicyclists may load their bicycles on the rack when there is space available at no extra charge. If the rack is full, bicyclists are asked to wait for the next bus.

Los Angeles Department of Transportation (LADOT)

LADOT provides local Downtown Area Short Hop (DASH) buses and Commuter Express bus services in the City of Los Angeles. DASH operates 33 community circulator routes covering Downtown Los Angeles and many outlying communities within the City. DASH buses provide local access in addition to first/last-mile connections to and from Metro Rail stations. Headways for DASH buses vary between 5-20 minutes depending on the selected route. The Commuter Express operates 15 routes, making a limited number of stops and transporting passengers between Downtown Los Angeles and other major centers within the City. Most Commuter Express routes operate during the peak hours only in the peak direction. All LADOT buses are equipped with three bicycle racks at the front of the bus, and bicyclists may load their bicycles on the rack when there is space available at no extra charge. If the rack is full, bicyclists are asked to wait for the next bus.

Metrolink

Metrolink operates on seven routes across six counties, including Los Angeles, Orange, Riverside, San Bernardino, Ventura, and a portion of northern San Diego County. Each Metrolink train accommodates three bicycles on the lower level at no extra charge. To accommodate more bicycles on select trains, "bike cars" (identified with yellow decals on the side of the train) have been added to hold up to nine bikes on the lower level. All Metrolink lines operate during the peak hours only in the peak direction. The following Metrolink services operate within and through the City:

- Antelope Valley Line
- Inland Empire – Orange County Line
- Orange County Line
- Riverside Line
- San Bernardino Line
- Ventura County Line
- 91/Perris Valley Line

Amtrak – Pacific Surfliner

Amtrak is a nationwide rail network, serving more than 500 destinations in 46 states, the District of Columbia and three Canadian provinces. The Pacific Surfliner connects San Luis Obispo and San Diego through Los Angeles and Santa Barbara. This line offers 12 daily round-trip services between San Diego and Los Angeles as of 2025, and five between Santa Barbara and San Diego. Each Amtrak train can accommodate 6 bicycles per train and must be stored in designated racks. Passengers are encouraged to make reservations for bicycle racks at no extra cost.

LAX FlyAway – Union Station and Van Nuys Airport

The LAX FlyAway buses offer daily, regularly scheduled service between each terminal at LAX and two locations in the City (Union Station and Van Nuys). FlyAway buses provide services every 30 minutes to an hour. Bicycle racks are not provided on these buses. In Downtown Los Angeles, Flyaway buses depart from Union Station at the Patsaouras Transit Plaza on the east side of the facility. In Van Nuys, Flyaway buses depart from the Van Nuys Flyaway Bus Terminal, just to the east of the Van Nuys Airport at the intersection of Woodley Avenue and Saticoy Street.

Other Transit Operators

There are several other transit operators with routes throughout the City: Antelope Valley Transit Authority (AVTA), Foothill Transit, Gardena GTrans, Greyhound Buses, Montebello Bus Lines, Orange County Transit Authority Express, Santa Clarita Transit Commuter Express, Santa Monica Big Blue Bus, and Torrance Transit.

Southwest Valley CPAs Public Transit Service

Transit service in the Southwest Valley CPAs is provided by Metro, LADOT, Santa Clarita Transit, and AVTA. Existing service coverage is shown in **Figure 4.15-4**.

Metro

The following Metro lines currently provide transit service in and through the Southwest Valley CPAs:

Metro Local and High-Frequency Bus Lines

- 150
- 152
- 161
- 162
- 164
- 165
- 169
- 233
- 234
- 235/236
- 237
- 240
- 242/243
- 244
- 601
- 643
- 644
- 645
- 646

Metro Bus Rapid Transit Lines

- G (Orange) Line

Metro Express Bus Lines

- 761 Metro Rapid Line



SOURCE: Fehr and Peers, 2026

FIGURE **4.15-4**

IMPACT SCIENCES

Existing Transit Service

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LADOT

The following LADOT services operate within and through the Southwest Valley CPAs:

- Community DASH Northridge
- Community DASH Panorama City/Van Nuys Clockwise
- Community DASH Panorama City/Van Nuys Counterclockwise
- DASH Commuter Express 422, 423, 549, 573, 574

Santa Clarita Transit

The following Santa Clarita Transit services operate within and through the Southwest Valley CPAs:

- 791 Warner Center
- 796 Warner Center

Antelope Valley Transit Authority

The following AVTA services operate within and through the Southwest Valley CPAs:

- Express Service
- 786 Century City/West Los Angeles
- 787 West San Fernando Valley

Bicycle and Pedestrian Facilities

Citywide Bicycle and Pedestrian Facilities

The City's existing bicycle network consists of more than 1,330 miles of on- and off-street facilities, including approximately 149 miles of Class I bikeways (bicycle paths), 823 miles of Class II bikeways (bicycle lanes), 273 miles of Class III bikeways (bicycle routes and bicycle friendly streets), [8] and 86 miles of Class IV (protected bike lane).[9] Bicycle facilities are defined as off-street bicycle paths (Class I), on-street signed and striped bicycle lanes (Class II), on-street signed bicycle routes (Class III), and protected bicycle lanes or cycle tracks (Class IV). The design features of the various types of bicycle facilities are summarized below.

- **Bicycle Path:** A paved pathway separated from motorized vehicular traffic by an open space or barrier and either within the highway rights-of-way or within an independent alignment. Bicycle paths may be used by bicyclists, skaters, wheelchairs users, joggers, and other non-motorized users. Caltrans refers to this facility as Class I Bikeway, which "provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow of motorists minimized."[10]

- **Buffered Bike Lanes:** Buffered bicycle lanes provide on-street right-of-way in the form of a painted buffer that directs motorists to travel away from the bike lane and provides room for bicyclists to pass another bicyclist without entering the adjacent motor vehicle travel lane. A buffered bicycle lane is considered a Class II bikeway.

- **Bicycle Lane:** A striped lane for 1-way bicycle travel on a street or highway. Caltrans refers to this facility as a Class II bikeway.

- **Bicycle Route:** A shared roadway specifically identified for use by bicyclists, providing a superior route based on traffic volumes and speeds, street width, directness, and/or cross-street priority, denoted by signs only. Caltrans refers to this facility as a Class III Bikeway.

- **Protected Bicycle Lane (Cycle Track):** A bicycle lane that provides further protection from other travel lanes with a physical roadway intervention. This is considered a Class IV Bikeway.

The City's *Mobility Plan 2035*—the policy foundation for the future of Los Angeles' streets—prioritizes bicycle travel on approximately 1,200 miles of streets and other rights-of-way by designating them on either the Bicycle Enhanced Network (BEN) or the Bicycle Lane Network (BLN). The BEN describes all bicycle

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8 Los Angeles, City of. *Complete Streets Design Guide*, 2015. https://planning.lacity.org/odocument/c9596f05-0f3a-4ada-93aa-e70bbde68b0b/Complete_Street_Design_Guide.pdf. Accessed October 2025.

9 Los Angeles, City of. *City of Los Angeles Bikeways Database*, updated October 2025. https://visionzero.geohub.lacity.org/datasets/ladot::city-of-los-angeles-bikeways-1/explore?location=25.972516%2C-109.947436%2C6.00 Accessed November 2025.

10 California Department of Transportation (Caltrans) *Highway Design Manual*. Seventh Edition, 2019. https://dot.ca.gov/programs/design/manual-highway-design-manual-hdm. Accessed October 2025.

paths and protected bicycle lanes expected to be completed by the year 2035. It consists of Bicycle Paths, Protected Bicycle Lanes (also known as cycle tracks), and Priority Neighborhood Enhanced Network connections that have been added to the BEN. The BLN, meanwhile, is made up of bicycle lanes. The following outlines the different facilities included in each network. Note that not all are present in all areas of the city, including within the Proposed Plans area. The BEN includes the following bicycle facility designations:

- **Bicycle Paths**: Bicycle facilities outside of the roadway, such as the LA River bicycle path.
- **Tier 1 Protected Bicycle Lane:** Bicycle facilities on arterial roadways with physical separation.
- **BEN Segments from the NEN**: Bicycle facilities on neighborhood serving streets that provide connections within the protected bicycle lane system.

While the BLN includes the following bicycle facility designations:

- **Tier 2 Bicycle Lane:** Bicycle facilities on arterial roadways with pavement striping and signage used to allocate a portion of a roadway for exclusive bicycle travel.
- **Tier 3 Bicycle Lane:** Bicycle facilities on arterial roadways with pavement striping and signage used to allocate a portion of a roadway for exclusive bicycle travel. These differentiate from Tier 2 in that they are less likely to be built by the plan's sunset.

Pursuant to the California Vehicle Code CVC § 21200[11], bicycles are allowed on any street within the local street system, which denotes that people riding bicycles have the same access and rights as a driver of a vehicle except in cases where they are specifically excluded (such as freeways). Pursuant to Los Angeles City Code, bicycles are also allowed on the sidewalk.[12] Bicyclists are able to bring their bikes on board transit in designated areas on Metro trains, and on most Metro and LADOT buses (on bicycle racks at the front of the bus) at no extra cost. Metrolink and Amtrak also allow bicycles on board.

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11 California, State of. California Vehicle Code (CVC) Section 21200, Operation of Bicycles. *California Public Law, https://california.public.law/codes/vehicle_code_section_21200*. Accessed October 2025.

12 Los Angeles City Council. Los Angeles Municipal Code (LAMC) Section 56.15, Bicycle Riding - Sidewalks. *American Legal Publishing*, https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-138429. Accessed October 2025.

There are approximately 61,604 intersections in the City,[13] of which 4,850 are signalized[14] and approximately 22,000 contain marked crosswalks.[15] Conditions vary widely in terms of sidewalk condition, pavement marking visibility, and obstructions in the sidewalk realm. In April 2015, the City of Los Angeles agreed to spend $1.3 billion over the next 30 years to fix sidewalks throughout the City in order to meet ADA standards, and to produce two reports per year to document its progress in repairing substandard sidewalks. A 2021 estimate found less than one percent of the 9,000-mile sidewalk network had been issued certificates of ADA compliance.[16] Since that time, the City reports on completed access requests, sidewalk and curb ram repairs, and grievances at their reporting website: https://sidewalks.lacity.gov/reporting-and-mapping.

Pedestrian travel in the City varies based on the circulation network in any given area. Areas that have pedestrian-oriented uses fronting the sidewalk offer a pedestrian-friendly atmosphere whereas other areas characterized by long blocks fronting surface parking lots and industrial land uses offer little pedestrian amenities. In general, sidewalks are 3 to 6 feet wide in residential areas, and larger and more variable in commercial and high-density traffic areas—sometimes up to 10 to 12 feet wide. The City of Los Angeles General Plan designates commercial and neighborhood activity centers, characterized by ground floor retail and service uses oriented to pedestrians along the sidewalk, as Pedestrian Priority Street segments. The Plan recommends that Pedestrian Priority Street segments have wider sidewalks of 15 to 17 feet, and other pedestrian friendly features such as curbside parking, wide crosswalks with a minimum width of 15 feet, and traffic signal modifications.[17]

Southwest Valley CPAs Bicycle and Pedestrian Facilities

The Southwest Valley CPAs includes a network of pedestrian facilities. Crosswalks are generally provided at signalized intersections, and sidewalks exist along the frontage of most developed properties, though not along some residential community streets. Overall, the Southwest Valley CPAs range from "car-dependent neighborhoods" to "somewhat walkable," as classified by WalkScore.com. Walk Score is a

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13 Los Angeles, City of. *Intersections Database*, updated August 2020. https://geohub.lacity.org/datasets/0372aa1fb42a4e29adb9caadcfb210bb_9/explore?location=34.022133%2C-118.370116%2C16.30. Accessed October 2025.

14 Los Angeles Department of Transportation (LADOT). *LADOT Annual Report*, 2022. https://ladot.lacity.gov/sites/default/files/documents/annual-report-2022_2023.pdf. Accessed October 2025.

15 Los Angeles, City of. *Crosswalks Database*, updated August 2020. https://geohub.lacity.org/datasets/crosswalks/explore?showTable=true. Accessed October 2025.

16 Galperin, Ron, Los Angeles City Controller. *Repairing L.A.'s Broken Sidewalk Strategy*, 2021. https://controller.lacity.gov/audits/sidewalks. Accessed October 2025.

17 Los Angeles, City of. *City of Los Angeles Mobility Plan 2035 Recirculated Draft EIR*. February 2015. (2015a) https://planning.lacity.gov/eir/Mobilityplan/deir/index_recirculated.html. Accessed October 2025

company that provides walk scores, transit scores, and bike scores for neighborhoods, on a scale from 0-100. A walk score assesses the walkability of an area by evaluating how many errands can be completed by foot. Areas that have amenities within a five-minute walk are scored the highest. The specific neighborhood walk scores and classifications can be seen in **Table 4.15-6**.

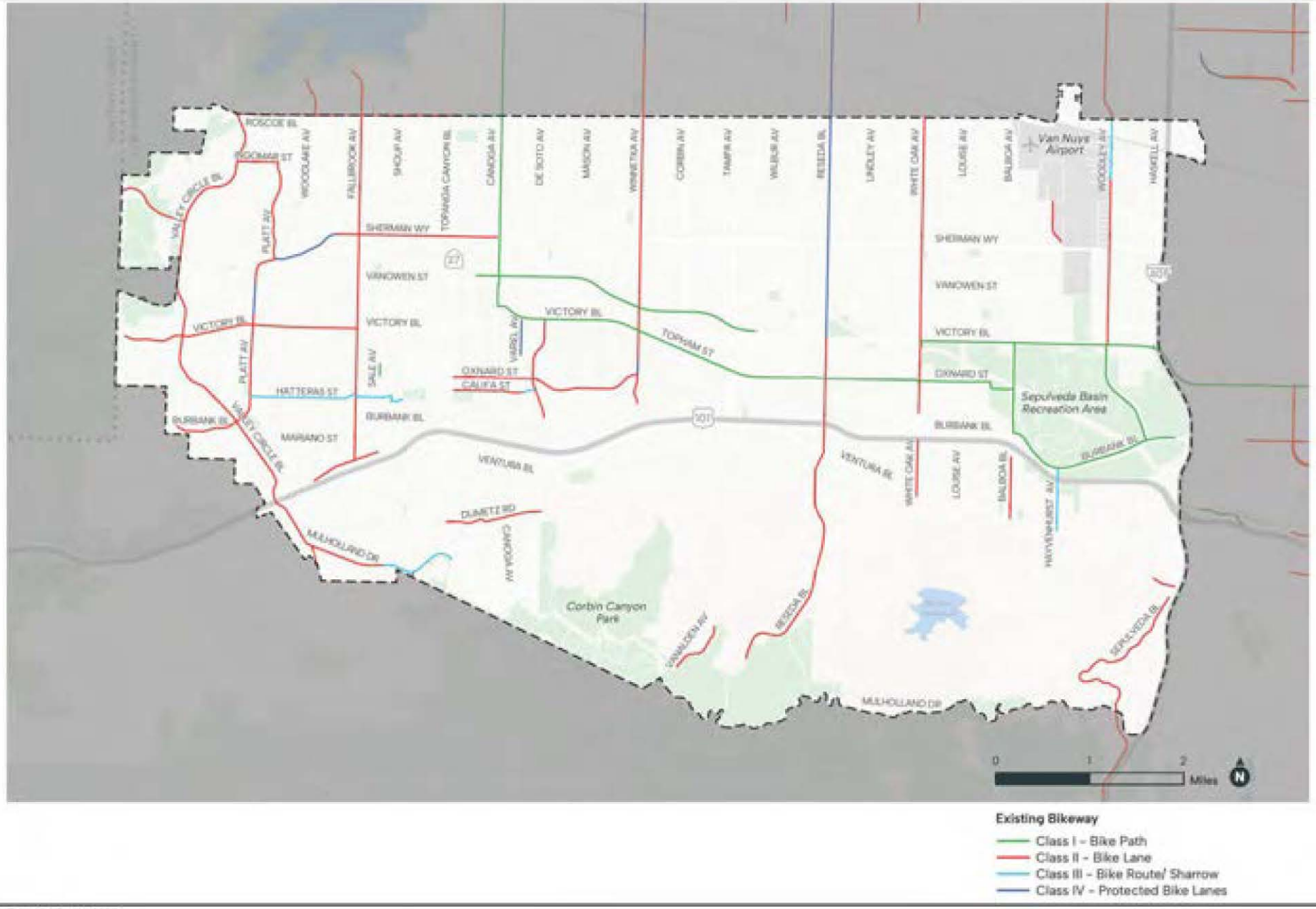
The pedestrian network in the Southwest Valley CPAs includes sidewalks, crosswalks, and curb ramps, as well as pedestrian amenities such as street trees and benches in some areas. Similar to many areas in the City, the Southwest Valley CPAs have an aging network of pedestrian facilities including sidewalks of varying widths. Many areas have pedestrian-friendly features such as curbside parking, wide crosswalks at most major intersections, and traffic signal modifications to ensure longer pedestrian crossing times, where warranted.

Table 4.15-6:
Walk Scores by CPA

Neighborhood	Walk Score	Classification
Canoga Park-Winnetka-Woodland Hills-West Hills		
Canoga Park	69	Somewhat walkable
Winnetka	59	Somewhat walkable
Woodland Hills	48	Car-dependent neighborhood
West Hills	43	Car-dependent neighborhood
Reseda-West Van Nuys-Lake Balboa		
Reseda	65	Somewhat walkable
Lake Balboa	62	Somewhat walkable
Encino-Tarzana		
Encino	45	Car-dependent neighborhood
Tarzana	54	Somewhat walkable

** Not available as separate community on walkscore.com*
Source: www.walkscore.com. Retrieved October 2025.

Bike scores from WalkScore.com are created by evaluating available bicycle infrastructure in an area, frequency of hills, the number of bicycle commuters, and road connectivity. All four components are weighted equally to create a bike score. Bicycle access in the Southwest Valley Community Plans area receives an average score of 59 out of 100. The Southwest Valley CPAs range from neighborhoods that "do not have many bike lanes" to ones that are "somewhat bikeable," with Canoga Park being the only to be classified as "very bikeable" by WalkScore.com. Each bike score can be found in **Table 4.15-7**. **Figure 4.15-5**, Existing Bicycle Network, shows the locations of the existing bicycle facilities within the Plan Area.



SOURCE: Fehr and Peers, 2026

FIGURE **4.15-5**

IMPACT SCIENCES

Existing Bicycle Network

1264.015•9/26

Table 4.15-7:
Bike Scores by CPA

Neighborhood	Bike Score	Classification
Canoga Park-Winnetka-Woodland Hills-West Hills		
Canoga Park	70	Very bikeable
Winnetka	57	Bikeable
Woodland Hills	N/A*	N/A*
West Hills	46	Somewhat bikeable
Reseda-West Van Nuys-Lake Balboa		
Reseda	58	Bikeable
Lake Balboa	57	Bikeable
Encino-Tarzana		
Encino	40	Somewhat bikeable
Tarzana	53	Bikeable

** Not available as separate community on walkscore.com*
Source: www.walkscore.com. Retrieved October 2025.

Special Event Transportation Operations

Citywide Special Event Transportation Operations

A number of regularly occurring special events require partial or full closure of city streets, including sidewalks and crosswalks, for periods of several hours to several days at a time. Such events include the Los Angeles Marathon, Chinese New Year Festival & Parade, AIDS/Lifecycle bike ride, CicLAvia, weekly farmers' markets, organized marches, races, and block parties. Additional large-scale events happen across the city with less frequency, but create the need for major transportation interventions. One of these will be the 2028 Olympic and Paralympic Games. Los Angeles will maximize its existing sports infrastructure all over the city to ensure a sustainable long-term beneficial effect on the city. Metro has a goal of completing twenty-eight new transportation infrastructure projects across the Los Angeles region by 2028.

Southwest Valley CPAs Special Event Transportation Operations

In addition to Citywide street closures, several destinations within the Southwest Valley CPAs host special events that attract large crowds. These venues include but are not limited to:

- **Sepulveda Basin Recreation Area:** This park is located at 17017 Burbank Boulevard and is approximately 2,000 acres. The recreation area consists of several open space amenities including Balboa Sports Center, Hjelte Sports Center, Lake Balboa/Anthony C. Beilenson Park, Libbit Park, Sepulveda Garden Center, Sherman Oaks Castle Park, Woodley Park, Encino Golf Course, Balboa Golf Course, and Woodley Lakes Golf Course. The Encino Armed Forces Center, which is located within the Sepulveda Basin Recreation Area, occasionally hosts civic and military-related events on holidays, such as Memorial Day, Veterans Day, and election days. Additionally, there are several events scheduled to take place in the Sepulveda Basin during the LA28 Olympics.

- **CicLAvia:** CicLAvia is a large-scale, recurring community event held throughout Los Angeles where streets are temporarily closed to cars, transforming city streets into open spaces for walking, biking, skating, and other forms of active mobility. The most recent CicLAvia event in the Southwest Valley Plan Area took place in 2024 along a five-mile stretch of Sherman Way, connecting the neighborhoods of Canoga Park, Winnetka, and Reseda. The event supports CicLAvia's mission to promote community connection, sustainable transportation, and healthier, people-oriented public spaces.[18]

  The route featured three primary hubs—Canoga Park, Winnetka, and Reseda—which served as activity centers offering rest areas, information booths, bike repair stations, and family-friendly programming. Free and open to participants of all ages and abilities, the event attracted thousands of people from across the region, enhancing local engagement and supporting nearby businesses.

  CicLAvia – The Valley required extensive interagency coordination and traffic management. Full street closures, detours, and no-parking zones were implemented to maintain safety and ensure access for residents, businesses, and emergency services. Coordination with Metro facilitated transit service adjustments along intersecting routes and maintained connectivity to the G Line (Orange) station.

Electric Vehicle (EV) Charging Locations

There is a large collection of EV charging stations near the Westfield Topanga Mall. Other electric vehicle charging stations are located sporadically across the Southwest Valley CPAs. A map of these EV charging stations can be found below in **Figure 4.15-6**.

18 "CicLAvia – The Valley." CicLAvia, 2024, https://www.ciclavia.org/ciclavia_the_valley_24. Accessed October 2025.



SOURCE: Fehr and Peers, 2026

FIGURE **4.15-6**

IMPACT SCIENCES

Existing EV Chargers

1264.015•9/26

4.15.2 REGULATORY FRAMEWORK

Federal

Americans with Disabilities (ADA) Act of 1990

Titles I, II, III, and V of the ADA have been codified in Title 42 of the United States Code, beginning at Section 12101.[19] 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.

Public Right-Of-Way Accessibility Guidelines (PROWAG) (2024)

The Access Board has published new Public Right-of-Way Accessibility Guidelines (PROWAG)[20] under the Americans with Disabilities Act (ADA) and the Architectural Barriers Act (ABA) that cover access to sidewalks and streets, crosswalks, curb ramps, pedestrian signals, on-street parking, and other components of the public right-of-way. PROWAG was adopted in 2024 and is meant to ensure that pedestrian facilities located in the public right-of-way are readily accessible to and usable by pedestrians with disabilities. These guidelines are applicable to all pedestrian facilities that are on public land acquired for or dedicated to transportation purposes, or on other land where there is a legally established right for use by the public for transportation purposes. PROWAG also covers shared-use paths, which are designed primarily for use by bicyclists and pedestrians for transportation and recreation purposes. Future policies and development within the public right-of-way in the Plan Area must be compliant with the guidelines established by PROWAG.

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19 United States, Congress. United States Code, Title 42, Chapter 126 – *Equal Opportunity for Individuals with Disabilities*, 1990, amd. 2008. https://www.govinfo.gov/content/pkg/USCODE-2023-title42/html/USCODE-2023-title42-chap126.htm, Accessed October 2025.

20 United States Access Board, Public Right-of-Way Accessibility Guidelines, 2024 https://www.access-board.gov/prowag/ Accessed October 2025.

State

Assembly Bill 1358 (California Complete Streets Act)

Assembly Bill 1358, the California Complete Streets Act[21] to amend 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, the California Department of Transportation (Caltrans), which administers transportation programming for the State, unveiled a revised version of Deputy Directive 64,[22] an internal policy document that explicitly embraced Complete Streets as the policy covering all phases of state highway projects, from planning and construction to maintenance and repair.

Senate Bill 960 (Complete Streets Bill)

Senate Bill (SB) 960 (2023–2024)[23] establishes a comprehensive state regulatory framework that integrates complete streets and transit-priority facilities into California's transportation planning and operations. The bill requires the California Department of Transportation (Caltrans) and the California Transportation Commission (CTC) to incorporate pedestrian, bicycle, and transit infrastructure into all aspects of state highway planning, asset management, and performance reporting. It mandates that Caltrans include complete-streets data in the State Highway Operation and Protection Program (SHOPP) and the State Highway System Management Plan (SHSMP), while the CTC must adopt measurable performance targets for these facilities. SB 960 also directs Caltrans to develop a transit-priority policy with defined performance measures and to establish a streamlined permit and project intake process for locally sponsored complete-streets improvements. Implementation deadlines extend through 2026–2027, marking a shift toward a more multimodal, safe, and climate-aligned transportation system across the state.

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21 California Legislature. Assembly Bill No. 1358, *California Complete Streets Act of 2008: An act to amend Sections 65040.2 and 65302 of the Government Code, related to planning*, September 2008. Ch. 657 AB 1358. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080AB1358. Accessed October 2025.

22 California Department of Transportation (Caltrans). *Deputy Directive DD-64-R1: Complete Streets – Integrating the Transportation System*, October 2008. https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/bike/f0011235-dd-64-r1-signed.pdf. Accessed October 2025.

23 California Legislature. Senate Bill No. 960, *Transportation: planning: complete streets facilities: transit priority facilities*, 2024. Ch 630, SB 960. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB960. Accessed October 2025.

Complete Streets Directive

The California Department of Transportation (Caltrans) enacted an updated Complete Streets Directive in December 2021, which required cities to "provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail."[24] A complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Every complete street looks different, according to its context, community preferences, the types of road users, and their needs.

Statewide Transportation Improvement Program (STIP)

Caltrans administers statewide transportation programming. Transportation programming is the public decision-making process that sets priorities and funds projects envisioned in long-range transportation plans. It commits expected revenues over a multi-year period to transportation projects. The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources.

Senate Bill 743 (CEQA Transportation Impacts)

Senate Bill 743 (SB 743) requires all California cities and counties to use vehicle miles traveled (VMT) to comply with CEQA required assessments of transportation impacts and adopt a VMT policy, including thresholds, which are city-adopted measurements, by July 1, 2020.[25] The purpose of SB 743 is to balance the needs of congestion management, infill development, public health, greenhouse gas reduction, and other goals. The bill changes how transportation impacts are analyzed, from measuring the number of vehicles and congestion (level of service) to measuring the number of miles driven (vehicle miles traveled). SB 743 has the potential to fundamentally change traditional transportation impact analyses conducted as part of the CEQA process. According to this bill, traffic impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area will not be considered significant. Also, residential, mixed-use, and employment center projects meeting specific criteria would be exempt from CEQA. Furthermore, for the CEQA process, this bill eliminates measures such as auto delay, level of

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24 California Department of Transportation (Caltrans). *Director's Policy DP-37: Complete Streets*, 2021. https://dot.ca.gov/-/media/dot-media/programs/esta/documents/complete-streets/dp-37-complete-streets-a11y.pdf. Accessed October 2025.

25 California Legislature. Senate Bill No. 743, *Environmental quality: transit oriented infill projects, judicial review streamlining for environmental leadership development projects, and entertainment and sports center in the City of Sacramento*, 2013. Ch. 386, SB 743. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743. Accessed October 2025.

service (LOS), and other vehicle-based measures of capacity in many parts of California. Instead, other measurements, such as vehicle miles traveled (VMT), are utilized to measure impacts.

Senate Bill 79 (Housing Development: Transit-Oriented Development)

Senate Bill 79 (SB 79), adopted in 2025, is a state law establishing new development standards to qualifying residential projects within a specified distance of a transit-oriented development (TOD) stop on land zoned for residential, mixed, or commercial uses. It specifies that a "Transit-Oriented Development Stop" has the same definition as a "major transit stop", and also includes stops on a route for which a preferred alternative has been selected or which are identified in a regional transportation improvement program. It establishes two tiers with an associated one-half mile and one-fourth mile buffer where applicable incentives are scaled based on the distance from and tier-type of an eligible TOD stop.[26]

Assembly Bill 2109 (Parking Cash Out)

Assembly Bill 2109 (AB 2109) is a state law requiring employers of 50 or more employees who lease their parking and subsidize any part of their employee parking to offer their employees the opportunity to give up their parking space and rideshare to work instead.[27] In return for giving up their parking space, the employer pays the employee the cost of the parking space.

Assembly Bill 2553 (Housing Development: Major Transit Stops...)

Assembly Bill 2553 (AB 2553) is a state law (adopted 2024) that revised the definition of "major transit stop" to exempt qualifying residential development projects on infill sites and transit priority projects from CEQA requirements.[28] It includes language to define a "major transit stop" as a site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, the intersection of 2 or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods, or other major transit stops that are included in the applicable regional transportation plan.

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26 California Legislature. Senate Bill No. 79, Housing development: transit-oriented development, October 2025. Ch 512, SB 79. https://leginfo.legislature.ca.gov/faces/billVersionsCompareClient.xhtml?bill_id=202520260SB79. Accessed April 2026.

27 California Legislature. Assembly Bill No. 2109, *Parking subsidy programs: taxation*, August 1992. Ch. 554 AB 2109. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=199119920AB2109. Accessed October 2025.

28 California Legislature. Assembly Bill No. 2553, *Housing development: major transit stops: vehicular traffic impact fees*, September 2024. Ch. 275 AB 2553. https://leginfo.legislature.ca.gov/faces/billVersionsCompareClient.xhtml?bill_id=202320240AB2553. Accessed April 2026

Assembly Bill 2097 (Removal of Parking Minimums)

Assembly Bill 2097 (AB 2097) is state law that prohibits public agencies from imposing minimum automobile parking requirements on most development projects located within one-half mile of a major transit stop.[29] It includes exceptions for when parking can still be required, such as when parking is shown to be needed for low or very low income households, special needs housing for seniors or people with disabilities, or existing high demand for parking already in the immediate vicinity. AB 2097 doesn't prohibit voluntary building of parking, and it does not apply to other uses such as hotels and event centers.

Assembly Bill 32 and Senate Bill 375 (Global Warming Solutions and Sustainable Communities and Climate Protection)

With the passage of AB 32, the Global Warming Solutions Act of 2006,[30] the State of California committed itself to reducing statewide greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (California ARB) is coordinating the response to comply with AB 32.

On December 11, 2008, California ARB adopted its Proposed Scoping Plan for AB 32. This scoping plan included the approval of Senate Bill 375 (SB 375)[31] as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32.

There are five major components to SB 375. First, it requires regional GHG emissions targets: California ARB's Regional Targets Advisory Committee guides the adoption of targets to be met by 2020 and 2035 for each Metropolitan Planning Organization (MPO) in the state. These targets, which MPOs may propose themselves, are updated every eight years in conjunction with the revision schedule of housing and transportation elements.

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29 California Legislature. Assembly Bill No. 2097, *Residential, commercial, or other development types: parking requirements*, September 2022. Ch. 459 AB 2097 . https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB2097. Accessed October 2025.

30 California Legislature. Assembly Bill No. 32, *California Global Warming Solutions Act of 2006*, September 2006. Ch. 488 AB 32. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060AB32. Accessed October 2025.

31 California Legislature. Senate Bill No. 375, *Transportation planning: travel demand models: sustainable communities strategy: environmental review.*, September 2008. Ch 728, SB 375. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB375. Accessed October 2025.

Second, MPOs are required to prepare a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. The SCS and the Regional Transportation Plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details an alternative plan to meet the target.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on 8-year schedules. In addition, Regional Housing Needs Assessment (RHNA) allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within three years.

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Certain residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments (TODs) also qualify if they (1) are at least 50% residential, (2) meet density requirements, and (3) are within 0.5 mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the California Transportation Commission (CTC). Regional Transportation Planning Agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the CTC guidelines.

Senate Bill 932 (Circulation Element Update)

Senate Bill 932 (SB 932) requires the circulation element of a General Plan to include specific content related to bicycle plans, pedestrian plans, and traffic calming plans, and to implement those plans.[32] Revisions of the circulation element made after January 1, 2025, must adhere to the following:

- Include policies that aim to eliminate fatal and serious injuries for all road users through a holistic view of the roadway system.
- Develop bicycle plans, pedestrian plans, and traffic calming plans which:
  - Identify safety corridors and any land or facility that generates high concentrations of bicyclists or pedestrians.

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32 California Legislature. Senate Bill No. 932, *General plans: circulation element: bicycle and pedestrian plans and traffic calming plans*, September 2022. Ch 710, SB 932. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SB932. Accessed October 2025.

- Use evidence-based strategies to develop safety measures intended to eliminate traffic fatalities, with an emphasis on fatalities of bicyclists, pedestrians, and users of any other form of micromobility device.

- Set goals for initiation and completion of all actions identified in the plans within 25 years of the date of adoption of the circulation element.

Assembly Bill 98 (Planning and Zoning: Logistics Use; Truck Routes)

Effective January 1, 2026, Assembly Bill 98 (AB 98) requires local jurisdictions to update their General Plan Circulation element to include truck routes by January 1, 2028.[33] Truck routes must be in locations that minimize impacts to residential communities and maximize the use of freeways and arterial roads, where possible. AB 98 also enacts rigorous project-level requirements for new logistics uses that meet certain thresholds for size, zoning, and distance from sensitive receptors identified in the law. Other key provisions of AB 98 include:

- **Buffer Zones:** The bill mandates that new logistics developments maintain a minimum buffer zone of 1,000 feet from sensitive receptors, such as homes, schools, and healthcare facilities. This is intended to reduce exposure to pollution and noise generated by truck traffic and warehouse operations.

- **Health Risk Assessments:** Developers must conduct health risk assessments to evaluate the potential air quality impacts on surrounding communities. These assessments must be submitted and reviewed as part of the project's approval process.

- **Green Infrastructure and Environmental Controls:** AB 98 promotes the use of green infrastructure in new logistics developments. Projects must incorporate measures such as electric vehicle (EV) charging stations, energy-efficient designs, and emission-reducing technologies for trucks and equipment.

- **Approval Process Restrictions:** Local governments are required to adopt stricter guidelines for approving logistics projects, focusing on reducing environmental impacts and ensuring community input.

- **Timeline:** AB 98 mandates that cities and counties revise the circulation element of their general plans to identify specific truck routes that bypass residential areas and sensitive locations. Jurisdictions within regions heavily concentrated with warehouses must complete these updates by January 1, 2026, while other areas have until January 1, 2028 to implement the changes.

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33 California Legislature. Assembly Bill No. 98, *Planning and zoning: logistics use: truck routes*, September 2024. Ch. 931 AB 98. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB98. Accessed October 2025.

California Vehicle Code (CVC)

The 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.[34]

Regional

A number of regional improvement plans affect transportation in the City of Los Angeles. They include plans prepared by the Los Angeles County Metropolitan Transportation Authority (Metro), the Southern California Association of Governments (SCAG), and the City of Los Angeles.

Metro Complete Streets Policy

Metro's adopted Complete Streets policy reinforces the California Complete Streets Act (AB 1358). Effective January 1, 2017, Metro requires that all local jurisdictions within LA County must adopt a Complete Streets Policy, an adopted city council resolution supporting Complete Streets, or an adopted general plan consistent with the California Complete Streets Act of 2008 in order to be eligible for Metro capital grant funding programs, starting with the 2017 and subsequent grant cycles for Metro Call for Projects, ExpressLanes Net Toll Revenue Re-Investment Grant Program cycles, and state ATP and MAT grant opportunities.

Metro 2020 Long Range Transportation Plan

The 2020 LRTP includes funding for general categories of improvements, such as Arterial Improvements, Non-motorized Transportation, Rideshare and Other Incentive Programs, Park-and-Ride Lot Expansion, and Intelligent Transportation System (ITS) improvements for which Call for Project Applications can be submitted for projects in Los Angeles County. Metro also has a Short Range Transportation Plan to define the near-term (through year 2039) transportation priorities in Los Angeles County. In addition to the regional transportation plans, Metro has adopted a Complete Streets Policy and a First Last Mile Strategic Plan.

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34 California Legislature. California Vehicle Code (CVC) Section 21806, amended 1996. https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=VEH&sectionNum=21806. Accessed October 2025.

Metro Strategic Plan

Metro's Vision 2028 Plan is an agency-wide strategic plan guiding the transformation of mobility across Los Angeles County through 2028.[35] It establishes Metro's mission, vision, goals, and performance outcomes, setting a clear foundation for Metro and its partners to pursue a better transportation future. The plan outlines five main goals: (1) provide high-quality mobility options to reduce travel time, (2) deliver outstanding trip experiences for all users, (3) enhance communities and access to opportunity, (4) transform LA County through regional collaboration and national leadership, and (5) ensure responsive, accountable, and trustworthy governance. The Action Matrix within the plan identifies specific initiatives and actions to achieve these goals.

Metro NextGen Bus Plan

The NextGen Bus Plan is a reimagined bus system that focuses on providing fast, frequent, reliable, and accessible service to meet the needs of today's riders. Developed to implement a new, competitive bus system in Los Angeles County, the plan's goals are to double the number of frequent Metro bus lines, ensure that more than 80% of current bus riders have 10-minute or better frequency, improve and expand midday, evening, and weekend service for an all-day, seven-day-a-week network, guarantee a ¼-mile walk to a bus stop for 99% of current riders, and create a more comfortable and safer waiting environment.[36]

Metro Short Range Transportation Plan (SRTP)

The Metro 2025 Short Range Transportation Plan (SRTP) is a strategic roadmap that outlines Metro's priorities and investments for the next 15 years. Developed to ensure safe, efficient, and seamless mobility for all residents and visitors in Los Angeles County, the SRTP reflects Metro's ongoing commitment to improving travel experiences and meeting the region's evolving transportation needs.[37]

The plan comes at a pivotal time as the county recovers from the pandemic and wildfires while preparing for major global events such as the 2026 FIFA World Cup, 2027 Super Bowl, and 2028 Olympic and Paralympic Games, which will place increased demand on the transportation system.

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35 Los Angeles Metropolitan Transportation Authority (LA Metro). *Metro Vision 2028 Strategic Plan*, June 2018. https://libraryarchives.metro.net/DB_Attachments/BP-Links/policy-2018-06-28-metro-vision-2028-strategic-plan.pdf Accessed October 2025.

36 Los Angeles Metropolitan Transportation Authority (LA Metro). *NextGen Bus Plan*, 2020. https://www.metro.net/about/plans/nextgen-bus-plan/. Accessed October 2025.

37 Los Angeles Metropolitan Transportation Authority (LA Metro). *2025 Final Short Range Transportation Plan*, September 2025, https://www.metro.net/about/plans/short-range-transportation-plan/. Accessed October 2025.

Building on the 2020 Long Range Transportation Plan (LRTP), the SRTP assesses progress, identifies new challenges, and directs future investments to enhance mobility, equity, sustainability, and economic growth. Its overall goal is to deliver a dependable, high-quality transportation network that is resilient, sustainable, and equitable, while ensuring Metro remains responsive to community needs and ready for the Measure M Decennial Review.

Southern California Association of Governments 2024-2050 Regional Transportation Plan and Sustainable Communities Strategy and Regional Transportation Improvement Program (Connect SoCal)

State and Federal guidance requires MPOs to adopt a Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The Southern California Association of Governments (SCAG) updated its RTP/SCS, Connect SoCal, most recently in April 2024. This plan is updated by SCAG every four years. Connect SoCal establishes a vision for a more resilient and equitable future, with investment, policies, and strategies for achieving the region's shared goals through 2050. The goals of Connect SoCal are:

- **Mobility**: Build and maintain an integrated multimodal transportation network.
- **Communities**: Develop, connect, and sustain communities that are livable and thriving.
- **Environment**: Create a healthy region for the people of today and tomorrow.
- **Economy**: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents.

Policies and development in the City of Los Angeles should support the goals and objectives established in Connect SoCal to help improve mobility throughout the region.

Local

City of Los Angeles General Plan Framework and Safety Element

The Citywide General Plan Framework (Framework), an element of the City of Los Angeles General Plan, is a guide for Community Plans to implement growth and development policies by providing a comprehensive long-range view of the City as a whole. It provides a comprehensive strategy for accommodating long-term growth should it occur as predicted. Chapter 9 Infrastructure and Public Services of the Framework Element addresses fire prevention, fire protection and emergency medical services provided to the City. The Safety Element of the General Plan identifies existing police, fire, and emergency services and the service needs of the City of Los Angeles in the event of a natural disaster. The Safety Element goals, objectives, policies, and programs are broadly stated to reflect the comprehensive

scope of the Emergency Operations Organization (EOO), which is the program that implements the Safety Element. The Framework and Safety Elements include goals, objectives, and policies that are applicable to emergency services.

City of Los Angeles Municipal Code (LAMC)

LAMC Section 12.26 contains required Transportation Demand Management (TDM) and Trip Reduction Measures.[38] TDM is defined as the alteration of travel behavior through programs of incentives, services, and policies, that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks). TDM strategies include encouraging the use of alternatives to single-occupant vehicles such as public transit, cycling, walking, carpooling/vanpooling, and changes in work schedule. Trip Reduction is defined as reduction in the number of work-related trips made by single-occupant vehicles. Specific requirements for developments of various sizes are summarized from the code below:

- Development in excess of 25,000 square feet of gross floor area shall provide a bulletin board, display case, or kiosk (displaying transportation information) where the greatest numbers of employees are likely to see it. The transportation information displayed should include, but not be limited to, current routes and schedules for public transit serving the site; telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations; ridesharing promotion material supplied by commuter-oriented organizations; regional/local bicycle route and facility information; and a listing of on-site services or facilities that are available for carpoolers, vanpoolers, bicyclists, and transit riders.

- Development in excess of 50,000 square feet of gross floor area shall provide the above plus: (1) designated parking areas for employee carpools and vanpools as close as practical to the main pedestrian entrance(s) of the building(s); (2) one permanent, clearly identified (signed and striped) carpool/vanpool parking space for the first 50,000 to 100,000 square feet of gross floor area and one additional permanent, clearly identified (signed and striped) carpool/vanpool parking space for any development over 100,000 square feet of gross floor area; and (3) parking spaces clearly identified (signed and striped) shall be provided in the designated carpool/vanpool parking area at any time during the building's occupancy sufficient to meet employee demand for such spaces. Absent such demand, parking spaces within the designated carpool/vanpool parking area may be used by other vehicles and other amenities.

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38 Los Angeles City Council. Los Angeles Municipal Code (LAMC) Section 12.26.G. Transportation Demand Management and Trip Reduction Measures. *American Legal Publishing*, https://codelibrary.amlegal.com/codes/los_angeles/latest/lapz/0-0-0-8786. Accessed October 2025.

- Development in excess of 100,000 square feet of gross floor area shall provide the above plus: (1) a safe and convenient area in which carpool/vanpool vehicles may load and unload passengers other than in their assigned parking area; (2) sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development; (3) possible bus stop improvements; and (4) safe and convenient access from the external circulation system to bicycle parking facilities on-site.

- The LAMC has recently had a comprehensive update to all Zoning Code sections as part of the re:code LA effort, with adoption of Chapter 1A of the LAMC in October 2024. re:code LA, which started in 2013, updated the Zoning Code to make the Code more streamlined, visual, and easy to use. The existing Zoning Code regulations are not being repealed as part of this Project; the prior existing Zoning Code is in Chapter 1 of the Los Angeles Municipal Code, while the New Zoning Code is in the new Chapter 1A. Relevant components of re:code LA are described in detail in Chapter 3.0, Project Description.

City of Los Angeles Housing Element Rezoning Program

The Housing Element Rezoning Program is Los Angeles' citywide initiative to align local zoning and housing policies with state housing goals.[39] Established under the City's 2021–2029 Housing Element, the program ensures Los Angeles has the zoning capacity and regulatory tools needed to meet its Regional Housing Needs Assessment (RHNA) targets by 2025. It includes several major programs established by ordinances—the Citywide Housing Incentive Program (CHIP), Housing Element Sites and Minimum Density Ordinance, and Resident Protections Ordinance—as well as updates to the Downtown and Hollywood Community Plans, all designed to increase housing opportunities, promote equitable growth, and protect renters.

The program's goals are to create sufficient zoning capacity for new housing across income levels, advance fair and inclusive development, prevent displacement, and streamline the housing production process. It seeks to ensure that future housing growth occurs in a way that supports affordability, sustainability, and access to opportunity throughout Los Angeles.

At the core of the program is the Citywide Housing Incentive Program (CHIP), which consists of implementation programs based on State Housing Element Law, Density Bonus Law, Housing, and other housing laws.

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39 Los Angeles City Planning. *Housing Element Rezoning Program*, 2025. https://planning.lacity.gov/plans-policies/housing-element-rezoning-program. Accessed October 2025.

The Transit Oriented Incentive Program

The Transit Oriented Incentive Program establishes specific incentives and procedures for the local implementation of State Density Bonus requirements, pursuant to California Government Code, Chapter 4.3. (Density Bonuses and Other Incentives), Sec.65915(n).[40] The program encourages the creation and development of restricted affordable units through mixed-income residential projects citywide by offering tailored incentives in areas throughout the City with high quality transit service. A qualifying residential project is eligible for specific development incentives known as Transit Oriented Incentive Sets based on a specific distance ranging from 750 feet to 2,640 feet from a "major transit stop" (as defined by state law). The program was established by ordinance (Ordinance No. 188478) in February of 2025 to implement the Citywide Housing Incentive Program through the new zoning code.

City of Los Angeles Mobility Plan 2035

The City updated the Transportation Element of the City's General Plan, now referred to as *Mobility Plan 2035* or *MP 2035*, to reflect policies and programs that lay the policy foundation for safe, accessible, and enjoyable streets for pedestrians, bicyclists, transit users, and vehicles throughout the City of Los Angeles. The MP 2035 and Final EIR were adopted on August 11, 2015, with updates to the document in 2016. MP 2035 is compliant with the 2008 Complete Streets Act (AB 1358), which mandates that the circulation element of a city's General Plan be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan. The goals and objectives of MP 2035 that are relevant to the Proposed Project are as follows:

- **Safety First**: focuses on topics related to crashes, speed, protection, security, safety, education, and enforcement.
  - Objective: Vision Zero - decrease transportation related fatality rate to zero by 2035.
- **World Class Infrastructure**: focuses on topics related to the Complete Streets Network (walking, bicycling, transit, vehicles, green streets, and goods movement), Great Streets, Bridges, Street Design Manual, and demand management.
  - Objective: Provide 95% on-time arrival reliability of buses traveling on the Transit Enhanced Network by 2035. Establish an off-peak 5-minute bus frequency on 25% of the Transit Enhanced Network by 2035.

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40 Los Angeles, City of. Ordinance No. 188478, February 2025. https://cityclerk.lacity.org/onlinedocs/2021/21-1230-S5_ord_188478_2-11-25.pdf. Accessed April 2026.

  - Objective: Increase vehicular travel time reliability on all segments of the Vehicle Enhanced Network by 2035.

  - Objective: Maintain the Automated Traffic Control Surveillance and Control System (ATSAC) Communications Network.

- **Access for all Angelenos**: focuses on topics related to affordability, least cost transportation, land use, operations, reliability, demand management, and community connections.

  - Objective: Ensure that 90% of households are within one mile of the Transit Enhanced Network by 2035.

  - Objective: Ensure that 90% of all households have access within one-half mile of high-quality bicycling facilities by 2035, in the form of protected bicycle lanes, paths, and neighborhood enhanced streets.

  - Objective: Increase the combined mode split of persons who travel by walking, bicycling or transit to 50% by 2035.

- **Collaboration, Communication & Informed Choices**: focuses on topics related to real-time information, open source data, transparency, monitoring, reporting, emergency response, departmental and agency cooperation and database management.

  - Objective: Install street parking occupancy-detection capability at 50% of on-street parking locations by 2035.

  - Objective: Implement coordinated wayfinding at all major transit stations by 2035.

- **Clean Environment and Healthy Communities**: focuses on topics related to environment, health, clean air, clean fuels and fleets, and open street events.

  - Objective: Decrease vehicle miles traveled (VMT) per capita by 5% every five years, to 20% by 2035.

  - Objective: Meet a 9% per capita GHG reduction for 2020 and a 16% per capita reduction for 2035 (SCAG RTP).

  - Objective: Reduce the number of unhealthy air quality days to zero by 2025.

California's Complete Streets Act (AB 1358) was signed into law in 2008 and mandates that complete street policies and standards be incorporated into a city's general plan. The idea behind Complete Streets is to make streets safe, comfortable, and convenient for people of all mode types. *Mobility Plan 2035* also sets forth street designations and related standards in a *Complete Streets Design Guide*. The Guide provides a compilation of design concepts and best practices that promote the major tenets of Complete Streets, safety and accessibility. The Guide is not meant to supersede existing technical standards provided for in other City or national manuals. Rather, it is meant to supplement existing engineering practices and requirements in order to meet the goals of Complete Streets.

Due to specific site and operational characteristics associated with any given street, any proposed street improvement project must still undergo detailed technical analyses by the appropriate city departments. Overall, this guide incorporates the concept of Complete Streets into Los Angeles' present and future street design so that all stakeholders are able to plan for, implement, and maintain safe and accessible streets for everyone.

Los Angeles Safe Streets for All Initiative (Measure HLA)

Adopted by voters in March 2024 and implemented in April 2024, Measure HLA "requires the City to implement its *Mobility Plan 2035* whenever the City carries out certain improvements projects in City-owned rights-of-way on streets identified in the Mobility Plan's Network Concept Maps." These Network Concept Maps "identify potential networks of streets prioritized for different modes of transportation" which "include the Bicycle Enhanced Network, Bicycle Lane Network, Neighborhood Enhanced Network, Pedestrian Enhanced Network, Transit Enhanced Network, Vehicle Enhanced Network, and Goods Movement Map."[41] Because of this decision, the City of Los Angeles must implement the Mobility Plan Networks as planned or within the guidance of the HLA Standard Elements Table as decided in the Community Plan process.

LA Vision Zero Safety Study

In 2015, the City of Los Angeles responded to a rise in traffic-related deaths by launching Vision Zero, an ambitious initiative to eliminate all traffic fatalities citywide by 2025. After the program began, the Los Angeles Department of Transportation (LADOT) conducted a comprehensive study of traffic safety and released the first High Injury Network (HIN) and Safety Study.

This updated plan, based on data from 2017 to 2021, identifies where progress has been made, where further focus is needed, and what actions can improve safety.[42] It includes a citywide safety analysis, an updated High Injury Network (HIN) highlighting top-priority locations, and a refreshed countermeasure toolbox to guide future improvements.

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41 Los Angeles, City of. *HLA Standard Elements Table: A Supplemental Document to the Complete Streets Design Guide*, April 2025. https://planning.lacity.gov/odocument/6fc05193-c065-4d18-834d-ead8a8fe1f53/HLA_Standard-_Elements_Table.pdf. Accessed October 2025.

42 Los Angeles Department of Transportation (LADOT). *Los Angeles Vision Zero Safety Study*, 2024. https://ladot.lacity.gov/sites/default/files/documents/la-vision-zero-safety-study-2024.pdf. Accessed October 2025.

LADOT Strategic Plan 2021-2023

The LADOT Strategic Plan (2021–2023) outlines a comprehensive framework of strategies designed to recognize and address the deep inequalities that exist across Los Angeles. It provides clear direction for the department to deliver a progressive, equitable, and achievable mobility program that responds effectively to rapid changes and new challenges.

The plan includes 76 specific actions organized under five strategic pillars, all to be completed by the end of 2023.[43] Some of these actions were not completed, though the department successfully advanced goals across its targeted pillars. The 2023 annual report outlines much of what was accomplished. Through these actions, LADOT aims to:

- Ensure every initiative aligns with the department's overarching vision and mission.
- Invest in LADOT staff and essential workers, strengthening capacity and support.
- Advance Vision Zero and related public health initiatives to make streets safer for all.
- Continue implementing the Mayor's Green New Deal to reduce pollution and protect both the environment and local communities.

LADOT Transportation Assessment Guidelines

As part of project review, LADOT determines whether a project requires a traffic study and evaluates project site plans to ensure that they follow standard engineering practice and City design regulations. In 2020, LADOT published the Transportation Assessment Guidelines (TAG) to effectuate a review process that advances the City's vision of developing a safe, accessible, well-maintained, and well-connected multimodal transportation network.[44] The TAG replaces the former Transportation Impacts Study Guidelines to clarify the new transportation impact methodology using vehicle miles traveled (VMT). On July 30, 2019, the City adopted VMT as the transportation impact criteria under CEQA in compliance with SB 743. The most recent formal update to the document took place in 2022,[45] when the City updated its Travel Demand Forecasting (TDF) Model and transportation impact thresholds to be consistent with VMT approaches and methodology. This update further refined analysis approaches that were introduced in the

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43 Los Angeles Department of Transportation (LADOT) *LADOT Strategic Plan Update 2021-2023*, February 2021. https://ladot.lacity.gov/sites/default/files/documents/ladot-strategic-plan-2021-2023.pdf. Accessed October 2025.

44 Los Angeles Department of Transportation (LADOT). *Transportation Assessment Guidelines*, July 2020. https://ladot.lacity.gov/sites/default/files/documents/2020-transportation-assessment-guidelines_final_2020.07.27.pdf. Accessed October 2025.

45 Los Angeles Department of Transportation (LADOT). *Transportation Assessment Guidelines*, August 2022. https://ladot.lacity.gov/sites/default/files/documents/2020-transportation-assessment-guidelines_final_2020.07.27_0.pdf. Accessed October 2025.

original 2019 version. A new update to the TAG and associated VMT thresholds is currently underway. The thresholds used in this assessment reflect these latest updates.

The TAG establishes the methodology that transportation planning practitioners are to follow to understand VMT impacts of land use and transportation investment decisions. Through the TAG, LADOT also provides direction for evaluating potential operational constraints that land use projects may impose on circulation, access, and safety, and how to address those constraints so that LADOT can deliver a safe, livable, and well-run transportation system in the city and region.

Los Angeles Fire Department (LAFD) 2023-2026 Strategic Plan

The Strategic Plan focuses on seven goals and corresponding strategic actions that guide the LAFD. The primary goals that apply to the Proposed Project include providing exceptional public safety and emergency service, and implementing and integrating technological innovations and advancements.[46] Some of the key priorities associated with these goals include:

- Improving response times through the strategic deployment and addition of resources informed by the findings of the forthcoming Standards of Coverage analysis that is set to be completed.
- Elevating the delivery of Emergency Medical Services (EMS) by modernizing the EMS Bureau organizational structure and managing the City's growing EMS requirements.
- Utilizing FireStatLA as the lead performance measurement. Implementing advanced technologies by developing performance metrics, tracking standards, data collection, analysis and reporting procedures (FireStatLA).
- The Strategic Plan also focuses on the development of an even more professional workforce and promotion of a safe, healthy, and progressive work environment to effectively manage personal and organizational risks by advancing productivity with the implementation of a workers' compensation system and by providing members with high quality injury prevention, education, and treatment.

46 Los Angeles (City) Fire Department, *Strategic Plan 2023-2026*, April 2023. https://lafd.org/sites/default/files/pdf_files/LAFD-2023-2026-STRATEGIC-PLAN-04042023%20.pdf. Accessed October 2025.

4.15.3 ENVIRONMENTAL IMPACTS

This section explains the metrics used to measure the impacts of the Proposed Plans to VMT. The metrics used are from LADOT's Transportation Assessment Guidelines[47] which are consistent with OPR's 2018 Guidance and the *State CEQA Guidelines*.

History

Senate Bill 743 directed OPR to "prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the guidelines adopted pursuant to Section 21083 establishing criteria for determining the significance of transportation impacts of projects within transit priority areas… Upon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by LOS [level of service] or similar measures of vehicular capacity or traffic congestion within a transit priority area, shall not support a finding of significance pursuant to this division…"[48]

On January 20, 2016, OPR updated the *State CEQA Guidelines* "Revised Proposal on Updates to the *State CEQA Guidelines* on Evaluating Transportation Impacts in CEQA," the evaluation of VMT was recognized as "generally the most appropriate measure of transportation impacts." OPR also states that lead agencies may tailor their analysis to include other measures.

In November 2017, OPR proposed a new section, 15064.3, to help determine the significance of transportation impacts. This section was updated July 2, 2018, and finalized on December 28, 2018, with criteria for analyzing transportation impacts and is seen below in the **Thresholds of Significance** section. Its purpose is to describe specific elements for considering the transportation impacts of a given project given the use of VMT as the primary measurement.

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47 Los Angeles Department of Transportation (LADOT). *Transportation Assessment Guidelines*, August 2022. https://ladot.lacity.gov/sites/default/files/documents/2020-transportation-assessment-guidelines_final_2020.07.27.pdf. Accessed April 2026.

48 California Legislature. Senate Bill No. 743, *Environmental quality: transit oriented infill projects, judicial review streamlining for environmental leadership development projects, and entertainment and sports center in the City of Sacramento*, 2013. Ch. 386, SB 743. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743. Accessed April 2026.

Per the guidance from OPR, "a lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide."[49] In order to comply with the guidelines understood to be the standard in our state, this EIR evaluates vehicle trips and VMT consistent with the intent of SB 743. This EIR also includes vehicular LOS for secondary impacts to emergency services under **Threshold 4.15-4**.

Performance Metrics

The current metrics shift the focus from delay and LOS to VT and VMT. These are defined as follows, with methodology specifics outlined in **Section 4.15.5 METHODOLOGY**:

Vehicle Trips (VT). VT are defined as the number of trips undertaken in an automobile, such as in single occupancy vehicles, private automobiles, and vehicles that contain two or more travelers, such as carpools, taxis, or ride-share vehicles. A reduction in VT over time can be used as an indicator of reduced reliance on the automobile as well as an indicator of more travel by carpools.

Vehicle Miles Traveled (VMT). VMT is a measurement of miles traveled (e.g., private automobiles, trucks, and buses) by all land uses (e.g., residential, retail, office) in the Southwest Valley Community Plan Areas. To compare scenarios, VMT per service population is used. A reduction in VMT overall and in VMT per service population can be used as an indicator of reduced reliance on vehicular travel, primarily by private automobiles and trucks.

Service Population. Service Population is the sum of population and employment. This metric is used in this EIR to represent both residents and employees. Some VMT metrics focus on VMT per capita (residents) and VMT per employee as separate markers of these indicators; however, VMT per service population focuses on the effects of all vehicular movement in an area. It includes not only trips that are attracted and produced by home and work trips, but those that fit in neither category (i.e., school to grocery store), as well as truck trips. It is therefore more representative of the effect of users and trips on the roadways in the Southwest Valley Community Plan Areas.

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49 California Code of Regulations (CCR), § 15064.3. *Determining the Significance of Transportation Impacts.* https://govt.westlaw.com/calregs/Document/I87C6E0D35B4D11EC976B000D3A7C4BC3?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default). Accessed April 2026.

4.15.4 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to transportation if they would:

- Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.
- Conflict or be inconsistent with *CEQA Guidelines* Section 15064.3, Subdivision (b).
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.

Text of *State CEQA Guidelines* Section 15064.3, Subdivision (b):

1. ***Land Use Projects.*** *Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.*

2. ***Transportation Projects.*** *Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.*

3. ***Qualitative Analysis.*** *If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.*

4. ***Methodology.*** *A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.*

The Proposed Plans would have an impact related to transportation if it would result in VMT that exceeds an applicable threshold of significance. OPR recommends that a per capita or per employee VMT that is fifteen percent below that of existing development regionally may be a reasonable threshold. However, the "region" identified for the City of Los Angeles is the six-county SCAG region, which is very large and not representative of the Southwest Valley Community Plan Areas. Holding the Southwest Valley Community Plan Areas to that threshold may not accurately disclose a relevant change in VMT outputs to the Plan. Additionally, the use of per capita and per employee is not as representative of all travel in the area as per service population. As "CEQA generally defers to lead agencies on the choice of methodology to analyze impacts" (OPR 2018), the City of Los Angeles is choosing to use the following as part of a two-pronged threshold:

- The Citywide land use growth (including the growth under the proposed plans) would result in an average total VMT per service population in the horizon year that exceeds 15% below the regional average VMT per service population for the baseline year from the most recent SCAG Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS).
- Would the plan result in an average total VMT per service population in the plan horizon year that **exceeds** the average total VMT per service population for the "**project area**" for the baseline year?

4.15.5 METHODOLOGY

The transportation analysis conducted for the Proposed Plans uses the City of Los Angeles Travel Demand Forecasting (TDF) Model, the Southwest Valley Subarea TDF Model for the 2024 baseline year and the City of Los Angeles TDF model future 2050 scenario. The City's TDF Model includes the 2024 SCAG RTP/SCS TDF Model for regional data. The City of Los Angeles TDF Model was developed based on the SCAG RTP/SCS model along with additional enhancements and focus within the City for purposes of analyses such as Community Plans and the 2023 ACS and LEHD data, which was not available to SCAG during the development of the 2024 RTP/SCS. This section describes the procedures used to assess impacts on the transportation system. It includes an overall discussion of methodology and assumptions, followed by a discussion of how the Proposed Plans are expected to perform in comparison to the thresholds described above. The Model Report in the Appendix describes the data sources and methodologies employed in the identification of the existing conditions and future projections.

Study Area and Reporting Framework

The study area is defined by the boundaries of the Southwest Valley CPAs in the City of Los Angeles, as described in **4.15.1, Existing Environmental Setting**. This analysis evaluates the potential impacts of the Proposed Plans to transportation and its related elements in the study area, which includes the Southwest Valley CPAs, the City, and the surrounding areas.

VMT Methodology

In order to determine whether the socio-economic and transportation network included in the Proposed Plans would result in an impact (as outlined in **Section 4.15.4 Thresholds Of Significance**), VMT calculated for the 2024 Baseline from the City TDF Model is compared to the projected 2050 VMT for the Southwest Valley Community Plan Areas.

Vehicle Trips

Vehicle Trips (VT) are defined as the number of trips undertaken in an automobile or truck. These trips include single-occupancy private automobiles, vehicles that contain two or more travelers (such as carpools, taxis, or ride-share vehicles), and trucks (light truck, medium truck, and heavy truck). While the total number of vehicle trips is expected to increase as growth occurs in the Southwest Valley CPAs and in the region, a reduction in vehicle trips per service population over time can be used as an indicator of reduced reliance on the automobile as well as an indicator of more travel by walking, biking, taking transit, carpools, etc. A reduction in the number of vehicle trips per service population also helps meet the State's goal of reducing GHG emissions, as mandated by AB 32 and SB 375. The determination of impacts is based on exceedance of the thresholds described above.

Vehicle trips are calculated utilizing the Southwest Valley Subarea TDF Model and the SCAG TDF model. Inputs used in the model include the estimated population, household, and employment values for each Transportation Analysis Zone (TAZ). A TAZ is a spatial unit that includes socioeconomic data such as population, households, and employees of a particular area. The models provide vehicle trip calculations for the Southwest Valley CPAs and the SCAG Region for each model year.

Vehicle Miles Traveled

Vehicle miles traveled (VMT) is a measurement of miles traveled (e.g., private automobiles, trucks, and buses) generated by all land uses (e.g., residential, retail, office/commercial). While the total VMT is expected to increase as growth occurs in the Southwest Valley CPAs and in the region, a reduction in VMT per capita over time can be used as an indicator of reduced reliance on automobiles. Reducing VMT helps meet the State's goals of reducing GHG emissions, as mandated by AB 32 and SB 375. As stated above in *Thresholds of Significance*, one threshold for VMT per service population is an increase in VMT from the base year within the Project Area. Therefore, any increase in the total VMT per service population would constitute an impact. This VMT was forecasted with the Southwest Valley Subarea TDF Model. The other threshold of significance tests whether VMT per service population in the plan horizon year exceeds 15% below the regional average total VMT per service population from the most recent regional metric available. This VMT was forecasted with the 2024 SCAG RTP/SCS TDF Model.

For this analysis, VMT is reported as Total Daily VMT per Service Population. The Total Daily VMT per Service Population is the total VMT divided by the number of people living or working within the Southwest Valley CPAs. This metric captures VMT generated by both residents and employees within the Southwest Valley CPAs as well as travel that occurs between the CPAs and other areas.

The reported VMT results include both personal vehicles and truck VMT, including heavy trucks. The VMT calculation accounts for trips that begin or end within the Southwest Valley CPAs, as these trips are generated by or attracted to land uses within the CPAs. The travel behavior effects of land use changes in the Southwest Valley CPAs can be understood by measuring the VMT of trips originating in and/or destined for the CPAs and comparing them to the 2024 Baseline and 2024 SCAG Region outputs.

VMT is calculated by multiplying the vehicle trip length by the number of trips estimated through the Southwest Valley Subarea TDF Model. VMT takes into consideration population, household, and employment values, as well as travel patterns of origins and destinations; including all of these inputs in the Southwest Community Plans Subarea and SCAG TDF models makes them sensitive to each land use and network scenario assessed.

Travel Demand Forecasting (TDF) Model Development

The City of Los Angeles TDF Model provides the ability to evaluate the transportation system, use performance indicators for land use and transportation alternatives, provide information on regional pass-through traffic versus locally generated trips, and graphically display these results. The model captures planned growth in the Southwest Valley CPAs, including special generators, such as airports and universities, and is sensitive to emerging land use trends through improved sensitivity to built environment variables. The model forecasts AM and PM peak period and daily vehicle and transit flows on the transportation network in the City. In essence, the travel demand model serves as a tool to implement, manage, and monitor the City of Los Angeles' transportation plans, projects, and programs, providing a suitable starting point for additional refinement as part of a more local application, such as the Proposed Plans.

The potential impacts associated with implementation of the Proposed Plans are evaluated using a refined version of the City of Los Angeles' TDF Model within the Southwest Valley CPAs. The City of Los Angeles TDF Model utilizes the TransCAD Version 8.0 Build 22255 modeling software. The TDF Model was refined to provide greater sensitivity in measuring the effect of land use development and transportation network changes for the Southwest Valley CPAs. The TDF Model has a future horizon year of 2050 and was designed to produce daily AM and PM peak period vehicle and transit flows on roadways within the Southwest Valley CPAs based on comprehensive land use and socioeconomic data (referred to as SED) and uses a conventional 4-step process of trip generation, trip distribution, modal split, and assignment. For modeling purposes, the Los Angeles model area is divided into 4,192 TAZs and the Southwest Valley CPAs are divided into 209 TAZs, each with corresponding SED and connections to the roadway and transit networks.

The City of Los Angeles TDF model (which is based on 2024 RTP/SCS model) was used for the Proposed Plans analysis and contains City of Los Angeles SED and updates to the transportation network within the Southwest Valley CPAs based on Mobility Plan 2035, which is discussed in detail in the section below titled **Proposed Plans Mobility Network**. The City TDF Model was used to generate the 2024 Baseline and 2050 Southwest Valley CPAs data for the transportation impact analysis.

As noted above, the City's TDF model is based on the 2024 SCAG TDF Model, developed by SCAG. The City's model for the year 2024 was used to generate the regional data for that year as it is the most recent year for which the City has validated data for their model. The City's model includes a much larger number of TAZs within the City. As the City has more refined local level data than SCAG, the City refines its model to reflect data within its plans and programs that may not have been included in the SCAG model.

Impact Analysis

The Proposed Plans are long-term plans that will be implemented over many years in conjunction with already approved development projects in the study area; and regional growth and transportation projects outlined in the 2024 RTP/SCS. See https://scag.ca.gov/connect-socal for more information on the 2020-2045 RTP/SCS and 2024-2050 RTP/SCS. The Proposed Plans are represented by the 2050 Southwest Valley CPAs scenarios and are compared to the 2024 Baseline and 2024 SCAG Region scenarios in order to show the potential impacts of the Proposed Plans. For purposes of analysis, the Proposed Plans are analyzed jointly as one project (i.e., the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys-Lake Balboa Community Plan), where appropriate data for all CPAs is presented.

The Southwest Valley Subarea TDF Model includes the Southwest Valley CPAs and is built upon the City of Los Angeles TDF Model, including all reasonably anticipated development and regional transportation improvements for the year 2050 in the City of Los Angeles as well as surrounding jurisdictions. Thus, the Southwest Valley Subarea TDF Model includes the regional growth forecast for both inside and outside of the Southwest Valley CPAs for the purpose of the 2050 No Project Conditions and for analyzing Proposed Project Conditions. The Southwest Valley Subarea TDF Model refines the level of detail within the Southwest Valley CPAs for improved sensitivity in measuring the effects of land use and transportation network changes for the Proposed Plans.

The analysis tools used to forecast future travel patterns are long-range models of travel demand. Long-range travel demand models primarily focus on forecasting auto use, with limited sensitivity to other modes of travel such as transit, bicycling, and walking. This is consistent with the traffic forecasting methods used by most cities and is consistent with the state of transportation and traffic engineering practice. Recently, new travel behavior trends have emerged that traditional travel demand models were not originally designed to accommodate. Transportation experts continue to evaluate the anticipated longevity of these trends and the impact they may have on travel behavior in the future. Factors that affect long-term trends in travel behavior include recessionary effects on employment, changes in work from home policies, changes in younger generations' interest in driving and vehicle ownership, baby boomer retirement choices and their continued participation in the workforce, increasing preference across generations for urban living, fuel prices, increased availability of on-demand delivery of goods and services, and greater travel options through autonomous vehicles and shared use mobility (e.g., Lyft, Uber, bikeshare programs). In aspects where there is data to support travel pattern changes based on these or other future factors, assumptions can be made in terms of trips expected from certain kinds of socio-economic factors.

The transportation analysis used in this EIR applies established transportation forecasting tools that have been empirically proven and previously accepted under CEQA. However, these may prove to be conservative if some of the recent trends in travel associated with the pandemic, including substantial numbers of people in certain professions working from home, persist. Remote work is likely to continue at a substantially increased rate as compared to prior to the pandemic. SCAG's post-pandemic modeling assumes substantially higher levels of remote work than were assumed in the 2020 RTP/SCS. Work-from-home rates increased from about 6% of workers in 2019 to roughly 19% in 2021, and SCAG's updated forecasts maintain elevated remote-work levels through 2035 - more than 10 percentage points above the

assumptions underlying the 2020 RTP/SCS[50]. After decades of growth, per-capita driving in Southern California peaked in the early 2000s and has generally trended downward since approximately 2004–2005, reflecting demographic, economic, land use, and travel behavior changes[51]. If the trends toward higher levels of walking, bicycling, and transit use exceed what is forecast in this EIR, this would result in fewer driving-related impacts than the Proposed Plans conservatively account for herein. It is possible, however, that innovations in autonomous and driverless vehicles, transportation network companies (e.g., Lyft and Uber), and same-day delivery may increase future VMT per capita. A variety of factors contribute to VMT, and transportation technologies along with demographic trends will influence future travel behavior. It would be speculative to make assumptions about how these new technologies and changes in transportation may affect travel behavior long-term; therefore, the methodologies and travel forecasts applied in this analysis rely on the best available practice, data, and models at this time.

Proposed Plans Mobility Network

Mobility Plan 2035 (MP 2035) is the Mobility Element of the *City of Los Angeles General Plan*. MP 2035 provides the framework for future community plan updates, which take a closer look at the transportation system in specific areas of the City and recommend more detailed implementation strategies to be realized by 2035. MP 2035 reflects policies and programs that lay the foundation for safe, accessible, and enjoyable streets for pedestrians, bicyclists, transit users, and vehicles throughout the City of Los Angeles, including the Southwest Valley CPAs. MP 2035 was adopted by the City in August 2015 and updated in 2016. It is compliant with the 2008 Complete Streets Act (AB 1358), which mandates that the circulation element of a City's General Plan be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the General Plan.

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50 Southern California Association of Governments (SCAG). *Work at Home Data Analysis of Pre, During, and Post-Pandemic*. March 2023. https://www.connectsocal.org/sites/default/files/2023-11/mtf032923-3-4-work-at-home-data.pdf. Accessed May 2026.

51 Southern California Association of Governments (SCAG). *Connect SoCal Performance Monitoring Technical Report*. November 2023. https://www.connectsocal.org/sites/default/files/2023-11/mtf032923-3-4-work-at-home-data.pdf. Accessed May 2026.https://www.connectsocal.org/sites/default/files/2023-11/mtf032923-3-4-work-at-home-data.pdf. Accessed May 2026.

The transportation improvements included in the Proposed Plans primarily originated from MP 2035. The enhanced network treatments envisioned through MP 2035 were reviewed and refined to complement the anticipated growth areas as well as the Proposed Plan's goals and policies. Since MP 2035 does not prescribe or mandate how the enhanced network treatments are implemented within each community plan area, the refinements to the enhanced network treatments primarily consisted of developing potential implementation options within the Southwest Valley CPAs.

As part of this EIR process, the 2035 Mobility Plan was reviewed to determine how the Neighborhood Enhanced Network (NEN), Bicycle Lane Network (BLN), Bicycle Enhanced Network (BEN), Transit Enhanced Network (TEN), and Vehicle Enhanced Network (VEN) projects in the Southwest Valley CPAs could be accommodated in the right-of-way in each Project scenario, and determine whether additional or modified mobility projects were appropriate to consider. For No Project, Proposed Project, and Alternative 2, MP 2035 was included as-written, with public right-of-way implications specific to that scenario's land use taken into account. For Alternative 3, proposed additions and modifications to MP 2035 were included. More details about Alternative 3 are included in **Section 5.0 Alternatives**. All enhanced networks from MP 2035 incorporated into the Proposed Plans are summarized below and in **Figure 4.15-7** and include changes in nomenclature to better reflect roadway configurations.

The enhanced networks from MP 2035 are defined as follows:

Bicycle Enhanced Network (BEN)

- Tier 1 Protected bike lane: on-street bicycle facilities with a physical separation from the vehicular lanes
- Bicycle Paths: off-street bicycle facilities that are separated from vehicular traffic, typically on its own right-of-way

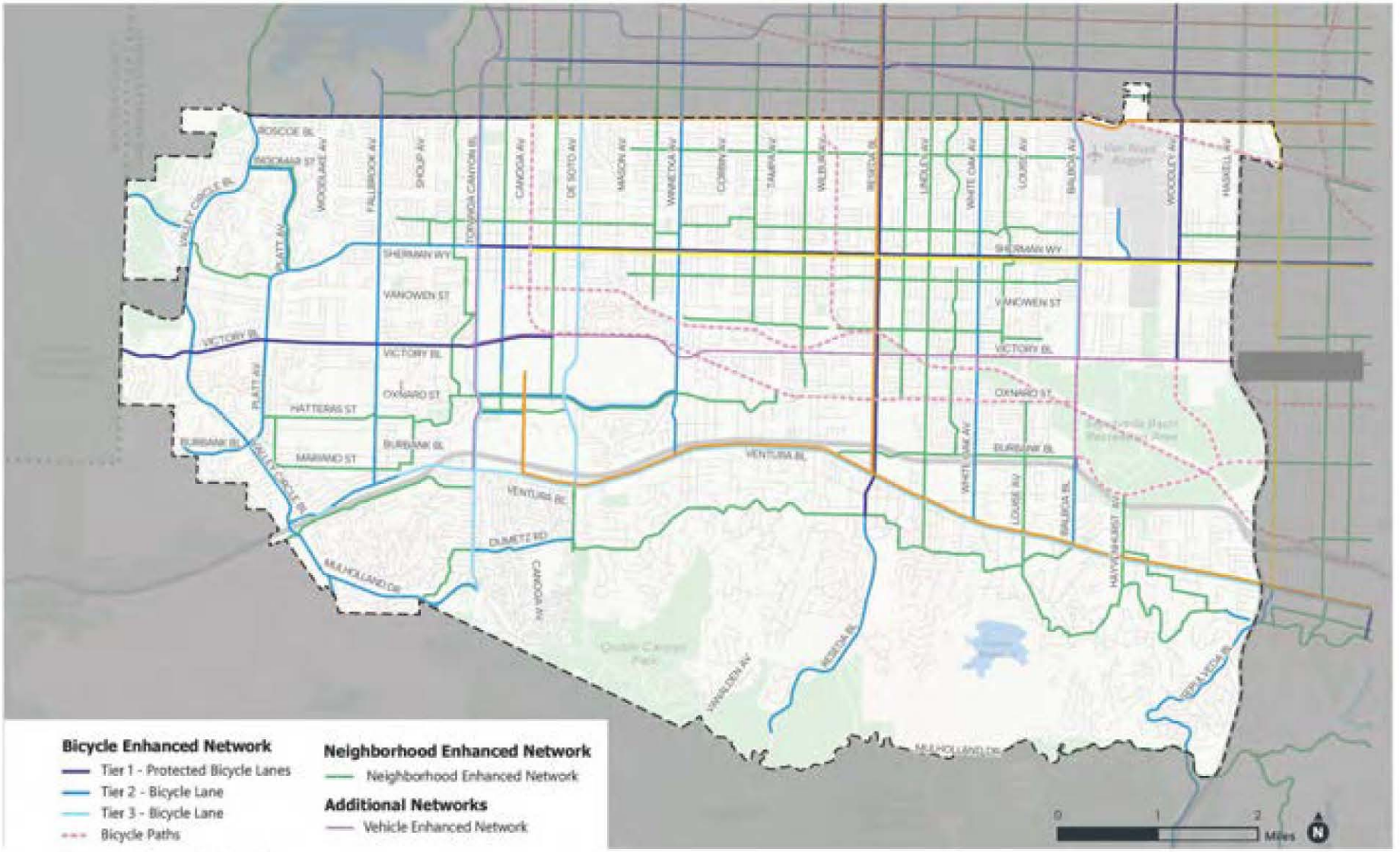
Bicycle Lane Network (BLN)

- Tier 2 bike lane: bicycle lanes painted on the roadway and adjacent to vehicular lanes, anticipated to be built by 2035
- Tier 3 bike lane: bicycle lanes painted on the roadway and adjacent to vehicular lanes, not anticipated to be built by 2035

Transit Enhanced Network (TEN)

- Moderate: stop enhancements and increased service; bus operates in mixed-flow with vehicles
- Moderate Plus: moderate treatments, plus peak-period bus-only lanes

Comprehensive: moderate treatments, plus full-time bus-only lanes



SOURCE: Fehr and Peers, 2020

FIGURE **4.15-7**

IMPACT SCIENCES

Southwest Valley General Plan Circulation

1264.015•9/20

Vehicle Enhanced Network (VEN)

- VEN enhancements include technology upgrades, peak period or full-time parking restrictions, and turning movement restrictions

Neighborhood Enhanced Network (NEN)

- NEN enhancements aim to provide a slow speed network of locally serving streets with treatments such as chicanes, curb bulb-outs, diverters, sharrows, speed humps, and Leading Pedestrian/Bicycle Intervals (LPI/LBI). Implementation of the NEN is not required by Measure HLA.

The following enhanced networks are proposed in the Mobility Plan 2035 and included in No Project, Proposed Project, and Alternative 2:

Table 4.15-8:
Southwest Valley CPAs (North-South) Streets

Project Location	Endpoints	MP2035 Designation
Woodley Ave	Roscoe Blvd to Victory Blvd	BEN Tier 1
Owensmouth Ave	Valerio St to Erwin St	BLN Tier 2
Topanga Canyon Blvd	Roscoe Blvd to Mulholland Dr	BLN Tier 3
De Soto Ave	Roscoe Blvd to Ventura Blvd	BLN Tier 3
De Soto Ave	Burbank Blvd to Ventura Blvd	BLN Tier 3
Balboa Blvd	Roscoe Blvd to Victory Blvd	BLN Tier 3
Balboa Blvd	Burbank Blvd to Clark St	BLN Tier 2
White Oak Ave	Rhoda St to US-101 On/Off-Ramp	BLN Tier 2
Winnetka Ave	Hatteras St to Clark St	BLN Tier 2
Reseda Blvd	Ventura Blvd to Roscoe Blvd	TEN Moderate Plus BEN Tier 1

Table 4.15-9:
Southwest Valley CPAs (East-West) Streets

Project Location	Endpoints	MP2035 Designation
Roscoe Blvd	Valley Circle Blvd to Canoga Ave	BEN Tier 1
Victory Blvd	Gilmore St to Variel Ave	BEN Tier 1
Mulholland Dr	Flamingo St to Topanga Canyon Blvd	BLN Tier 2
Ventura Blvd	Valley Circle Blvd to Arroyo Calabasas (Approx. 23293 Ventura Blvd)	BLN Tier 2
Ventura Blvd	Arroyo Calabasas (Approx. 23293 Ventura Blvd) to Woodlake Ave	BLN Tier 3
Ventura Blvd	Woodlake Ave to Sale Ave	BLN Tier 2
Sherman Way	Topanga Canyon Blvd to Canoga Ave	BEN Tier 1
Sherman Way	Canoga Ave to I-405	TEN Moderate BEN Tier 1
Ventura Blvd	Canoga Ave to I-405	TEN Moderate Plus BLN Tier 3

The City has identified additional improvements that go "above and beyond" the networks set forth in Mobility Plan 2035. These improvements are included as part of Alternative 3 and are discussed in Section **5.0 Alternatives**.

Parking

In general, the loss of parking is not a CEQA impact. Typically, parking impacts are considered socio-economic impacts, rather than impacts on the physical environment as defined by CEQA, unless there are potential secondary impacts, such as increased circulation and/or safety impacts. Therefore, parking impacts will only be addressed to the extent secondary impacts are identified, if any.

4.15.6 IMPACTS

Threshold 4.15-1 **Would implementation of the Proposed Plans conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?**

This impact would be less than significant.

The Proposed Plans seek to enhance access to transit, roadways, bicycle, and pedestrian facilities by applying new land use and zoning regulations to encourage mixed uses and site design supportive of all modes of transportation. The Proposed Plans also implement MP 2035 with a refined lens on the Southwest Valley CPAs and are consistent with the objectives of the SCAG 2024-2050 RTP/SCS.

The Proposed Plans are consistent with the City's approach and principles to transportation planning and incorporate the MP 2035 as-written. Alternative 3, which is described in greater detail in **5.0 Alternatives**, includes amendments to the MP 2035's mobility networks that are based on the framework and approaches established in MP 2035.

In addition to MP 2035, the Proposed Plans would support the City's General Plan's Health Element (Plan for a Healthy LA) by creating complete neighborhoods that meet residents' basic needs by encouraging expansions to transit services along major corridors, prioritizing pedestrian safety and comfort, increasing bicycle infrastructure, concentrating growth near transportation corridors, and improving access and connectivity to recreational facilities and open space. The implementation of enhanced pedestrian-oriented design and complete street systems is anticipated to improve safety and is in alignment with the City's Vision Zero Action Plan. In addition, individual development projects will need to adhere to the requirements in LADOT's adopted Transportation Assessment Guidelines (TAGs).

The Proposed Plans would not conflict with adopted City and State policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The Proposed Plans would support walking, bicycling, and transit use by encouraging active neighborhoods through pedestrian-oriented design, a greater mix of land uses, and more housing options. The Proposed Plans would direct future housing and employment growth near transit infrastructure, including the Metro G Line and other high-frequency transit corridors, to support transit use and reduce reliance on single-occupancy vehicles. In particular, the Proposed Plans would support transit-oriented development around Metro G Line stations, including the Reseda Boulevard and Sherman Way station areas, as well as other high-frequency transit corridors. New zoning would also support pedestrian-scale environments by locating neighborhood-serving commercial uses within walking distance of residential neighborhoods and improving street frontage and pedestrian-oriented design standards. These land use strategies would reduce distances between residents and everyday destinations and support safer and more appealing opportunities for walking, bicycling, and public transportation. Therefore, a ***less than significant impact*** related to consistency with other plans with respect to transit, bicycle, or pedestrian policies would occur.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

Less than significant.

Threshold 4.15-2 **Would implementation of the Proposed Plans conflict or be inconsistent with *CEQA Guidelines* section 15064.3, subdivision (b)?**

This impact would be less than significant.

The following thresholds were used to determine if the Proposed Plans would have the potential to result in significant impacts:

1. Would the Citywide land use growth (including the growth under the proposed plan) result in an average total VMT per service population in the horizon year that exceeds 15 percent below the regional average VMT per service population for the baseline year from the most recent SCAG RTP/SCS.

2. Would the land use growth anticipated under the plan result in an average total VMT per service population in the plan horizon year that exceeds the average total VMT per service population in the plan area for the baseline year from the most recent locally validated travel demand forecasting model.

Table 4.15-10, Future Citywide (2050) Vehicle Miles Traveled Compared to 2024 SCAG Region, shows vehicle trips and VMT for the 2024 SCAG Region and Future 2050 Proposed Plans (i.e., Proposed Project) citywide conditions. **Table 4.15-11, Future Vehicle Miles Traveled Compared to 2024 Baseline,** shows vehicle trips and VMT for the 2024 Baseline conditions and 2050 Proposed Plans conditions for the Southwest Valley CPAs.

Table 4.15-10:
Future Citywide (2050) Vehicle Miles Traveled Compared to 2024 SCAG Region

Transportation Metric	Existing SCAG Regionwide (2024)	Proposed Project Citywide (2050)	Percent Difference
Total Daily VT	86,412,600	19,943,300	N/A
Total Daily VT per Service Population	3.1	3.0	-3.2%
Total Daily VMT	802,007,200	144,900,400	N/A
Total Daily VMT per Service Population	**28.3**	**21.5**	**-24.0%**

Source: Southwest Valley Subarea TDF Model 2024, Fehr & Peers, 2026; SCAG RTP/SCS 2024 Model, SCAG 2024.
Note: 15 percent below SCAG VMT per service population (28.3) is 24.1, therefore any number below 24.1 would result in a less than significant impact for this threshold.

Table 4.15-11:
Southwest Valley CPAs Future (2050) Vehicle Miles Traveled Compared to 2024 Baseline

Transportation Metric	Existing Conditions (2024)	Proposed Project (2050)	Percent Difference
Vehicle Trips (VT)	1,701,100	3,237,800	90.3%
Total Daily VT per Service Population	2.8	3.5	25.0%
Total Vehicle Miles Traveled (VMT)	15,601,300	20,296,200	30.1%
Vehicle Miles Traveled per Service Population	**26.0**	**21.8**	**-16.1%**

Source: Southwest Valley Subarea TDF Model 2024, Fehr & Peers, 2026

Threshold 1: The Southwest Valley CPAs VMT per Service Population in the Proposed Project Citywide 2050 scenario is 21.5, which is 24 percent below the 2024 SCAG Region VMT of 28.3. To constitute an impact, the VMT would need to be within 15 percent of, or greater than, SCAG Region VMT (24.1 or higher). As such, an impact does not occur under this threshold.

Threshold 2: The Southwest Valley CPAs VMT per Service Population in the Proposed Project 2050 scenario is 21.8, which does not exceed the 2024 Baseline (26.0). To constitute an impact, the VMT would need to be 26.0 or higher. As such, an impact does not occur under this threshold.

The TDF model uses data from the 2024 SCAG model to help predict future travel patterns by developing trip factors associated with different land uses, mode share splits, and trip distances. However, these historic patterns do not reflect changes in travel patterns that are anticipated to occur as land use planning continues to evolve. The Proposed Plans would result in a population increase of approximately 241,659 and an employee increase of approximately 85,165, from 2024 to 2050. Expected growth in both areas aligns with planning for substantial housing growth, including substantial growth in housing for all income levels, consistent with the 6th Cycle Regional Housing Needs Allocation (RHNA) and the latest state bills such as SB 79, and employment growth in this area in order to attain a better jobs/housing balance.

As a result of substantial increases in planned housing, at all income levels, it is expected that the increase in jobs in the CPAs would align more closely with available housing and the existing populations, meaning jobs and housing are expected to be located closer together. As a strategy to reduce trip lengths, locating jobs and households in close proximity to each other is a primary goal of the 2024 RTP/SCS as well as the City. As these strategies are implemented in the region and trip lengths are reduced, the models will reduce trip lengths accordingly, particularly the longer trip lengths associated with employment.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

Less than significant.

Threshold 4.15-3 **Would implementation of the Proposed Plans substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

This impact would be potentially *significant and unavoidable* related to off-ramp queuing on State highway facilities. All other safety related issues from hazards would be less than significant.

The Proposed Plans describe the reasonably anticipated future development for a portion of the City and does not constitute a commitment to any project-specific development within the Southwest Valley CPAs. Furthermore, none of the regulations included in the Proposed Plans would promote sharp curves, dangerous intersections, or incompatible uses that could present safety hazards. Rather, numerous policies and programs included in the Proposed Plans emphasize transportation safety for all people using the transportation system, support implementation of transportation treatments that are designed to improve roadway safety and help implement other City initiatives (such as Vision Zero or Safe Routes to School) which aim to improve the safety of the City's transportation facilities.

None of the transportation system improvements envisioned in the Proposed Plans would introduce new safety hazards or incompatible uses at intersections or along roadway segments, as most would be designed to improve safe circulation and access to the transit stations for all users. The multi-modal improvements envisioned in the Proposed Plans are intended to help minimize conflicts between pedestrians and cyclists and vehicles. Furthermore, design standards in the Proposed Plans are intended to limit the number, width, and location of new driveways along major streets and in areas of high pedestrian activity, thereby improving pedestrian safety.

Automobile speed is a major factor in the severity of collisions with bicyclists and pedestrians, the most vulnerable roadway users. Collisions with a vehicle traveling at 20 miles per hour result in a five percent pedestrian fatality rate, and fatalities increase to 40, 80, and 100 percent when the vehicle speed increases to 30, 40, and 50 mph, respectively.[52] Bicycle lanes, when accompanied by travel lane reductions, can help reduce overall vehicle speeds.[53] When modified from four travel lanes to two travel lanes with a two-way left-turn lane, research along 45 corridors throughout the country has found a range of 19 to 47 percent reduction in all roadway crashes. The upgrade to fully protected bicycle lanes or cycle tracks has been shown to reduce the risk of injury by 90 percent.[54]

The bicyclist and pedestrian improvements, associated with the Proposed Plans and MP 2035, are also anticipated to increase the number and visibility of bicyclists and pedestrians on the City's transportation network. The improvements being made include installation of bike lanes, updating and widening of sidewalks, and improvements to intersection design by including curb extension and high visibility crossing treatments. Of 68 cities across California with highest per capita pedestrian and bicycle collisions, per capita injury rates to pedestrians and bicyclists are shown to fall precipitously as the number of bicyclists increases, revealing a non-linear relationship between bicycle safety and the level of bicycling.[55] This analysis showed as much as an eight-fold variation of collisions (expressed as a percentage of those that bike or walk to work) in comparing low and high bicycling cities. The underlying reason for this pattern is that motorists drive slower when bicyclists and pedestrians are visible either in number or frequency and drive faster when few pedestrians and bicyclists are present, resulting in higher overall travel speeds. This effect of modified driving behavior is consistent with other research focused on 24 California cities that shows that higher bicycling rates among the population generally show a much lower risk of fatal crashes for all road users.[56] Comparing these low versus high bicycling communities, there was a ten-fold reduction in fatality rate for motorists, an eleven-fold reduction in fatality rate for pedestrians, and an almost fifty-fold reduction in fatality rate for bicyclists.[57]

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52 Leaf, W.A., & Preusser, D. F. "DOT-HS-809-021: Literature Review on Vehicle Travel Speeds and Pedestrian Injuries," *U.S. Department of Transportation, National Highway Traffic Safety Administration*, October 1999. https://doi.org/10.21949/1525460. Accessed April 2026.

53 Federal Highway Administration (FWHA). *FHWA-HRT-10-053 - Evaluation of Lane Reduction "Road Diet" Measures on Crashes*, 2010. https://www.fhwa.dot.gov/publications/research/safety/10053/. Accessed April 2026.

54 Teschke, Kay et al., "Route Infrastructure and the Risk of Injuries to Bicyclists: A Case-Crossover Study," *American Journal of Public Health*, December 2012. https://doi.org/10.2105/AJPH.2012.300762. Accessed April 2026.

55 Jacobsen, P.L., "Safety in Numbers: More Walkers and Bicyclists, Safety Walking and Bicycling," *Injury Prevention*, 2003. https://doi.org/10.1136/ip.9.3.205. Accessed April 2026.

56 Marshall, W. E., & Garrick, N. W. "Research Article: Evidence on Why Bike-Friendly Cities Are Safer For All Road Users," *Environmental Practice*, March 2011. https://doi.org/10.1017/S1466046610000566. Accessed April 2026.

57 Ibid.

The Proposed Plans are responding to changing demographics, a younger population desiring safe and accessible transportation options, a growing number of residents and employees seeking alternatives to the car, and an aging population that may need to rely increasingly on transportation alternatives to the automobile. In 2030, senior citizens will make up 1 in 5 of Los Angeles County's population. This older population (as well as children and the disabled) will benefit from longer pedestrian crossing times, shorter street crossing distances, wider, shaded sidewalks, street benches, increased transit service and separated bicycle facilities. Ultimately, nothing in the Proposed Plans is expected to significantly reduce pedestrian mobility, including but not limited to the disabled, those with strollers, and transit users.

Freeway Analysis

As part of individual development project entitlements, the Interim Guidance for Freeway Safety Analysis released by LADOT in May 2020 requires that individual land use projects evaluate the potential for safety impacts related to freeway off-ramp queuing. The specific concern relates to the possibility that the speed differential between vehicles traveling on freeway mainline (US 101 and I-405) and vehicles queuing at freeway off-ramps may create the potential for collisions if drivers on the freeway mainline lack sufficient time to slow or stop once they are aware of a queuing situation. It is anticipated that freeway mainline traffic would slow at times when high levels of off-ramp queuing occurs and that the speed differential would be sufficiently small that mainline drivers would have sufficient warning about a queuing situation; however, it is possible that queuing at individual off-ramps could occur at times when mainline traffic congestion is low, thus creating a potential safety issue. Because the Proposed Plans are programmatic in nature, they do not include specific development projects or details about the size, nature, or location of individual developments. In addition, future traffic levels and speeds at individual off-ramps in and near the Southwest Valley CPAs cannot be predicted with any degree of certainty at this time because it is not known how conditions may change over an approximately 20-year period and what measures the City and Caltrans may implement to address any off-ramp queuing issues that arise. Therefore, any detailed analysis of potential future impacts related to off-ramp queuing would be speculative. Nevertheless, queuing-related safety issues could potentially arise as additional development occurs in the Southwest Valley CPAs. Although it is anticipated that the City and Caltrans would address any such issues as they arise, it cannot be determined with certainty that queuing-related safety issues would not occur.

As such, safety impacts related to off-ramp queuing as growth occurs pursuant to the Proposed Plans are ***potentially significant***.

Mitigation Measures

Significant and unavoidable impacts may result from project-specific ramp queuing as growth occurs pursuant to the Proposed Plans. Potential mitigation may include transportation demand management strategies to reduce an individual project's trip generation, investments to active transportation infrastructure, or transit system amenities, and/or operational changes to the ramp terminal such as lane reassignment, traffic signalization, signal phasing or timing modifications, etc. It is anticipated that subsequent land use development projects that are seeking approval under the Proposed Plans will be required to study freeway queuing and safety impacts in more detail per the Interim Guidance for Freeway Safety Analysis. However, without specific information on where safety impacts may occur as a result of freeway off-ramp queuing, it is not possible to identify appropriate mitigation measures. Therefore, no feasible mitigation can be identified for the Southwest Valley CPAs at this time.

Significance after Mitigation

Impacts related to highway safety as a result of design features or incompatible uses would be ***significant and unavoidable.*** All other safety related issues from hazards would be ***less than significant.***

Threshold 4.15-4 Would implementation of the Proposed Plans result in inadequate emergency access?

This impact would be less than significant.

In the City of Los Angeles, fire prevention and suppression and emergency medical services are provided by the LAFD. Public protection services and law enforcement are provided by the LAPD. LAFD in collaboration with LADOT has developed a Fire Preemption System (FPS), a system that automatically turns traffic lights to green for emergency vehicles traveling on designated streets in the City.[58] The City of Los Angeles has over 205 miles of routes equipped with FPS.

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58 Los Angeles Fire Department (LAFD). *Training Bulletin No. 133 - Traffic Signal Preemption System for Emergency Vehicles*, October 2008. https://files.ceqanet.lci.ca.gov/276991-2/attachment/gYrZ_3fxNg6RefuZXmLjxdG345fB0UDy9nKXHtpVLO5GTjc5pvhep0g1Ug0hZbI2O4yc2TTqMOBK5wkF0. Accessed April 2026.

Emergency Access Impacts Associated with Roadway Congestion

This EIR provides an evaluation of impacts on emergency services. There is not a direct relationship between predicted travel delay and response times as California state law requires drivers to yield the right-of-way to emergency vehicles and even permits emergency vehicles to use opposing lanes of travel, center turn lanes, or bus-only lanes. In some instances, roadway reconfigurations with the implementation of transportation improvements as part of the enhanced network treatments could improve emergency access. For example, a roadway reconfiguration project could improve emergency access where a bus-only lane or a contiguous center left-turn lane is introduced where it did not exist. Emergency vehicles are permitted to use bus-only lanes for local access to emergency destinations. People traveling by bicycle are required to pull to the side of the road to yield access to emergency providers regardless of if they are traveling in a bicycle-only lane or in a standard travel lane. It is more likely that when in route to an emergency incident, general traffic will be expected to merge into the bus-only lane, permitting the emergency vehicle to pass in the through lane to the left. Emergency responders also routinely use the center left turn lanes, or even travel in opposing travel lanes if needed. Generally, multi-lane roadways allow emergency vehicles to travel at higher speeds and permit other traffic to maneuver out of the path of the emergency vehicle.

Knowing exactly how fire and emergency service response times will be affected calls for a great deal of speculation. As explained above, it is not possible to exactly predict the Proposed Plans' impacts at the street level. This is one factor as to why it is not possible to forecast response times. The other is that, as explained above, the relationship between emergency access and traffic and potential impacts associated with emergency access is complex and involves factors such as the following:

- The proximity of LAFD and LAPD (and other) facilities to those they serve.
- The staffing and equipment at fire stations.
- The opportunity for emergency responders to use alternative routes in an area.
- The specific street configuration. LAFD, in cooperation with LADOT and Los Angeles Department of City Planning, actively participates in the design of specific roadway changes in order to ensure adequate fire/emergency access is maintained. LAFD, in reviewing street and right-of-way projects, comments on particular street configuration designs, and will raise concerns if roadways present particular access challenges and can recommend no changes be done at all or alternative changes be undertaken if fire and emergency access are particularly impacted.

- The changing demand for service is complex. For example, with increasing populations there may be more density and more construction, though new buildings are constructed in accordance with increasingly stringent building and fire codes, such as requiring fire sprinklers, making them safer and more resistant to fires. The population is aging, which may increase demand for services. But it is also feasible that the population may not need additional services, as healthcare and other technologies evolve and are improved.

- Future factors that could increase efficiencies in response include improvements in technology and management, such as changes in deployment of equipment and staff and mutual aid agreements.

Building for Emergency Prevention Post- 2025 Fires

Historically, the City of Los Angeles focused on the creation of defensible space related to emergency preparedness, including brush clearance requirements, identification of Very High Fire Hazard Severity Zones, and the requiring of special review for developments in hillside areas. Since the catastrophic fires of 2025, markedly the damage in the Pacific Palisades within the City of Los Angeles but also in many neighboring jurisdictions, the City and State have made several additions to assist with emergency preparedness and access. Emergency Executive Order No. 5 from Mayor Karen Bass includes the movement from brush clearance requirements to fire-smart landscaping, particularly in the Wildlife Urban Interface areas, and a push toward adoption of "Zone 0" standards.[59] The latter is a requirement for an ember-resistant area within 5 feet of structures where combustible materials are restricted. This addresses one of the major causes of home ignition during wind-driven fires. It also includes fire-resistant rebuilding standards and undergrounding utilities. It is expected that new utilities and buildings within the identified Very High Fire Severity Zones of the Southwest Valley CPAs would include these requirements and recommendations.

LAFD Planning

The LAFD has a mandate under the State Constitution to provide fire services as, "the protection of the public safety is the first responsibility of local government." Cal. Const. Art. XIII, Sec. 35, subd. (a)(2). LAFD "preserves life and property, promotes public safety and fosters economic growth through a commitment to prevention, preparedness, response and recovery as an all-risk life safety response provider." It is the nation's second busiest provider of Emergency Medical Services (EMS); more than 85 percent of LAFD's daily responses are related to EMS.[60] The types of medical response calls received range from minor cuts to trauma and heart attacks. The call volume for structure and brush fires is less frequent.

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59 Los Angeles, City of. *Mayor Bass Emergency Executive Orders*. https://mayor.lacity.gov/EmergencyOrders. Accessed July 2026.

60 Los Angeles Fire Department (LAFD). *About EMS Bureau*. n.d. https://lafd.org/about-ems-bureau. Accessed April 2026.

In March of 2023, the LAFD published its 2023-2026 Strategic Plan, the latest document of this nature developed.[61] The Strategic Plan focuses on seven key goals and corresponding strategies, tactics, and benchmarks for goal achievement. The key goal that applies to the Proposed Plans is Goal 1: Deliver exceptional public safety and emergency services.

Goal 1 includes a strategy to ensure optimal emergency resource deployment to meet the evolving needs of the City. Goal 1 identifies two key tactics that are applicable to the Proposed Plans: Tactic 1.1.1 calls for the LAFD to complete a citywide Standards of Coverage analysis to identify the greatest opportunities for resource allocation improvement, and Tactic 1.1.2 calls for the LAFD to redeploy and add resources based on the needs identified in the Standards of Coverage analysis in order to improve response times.

In June of 2023, the LAFD issued its Standards of Cover (SOC) deployment analysis, prepared by Citygate Associates, LLC (Citygate). The study included reviewing the adequacy of the existing deployment system of apparatus and personnel from current fire station locations, testing deployment scenarios to improve response performance, and analyzing workload per response unit. The study focuses on neighborhood-based fire and emergency medical services resources. The data analyzed in the SOC report covers calendar years 2018 to 2020. The report makes key findings and, where appropriate, specific action item recommendations. Overall, there are 17 key findings and six specific action item recommendations. The LAFD is developing plans to implement the report's recommendations, where appropriate.[62]

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61 Los Angeles Fire Department (LAFD). *2023-2026 Strategic Plan,* April 2023. https://lafd.org/sites/default/files/pdf_files/LAFD-2023-2026-STRATEGIC-PLAN-04042023%20.pdf. Accessed April 2026.

62 Los Angeles Fire Department (LAFD). *Board of Fire Commissioners File No. 23-055: LAFD Standards of Cover Analysis,* May 31, 2023. https://ens.lacity.org/lafd/lafdreportarchv/lafdlafdreport1864172030_06012023.pdf. Accessed April 2026.

A secondary analysis of response data and department deployment was completed in partnership with the International Association of Firefighters (IAFF) and presented to the Board of Fire Commissioners in December 2024. This was developed due to the determination that the COVID-19 pandemic caused statistical outliers in the 2023 report. In March 2025, the LAFD issued a Standards of Coverage Comparison between the two documents, which use two different response metrics, and offer different solutions for shortcomings in response times, with the 2024 study recommending a greater number of stations and ambulances. As noted in the comparison study, "both the Citygate Association LLC SOC and the IAFF SOC recognize the need for additional resources that will decrease the overall response time that customers must wait for service. Both studies describe the LAFD as understaffed, with resources that are overworked in communities that are underserved."[63]

LAFD has advised that although increasing congestion is a factor in how they address emergency response, their ongoing planning efforts, including the LAFD Strategic Plan, take into account such increases in congestion and LAFD continues to plan for and maintain public safety and emergency service as required. LAFD will monitor any impacts to on-the-ground implementation that the Proposed Plans may have on response times and will make adjustments as necessary. These adjustments may or may not include redeploying resources, adding staff, or building new fire stations. LAFD staff has indicated that there are ongoing assessments of increases in call load or types of calls throughout the City, and LAFD continuously makes resource and deployment adjustments to address these changes, such as hiring additional medical personnel, acquiring new apparatus, or flex staffing of personnel during the busiest hours of the day.

LAFD has goals for response times that are consistent with the response times stated in the National Fire Protection Association guidelines, including call processing, turnout for EMS and Non-EMS calls, and travel. LAFD holds regular FireStat meetings to review response times throughout the City. These meetings include battalion chiefs and captains from the four Geographic Bureaus (Central, South, Valley, and West) and the Administrative Bureaus in the City and uses the FireStat data to exercise performance management and spot trends to adjust practices, methods, or identify other solutions to maintain response times. Metrics are compared between stations and even across shifts or platoons to determine if there is an issue and to continue to always work on reducing all response times to get closer to the NFPA guidelines. If response times are shown to be increasing, battalion chiefs and captains will be tasked with identifying the reason and will put in place remediations to resolve the issue. For example, if it is shown that one platoon is managing a four-minute average response and another platoon at the same station in similar conditions has an average response time of four and a half minutes, the responsible officers for the station will need

63 Los Angeles Fire Department (LAFD). *Board of Fire Commissioners File No. 25-020: Standards of Coverage Comparison*, March 27, 2025. https://ens.lacity.org/lafd/lafdreportarchv/lafdlafdreport1864187902_04152025.pdf. Accessed May 2026.

to determine why one platoon is doing better than another, such as whether one platoon is taking a different route, and resolve the differences to improve the slower numbers. If the factors are external to LAFD, LAFD will coordinate with other City departments, such as LADOT or the City's Information Technology Agency (ITA), to adjust street light timing, or look for completely new solutions, in order to improve response times. In general, LAFD is constantly monitoring FireStat and utilizing all available resources so that appropriate and feasible response times are being maintained.

Many members of the public focus on response times as operational measures to assess system performance[64] or believe that faster response times mean better patient outcomes. Nationwide, the most widely referenced response time standard for advanced life support (ALS) incidents in urban settings has been for emergency responders to respond within eight minutes 59 seconds, when including call processing time, for 90 percent of incidents.[65] The National Fire Protection Association *1710 Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations and Special Operations to the Public by Career Fire Departments* is for an ALS unit to arrive within eight minutes to 90 percent of incidents, without including call processing time.[66] This response goal time has been commonly cited since Dr. Mickey Eisenberg published a study in 1979, which concluded that survival from cardiac arrest is maximized if the time between collapse to receiving CPR is four minutes and the time from collapse to receiving definitive care (e.g., defibrillation) is eight minutes, which has led to a widespread goal of an eight minute response for ALS units responding to life-threatening emergencies.[67]

LAFD publishes average operational response times citywide and by specific fire stations online through FIRESTATLA: http://www.lafd.org/fsla/stations-map, and was the first fire agency in the United States to release response times to the public.[68] ALS operational response times are provided for the full calendar year (January through December) starting with the year 2017. Operational response time is the time interval that starts when first contact is made (either through 911 or the fire dispatch center) and ends when the first Standard Unit arrives on-scene. A Standard Unit has the capacity or equipment to administer the full

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64 Fitch, Jay. "Response Times: Myths, Measurement and Management." *Journal of Emergency Medical Services*, August 31, 2005. https://www.jems.com/2005/08/31/response-times-myths44-measure/. Accessed April 2026.

65 Blanchard, Ian, et. al. "Emergency Medical Services Response Time and Mortality in an Urban Setting." *Prehospital Emergency Care*, 2012. https://doi.org/10.3109/10903127.2011.614046. Accessed October 2025.

66 National Fire Protection Association (NFPA). *NFPA 1710 Requirements Fact Sheet*, June 2020. https://www.nfpa.org/downloadable-resources/fact-sheets/nfpa-1710-requirements-fact-sheethttps://www.nfpa.org/downloadable-resources/fact-sheets/nfpa-1710-requirements-fact-sheet. Accessed May 2026.

67 Blanchard, Ian, et. al. "Emergency Medical Services Response Time and Mortality in an Urban Setting." *Prehospital Emergency Care*, 2012. https://doi.org/10.3109/10903127.2011.614046. Accessed October 2025.

68 Orlav, Rick. "Los Angeles First in U.S. to Post Fire Response Times Online," *Government Technology*, October 2014. https://www.govtech.com/data/Los-Angeles-First-in-US-to-Post-Fire-Response-Times-Online.html. Accessed April 2026.

suite of lifesaving services.[69] Average ALS operational response times for the City and for thirteen of fourteen stations that serve the Southwest Valley CPAs are less than the 8 minute 59-seconds standard, including call processing time, see **Table 4.15-12 Operational Response Times for Advanced Life Support (ALS).**

Table 4.15-12:
Operational Response Times for Advanced Life Support (ALS)

Year	2021	2022	2023	2024	2025
Station 39	6:04	6:16	6:34	6:38	6:28
Station 72	6:06	6:25	6:43	6:38	6:19
Station 73	5:31	5:52	5:55	6:01	6:16
Station 83	5:40	6:03	6:33	6:43	6:43
Station 84	6:32	7:02	7:12	6:56	6:54
Station 88	5:59	6:14	6:26	6:32	6:55
Station 90	6:31	6:46	6:42	6:51	6:58
Station 93	6:15	6:22	6:13	6:30	6:43
Station 100	5:19	6:04	6:12	5:59	6:02
Station 103	5:49	5:58	5:58	6:01	6:05
Station 104	5:35	5:57	5:51	6:09	6:09
Station 105	6:08	6:16	6:33	6:39	6:32
Station 106	6:22	6:30	6:29	6:47	7:04
Station 109	8:35	8:07	9:16	9:01	9:25

Source: LAFD, FIRESTATLA, 2026.

Based on the data, the average operational response times for ALS incidents for the fourteen fire stations that serve the Southwest Valley CPAs have generally increased, slightly, in recent years but remain under the 8 minutes 59 seconds standard. Based on the above discussion, it is reasonably foreseeable that the City will continue to stay below the standard for average emergency response times in the Southwest Valley CPAs in consideration of the increasing congestion in the CPAs. It is reasonably foreseeable that LAFD will continue to meet its own mission statement and constitutional mandate to provide necessary fire and emergency services to the residents and visitors of the City. Additionally, LAFD continues to develop, obtain, and innovate new methods, resources, and equipment to meet the needs of the City for fire and emergency response, including in the Southwest Valley CPAs.

69 Los Angeles Fire Department (LAFD). *How We Calculate Results*, n.d. http://www.lafd.org/how-we-calculate-results. Accessed April 2026.

Based on the above, the impact of the Proposed Plans on emergency medical services, fire protection, and police protection would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

Less than significant.

4.15.7 CUMULATIVE IMPACTS

Cumulative transportation and traffic impacts consider regional population, housing, and employment growth projections prepared by SCAG as well as growth anticipated in the Southwest Valley CPAs. The RTP also includes an SCS that provides guidance on land use planning and transportation to ensure that the region meets CARB's region-specific GHG reduction goals. The RTP also includes large-scale transportation improvements to show how linking transportation and land use planning can reduce automobile trips and greenhouse gas emissions. The SCAG RTP/SCS identifies transportation corridors and transit routes, HQTAs, and a variety of strategies to be employed across the region.

MP 2035 and SCAG RTP/SCS Consistency

In August 2015, the City of Los Angeles adopted MP 2035. MP 2035 is the transportation blueprint for the City of Los Angeles. MP 2035 identifies several changes to the City's circulation system, including policies, an Enhanced Complete Street System, an Action Plan, a Complete Streets Design Guide, and a revised Bicycle Plan, all of which will influence the network conditions in the Southwest Valley CPAs and adjacent areas in the City of Los Angeles.

MP 2035 provides the framework for future community plans and specific plans, which take a closer look at the transportation system in specific areas of the City and may recommend more detailed implementation strategies to realize MP 2035. MP 2035 was prepared in compliance with the 2008 Complete Streets Act, which mandates that the circulation element of a city's General Plan be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the General Plan.

The Proposed Plans reflect the MP 2035 projects within the CPA; however, the future transportation impact analysis may not reflect full buildout of MP 2035 in adjacent areas of the City of Los Angeles. The cumulative impacts analysis evaluates the impacts of the Proposed Plans, which includes the MP 2035 build out within the CPA, in conjunction with the overall transportation network within the City's TDF model which helps account for the entire City of Los Angeles. As the Proposed Plans are consistent with the MP 2035 and SCAG's 2024-2050 RTP/SCS, these impacts would not be cumulatively considerable.

State CEQA Guidelines Section 15064.3, Subdivision (b) Consistency

The Proposed Plans meet the City's adopted threshold of not exceeding baseline conditions and do meet the regional threshold of not more than 15 percent below the SCAG region. While the Proposed Plans cannot be used to determine the impact of individual development projects or adjacent community plans, the inclusion of the regionally used future forecasts accounts for potential cumulative impacts in this analysis. Therefore, the Proposed Plans would not result in a substantial contribution to cumulative impacts related to the VMT projections and would be consistent with *State CEQA Guidelines* Section 15064.3, Subdivision (b). If the project would result in a project-specific significant impact relative to VMT, it would contribute to cumulative VMT impacts. Cumulative impacts are ***less than significant.***

Hazards Due to a Geometric Design Feature or Incompatible Uses

The Proposed Plans do not include any elements that would promote sharp curves, dangerous intersections, or incompatible uses that could present safety hazards. The Proposed Plans promote policies and programs to encourage safety of users across all modes. Although the Proposed Plans describe a reasonably anticipated future and cannot constitute a commitment to any project-specific development, individual projects would be expected to align with the safety principles of the Proposed Plans as well. However, potentially significant queuing-related safety issues could arise as additional development occurs in the Southwest Valley CPAs and elsewhere in the region and, although it is anticipated that the City and Caltrans would address any such issues as they arise, it cannot be determined with certainty that queuing-related safety issues would not occur. Thus, the Proposed Plans would result in a project-specific significant impact relative to freeway off-ramp queuing which would contribute to cumulatively significant freeway impacts related to queuing. The Proposed Plans contribution to all other cumulative impacts related to transportation hazards would not be considerable.

Emergency Access

The Proposed Plans would increase traffic in the Southwest Valley CPAs, which could result in potential delays for emergency vehicles. As noted above, the Department of City Planning staff have discussed the LAFD Strategic Plan and its relationship to growth and traffic with LAFD staff. While LAFD acknowledged the possible effects of congestion on their efforts, their ongoing planning efforts and new Strategic Plan consider increased congestion and the possible adjustments necessary. These adjustments may include redeploying resources, adding staff, or building new fire stations as deemed necessary. LAFD will continue to monitor growth in the Southwest Valley CPAs and any impact they identify will be addressed when needed. Therefore, the Proposed Plans would not have a cumulatively considerable contribution to a cumulative impact related to emergency access.

4.15.8 REFERENCES

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4.16 TRIBAL CULTURAL RESOURCES

INTRODUCTION

This section analyzes the potential environmental effects on tribal cultural resources and evaluates impacts associated with Southwest Valley Community Plans Update which includes the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area, the Encino-Tarzana Community Plan Area, and the existing Reseda-West Van Nuys Community Plan Area, as well as portions of the Van Nuys - North Sherman Oaks Community Plan Area, the Mission Hills-Panorama City-North Hills Community Plan Area, and the Northridge Community Plan Area hereinafter, collectively referred to as the "Southwest Valley Community Plans," "Southwest Valley Plans," or "Proposed Plans." The Proposed Plans are evaluated in terms of whether implementation of the Southwest Valley Community Plans would impact tribal cultural resources. The broader cultural history for the Southwest Valley Community Plans Areas (CPAs) is provided in **Section 4.4, Cultural Resources**.

4.16.1 EXISTING ENVIRONMENTAL SETTING

Regional Setting

The Southwest Valley CPAs is located in the greater San Fernando Valley, which was occupied by an indigenous tribe known as the Fernandeños people, a sub-group of the Gabrielino tribal group.[1,2] It is believed that the area has been inhabited for at least 10,000 years.[3] The tribal group established seasonal and permanent villages near creeks, springs, and oak groves, particularly along Bell Creek, Arroyo Calabasas, and other tributaries of the Los Angeles River. The landscape provided rich ecological resources—acorns, game, fish, and medicinal plants—supporting a semi-sedentary lifestyle based on hunting, gathering, and inter-village trade.[4] The Fernandeño spoke a dialect of the Uto-Aztecan Takic language family and maintained spiritual and kinship ties with neighboring Tongva and Chumash communities.

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1 Also identified as the "Tongva" and "Kizh" tribal group.

2 Johnson, John R., and David D. Earle. "Tataviam Geography and Ethnohistory." *Journal of California and Great Basin Anthropology*, vol. 12, no. 2, 1990, pg. 191–214.

3 City of Los Angeles. Los Angeles Citywide Historic Context Statement-Context: First Peoples of Los Angeles. Available online at: https://planning.lacity.gov/odocument/b0f263d6-7f67-4269-8b1f-2add0c65a7de/First%20Peoples%20HCS%20Rev.pdf, accessed June 26, 2025.

4 McCawley, William. The First Angelinos: The Gabrielino Indians of Los Angeles. Malki Museum Press/Ballena Press, 1996.

With the arrival of the Spanish colonizers in the late 18th century, the lives of the Fernandeño changed dramatically. In 1797, the Spanish established Mission San Fernando Rey de España within the heart of Fernandeño territory. The mission's creation led to the forced relocation and baptism of many Indigenous people, who were brought into the mission system to work as agricultural laborers, artisans, and domestic servants under conditions of strict discipline and Christian indoctrination.[5] Once brought to the mission, Indigenous peoples were prohibited from returning to their villages, breaking traditional lifeways and displacing entire communities. Many of the Fernandeño people from what is now Canoga Park, West Hills, and Woodland Hills were resettled at the mission, and their native settlements were either depopulated or absorbed into ranching operations supporting the mission economy.

Despite the disruption caused by colonization, traces of Fernandeño presence and resistance persisted. Oral traditions, place names, and archaeological sites in the Southwest Valley CPA reflect the continuity of Native heritage. One significant example is Rancho El Escorpión, a Mexican-era land grant later given to Indigenous grantees—including Odón Chijulla, likely a descendant of the local Fernandeño or Chumash peoples.[6] This grant included parts of modern-day West Hills and Woodland Hills and represents one of the few cases in which Native individuals received formal land ownership under Mexican governance. While Spanish colonization led to cultural suppression and population decline, the legacy of the Fernandeño endures through their contributions to the region's early history and ongoing efforts by descendants to reclaim and preserve their identity.

Local Setting

As the Southwest Valley CPAs were inhabited by native people for presumably thousands of years, substantial numbers of tribal cultural resources have been discovered over time in the area. Various federal, State, and local regulations have been promulgated to protect archaeological sites and resources. Although the California general plan law calls for mapping of the sites, the exact location of sites is confidential, pursuant to California Government Code Section 6254.10, to protect sites from disturbance, scavenging, and vandalism.

Despite the heavy development of the Southwest Valley CPAs, there is still potential for the occurrence of unidentified tribal cultural resources within the Southwest Valley CPAs. For example, it is possible that human remains would be located outside of formal cemeteries, as it was common for Native Americans to bury their own beyond the confines of the Mission grounds.

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5 California Native American Heritage Commission. "A Short Overview of California Indian History." Available online at: https://nahc.ca.gov/resources/california-indian-history/, accessed June 26, 2025.

6 Leonis Adobe Museum. Our History. Available online at: https://www.leonisadobemuseum.org/our-history, accessed June 26, 2025.

Additionally, an informal burial site of the Sjutkanga/Siyuhi Village was identified as having been excavated within the Encino-Tarzana CPA at the at the southeast corner of Ventura and Balboa Boulevards. (See **Appendix 4.5-1, Cultural Resources Report.)**

Impact Sciences requested a Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search on August 1, 2024 (see **Appendix 4.16, Tribal Cultural Resources Correspondence**). The search results were positive for sacred lands, with no specific site information in the SLF. A positive result from a SLF search means that the NAHC's confidential records indicate the presence of a site or area within or near the project location that has cultural, historical, or spiritual significance to Native American tribes. This does not necessarily confirm a high possibility that resources are present, nor disclose the exact location or nature of the site, since that information is protected to prevent disturbance. However, it signals that further consultation with affiliated tribes is warranted. In addition, results indicated that other sources for information related to tribal cultural resources should also be contacted regarding known and recorded sites. As such, the NAHC recommended that the City reach out to the local Native American tribes for additional information and provided a list of 25 local tribal representatives.

Native American Consultation

Assembly Bill 52 (AB 52) establishes a formal notification and, when requested, consultation process for California Native American Tribes to identify potential significant impacts to tribal cultural resources (TCR). AB 52 requires meaningful consultation with California Native American Tribes on potential impacts to TCRs (see **Section 4.16.3 Regulatory Framework** for further details).

As part of the AB 52 process, Native American tribes must submit a written request to the City of Los Angeles to be notified of projects within their traditionally and culturally affiliated area. The City of Los Angeles must provide written, formal notification to those tribes within 14 days of deciding to undertake a project where a negative declaration or EIR will be prepared. The tribe must respond to the City of Los Angeles within 30 days of receiving this notification if they want to engage in consultation on the project, and the City of Los Angeles must begin the consultation process within 30 days of receiving the tribe's request. Consultation concludes when either 1) the parties agree to mitigation measures to avoid a significant effect on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes mutual agreement cannot be reached.

The City of Los Angeles sent tribal consultation letters to a list of 25 Native American contacts provided by the NAHC in compliance with AB 52 and Senate Bill (SB) 18[7] on October 15, 2024 to advise them of the Proposed Plans and afford them the opportunity to engage in government-to-government consultation pursuant to the requirements of California AB 52.[8] Those tribal contacts include the following:

- Barbareño/Ventureño Band of Mission Indians (Cultural Resource Committee)
- Cahuilla Band of Indians (Erica Schenk, Chairperson)
- Cahuilla Band of Indians (Anthony Madrigal, Tribal Historic Preservation Officer)
- Cahuilla Band of Indians (BobbyRay Esparza, Cultural Director)
- Chumash Council of Bakersfield (Julio Quair, Chairperson)
- Coastal Band of the Chumash Nation (Gabe Frausto, Chairman)
- Fernandeno Tataviam Band of Mission Indians (Sarah Brunzell, CRM Manager)
- Gabrieleño Band of Mission Indians-Kizh Nation (Andrew Salas, Chairperson)
- Gabrielino/Tongva San Gabriel Band of Mission Indians (Anthony Morales, Chairperson)
- Gabrielino/Tongva San Gabriel Band of Mission Indians (Christina Swindall Martinez, Secretary)
- Gabrielino/Tongva Nation (Sandonne Goad, Chairperson)
- Gabrielino Tongva Indians of California Tribal Council (Robert Dorame, Chairperson)
- Gabrielino Tongva Indians of California Tribal Council (Christina Conley, Tribal Consultant and Administrator)
- Gabrielino/Tongva Tribe (Charles Alvarez, Chairperson)
- Gabrielino/Tongva Tribe (Sam Dunlap, Cultural Resource Director)
- Northern Chumash Tribal Council (Violet Walker, Chairperson)
- Santa Rosa Band of Cahuilla Indians (Steven Estrada, Tribal Chairman)
- Santa Rosa Band of Cahuilla Indians (Vanessa Minott, Tribal Administrator)

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7 As a charter city, the City of Los Angeles is not required to comply with SB 18, but the City complied as a voluntary measure.

8 State of California, *AB-52 Native Americans: California Environmental Quality Act*, California Legislative Information Bill Text, available online at: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201320140AB52, accessed on June 27, 2024.

- Santa Rosa Band of Cahuilla Indians (Sam Cohen, Government & Legal Affairs Director)
- Santa Ynez Band of Chumash Indians (Wendy Teeter, Cultural Resources Archaeologist)
- Santa Ynez Band of Chumash Indians (Crystal Mendoza, Elders' Council Administrative Assistant)
- Santa Ynez Band of Chumash Indians (Nakia Zavalla, Tribal Historic Preservation Officer)
- Soboba Band of Luiseño Indians (Joseph Ontiveros, Cultural Resource Department)
- Soboba Band of Luiseño Indians (Jessica Valdez, Cultural Resource Specialist)

At the time of preparation of this Draft EIR, the City of Los Angeles has received two responses; one from the Fernandeño Tribe (with questions about nature of analysis) and the other from the Chumash (no consult needed). No other responses were received within the 30-day consultation window or as of the date of this Draft EIR. Tribal representatives provided information on the tribe's ancestral localities and the desire for presence on site during ground disturbance/excavation activity so that they may identify and assess the significance of any Tribal Cultural Resource that may be encountered.

4.16.2 REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding tribal cultural resources at the State level. As described below, these plans, guidelines, and laws include the following:

- Assembly Bill (AB) 52
- California Public Resources Code
- California Penal Code
- Senate Bill (SB) 18
- SB 35

State

Assembly Bill (AB) 52

AB 52 was approved 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. The primary intent of AB 52 is to involve California Native American Tribes early in the environmental review process and to establish a category of resources related to Native Americans, known as tribal cultural resources, that require consideration under CEQA. 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. A tribal cultural resource is further defined by PRC Section 20174(b) as a cultural landscape that meets the criteria of subdivision (a) to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. PRC Section 20174(c) provides that a historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

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 of projects within their geographic area of concern.[9] 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.[10]

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.[11]

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9 Public Resources Code, Section 21080.3.1(b) and (c).

10 Public Resources Code, Sections 21080.3.1(d) and 21080.3.1(e)

11 Public Resources Code, Section 21080.3.2(b)

In addition to other CEQA provisions, the lead agency may certify an EIR or adopt a Mitigated Negative Declaration for a project with a potentially significant impact on an identified tribal cultural resource, only 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 requested a consultation but failed to engage in the consultation process, or the consultation process occurred and was concluded as described above, or if the California Native American tribe did not request consultation within 30 days.[12]

PRC Section 21080.66 provides a statutory exemption from CEQA for eligible urban infill housing development projects. Enacted in 2025 to streamline housing production, the exemption applies to qualifying residential projects up to 20 acres in size (or 5 acres for builder's remedy projects) located in incorporated municipalities or urban areas. Section (b)(1)(A) of this code requires that the local government must invite affiliated California Native American tribes to consult within 14 days of the application being deemed complete. Tribes have 60 days to respond and may request enforceable measures like tribal monitoring during ground-disturbing activities.

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.

Confidentiality does not apply to data or information that are, or become publicly available, are already in lawful possession of the project applicant before the provision of the information by the California Native American tribe, are independently developed by the Project applicant or the Project applicant's agents, or are lawfully obtained by the Project applicant from a third party that is not the lead agency, a California Native American tribe, or another public agency.[13]

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12 Public Resources Code, Section 21080.3.2(b)

13 Public Resources Code, Section 21082.3(c)(2)(B).

California Public Resources Code

California PRC Section 5097.98, as amended by Assembly Bill 2641, provides procedures in the event human remains of Native American origin are discovered during project implementation. PRC 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. PRC 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. Once the MLD has been granted access to the site by the landowner and inspected the discovery, the MLD then has 48 hours to 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 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.

PRC Section 5097.99 prohibits acquisition or possession of Native American artifacts or human remains taken from a Native American grave or cairn after January 1, 1984, except in accordance with an agreement reached with the NAHC.

PRC Section 5097.5 provides protection for tribal resources on public lands, where Section 5097.5(a) states, in part, that:

> *No person shall 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.*

California Penal Code

California Penal Code Section 622.5 provides the following:

> *Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor.*

California Penal Code Section 623 provides the following:

> *Except as otherwise provided in Section 599c, any person who, without the prior written permission of the owner of a cave, intentionally and knowingly does any of the following acts is guilty of a*

misdemeanor punishable by imprisonment in the county jail not exceeding one year, or by a fine not exceeding one thousand dollars ($1,000), or by both such fine and imprisonment: (1) breaks, breaks off, cracks, carves upon, paints, writes or otherwise marks upon or in any manner destroys, mutilates, injures, defaces, mars, or harms any natural material found in any cave. (2) disturbs or alters any archaeological evidence of prior occupation in any cave. (3) kills, harms, or removes any animal or plant life found in any cave. (4) burns any material which produces any smoke or gas which is harmful to any plant or animal found in any cave. (5) removes any material found in any cave. (6) breaks, forces, tampers with, removes or otherwise disturbs any lock, gate, door, or any other structure or obstruction designed to prevent entrance to any cave, whether or not entrance is gained.

Senate Bill (SB) 18

As of March 1, 2005, SB 18 (Government Code Sections 65352.3 and 65352.4) requires that, prior to the adoption or amendment of a general plan proposed on or after March 1, 2005, a city or county must consult with Native American tribes with respect to the possible preservation of, or the mitigation of impacts to, specified Native American places, features, and objects located within that jurisdiction. This section does not apply to charter cities, like the City of Los Angeles.

SB 35

As of September 29, 2017, SB 35 (California Government Code Section 65913.4) establishes the **Streamlined Ministerial Approval Process**. It requires that local governments fast-track qualifying multifamily and mixed-use housing developments by removing subjective discretionary reviews and conditional use permits. Article III, Section 300(a) and Article IV, Section 400(a), require that after receiving a notice of intent to submit an application for a Streamlined Ministerial Approval Process, and prior to accepting an application for a Streamlined Ministerial Approval process, the local government must complete the tribal consultation process outlined in Government Code section 65913.4(b). The notice of intent shall be in the form of a preliminary application that includes all of the information described in Government Code section 65941.1.[14]

City of Los Angeles Zoning Code

On December 4, 2024 the City adopted the final ordinances for Chapter 1A of the City's New Zoning Code. Chapter 1A of the New Zoning Code serves as a modernized, streamlined replacement for the City's previous zoning code dated in 1946. Chapter 1A is intended to simplify and clarify zoning regulations while aligning land use regulations with the City's General Plan and Community Plans.

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14 Updated Streamlined Ministerial Approval Process Government Code Section 65913.4 Guidelines, https://www.hcd.ca.gov/policy-research/docs/sb-35-guidelines-update-final.pdf, accessed July 21, 2026.

Chapter 1A also establishes new guidance documents to enable City Planning to be able to regulate particular uses and activities more effectively. These guided documents include the Chapter 1A Environmental Protection Measures (EPM) Handbook (EPM Handbook). The EPM Handbook provides guidance on how the new zoning regulations in Chapter 1A of the Los Angeles Municipal Code integrate environmental protections into land use decisions and development standards. These protections include required environmental protection measures and best management practices for project applicants and developers to implement in their development projects as a means to protect any undiscovered tribal cultural resources. The EPM Handbook outlines environmental protection measures and best management practices that would mainly be implemented during the construction phase of development projects. While project applicants are required to comply with the environmental protection measures as applicable, the best management practices listed in the Handbook are not mandated and are to be implemented based on the applicant's discretion and responsibility.

4.16.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to tribal cultural resources if they 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:
  - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
  - 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, lead agency shall consider the significance of the resource to a California Native American tribe.

4.16.4 METHODOLOGY

The methodologies employed for the tribal cultural resources impacts analyses are described in **Section 4.16.3, Regulatory Framework**, and **Section 4.16.4, Thresholds of Significance**, above. In determining potential impacts, consideration is given to whether or not the area is known to contain tribal cultural resources, including those that are listed or eligible for listing on the California Register of Historical Resources, or in a local register of historical resources.

4.16.5 IMPACTS

Threshold 4.16-1 **Would the project 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:**

- **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**
- **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to the 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?**

This impact would be less than significant with mitigation.

Effects on tribal cultural resources are undetermined until a specific development has been proposed. This is due to the fact that effects are highly dependent on both individual development site conditions and the characteristics of the proposed activity. Future discretionary development under the Proposed Plans that is subject to CEQA must comply with the requirements of AB 52, including consultation with California Native American tribes as each project is proposed which may result in the identification of tribal cultural resources. As described herein and in Section 4.4, Cultural Resources, Los Angeles has a long history of Native American settlement, with burials occurring outside mission grounds in informal cemeteries. Therefore, tribal resources could be present and development activities that could be accommodated under the Proposed Plans could have the potential to significantly impact tribal cultural resources. The SLF search indicated a positive result, meaning there is a high likelihood of tribal cultural resources in the Southwest Valley CPAs. As such, although the potential for impacts is moderate, grading and excavation associated with individual development projects that disturb previously undisturbed soils could potentially encounter intact tribal cultural resources. Individual discretionary projects that are subject to CEQA would be subject to AB 52 Native American consultation requirements and as appropriate, analysis of and/or monitoring for cultural resources.[15]

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15 Under CEQA, only those projects preparing an Initial Study or Environmental Impact Report are subject to AB 52 requirements.

Environmental Protection Measures (EPMs) as described under MM TCR-1, included below would reduce potential impacts related to TCRs when incorporated. Further, Best Management Practices (BMPs), also included below contain common practices under CEQA: conducting a Sacred Lands File search through the Native American Heritage Commission (NAHC) to determine potential for TCRs in a given area; contacting identified tribes with knowledge of the area; tribal monitoring during construction; and a process for handling TCRs if discovered during the course of a project. However, a "by right" project would not be subject to either AB 52, nor would certain discretionary projects (i.e., projects that are eligible for certain exemptions under CEQA) and in these cases, no tribal consultation would occur. Due to the potential for projects to encounter tribal cultural resources, impacts would be *potentially significant*.

Mitigation Measures

Upon Community Plan adoption, project applicants are required to comply with the environmental protection measures (EPMs) provided in Chapter 1A as applicable. The best management practices listed in the Handbook are not mandated and are to be implemented based on the Applicant's discretion and responsibility. The following EPMs and associated best management practices (incorporated herein by reference) are applicable to the Proposed Plans.

MM TCR-1 Project Applicants shall comply with the following City of Los Angeles Environmental Protection Measure **CR 4-1: Inadvertent Discovery of Tribal Cultural Resources**

For any project that requires a permit for grading or excavation: If a possible tribal cultural resource is uncovered during earthwork or construction, all work shall cease within a minimum distance of 50 feet from the find until a Qualified Tribal Monitor or Archaeological Monitor has been retained to evaluate the find. Following discovery, the Applicant or Owner shall immediately contact all Native American tribes that have informed the City of Los Angeles they are traditionally and culturally affiliated with the geographic area of the Project, as well as the Department of City Planning, Office of Historic Resources (OHR). If a Qualified Tribal Monitor or Archaeological Monitor determines, pursuant to Public Resources Code Section 21074(a)(2), that the object or artifact appears to be a potential tribal cultural resource, in its discretion and supported by substantial evidence, the Applicant and Owner shall provide any affected tribe a reasonable period of time, not less than five business days, to conduct a site visit and make recommendations to the Applicant or Owner and OHR regarding the monitoring of future Ground Disturbance Activities and the treatment and disposition of any discovered tribal cultural resources. The Applicant or Owner shall implement the tribe's recommendations if the Qualified Tribal Monitor or Archaeological Monitor reasonably concludes such

recommendations are reasonable and feasible. Consistent with Public Resources Code Section 21083.2, the handling, treatment, preservation, and recordation of tribal cultural resources should occur as follows:

- The find should be preserved in place or left in an undisturbed state unless the Project would damage the resource.
- When preserving in place or leaving the find in an undisturbed state is not possible, excavation and recovery of the find for scientific study should occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a Qualified Tribal Monitor or Qualified Archaeologist.

All collected artifacts and fieldwork notes, if not human remains or other mortuary objects, shall be curated at the Natural History Museum of Los Angeles County or another appropriate curatorial facility for educational purposes. If cleared by the Qualified Tribal Monitor or Archaeological Monitor, Ground Disturbance Activities may continue unimpeded on other portions of the site. Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed. A report that describes the resource and its disposition, as well as the assessment methodology shall be prepared by the Qualified Tribal Monitor or Archaeological Monitor, according to current professional standards and maintained pursuant to the proof of compliance requirements in Sec. 1.D.6. (Additional Requirements). A copy of the report shall be submitted to OHR, the South Central Coastal Information Center at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File. If requested by the City, OHR may review and approve any monitoring or mitigation plan prior to implementation.

MM TCR-2 Pursuant to the City of Los Angeles Zoning Code Chapter 1A Environmental Protection Measures Handbook - Section 2. Required Notices, for projects requiring grading or excavation, prior to issuance of a permit for grading or excavation Applicants and Owners shall read the following notices:

Archaeological, Paleontological, and Tribal Cultural Resources Notice: Several federal and state laws regulate the treatment of archeological, paleontological, and tribal cultural resources and make it criminal violation to destroy those resources. These include, but are not limited to:

- California Penal Code Section 622.5 - Unlawful Disfigurement of Archeological or Historical Objects provides the following: "Every person, not the owner thereof, who

willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."

- Public Resources Code Section 5097.5(a) states: "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." A violation of Section 5097.5 is a misdemeanor subject to a fine up to $10,000 and/or a year in jail, and potential restitution.

Significance After Mitigation

Implementation of the above measures **MM TCR-1** and **MM TCR-2** in combination with the recommended best management practices, would reduce impacts to tribal cultural resources to a less than significant level by requiring a process to identify and, if necessary, avoid and/or recover identified tribal cultural resources throughout the Southwest Valley CPAs, including areas where resources have been previously identified. In particular, MM **TCR-2** incorporates the City's EPM for non-discretionary projects, ensuring awareness and notification for projects not typically subject to consultation under CEQA. By incorporating these measures, impacts would be ***less than significant with mitigation.***

4.16.6 CUMULATIVE IMPACTS

The cumulative context for the tribal cultural resources analysis includes reasonably foreseeable future development within the City of Los Angeles, as well as the County of Los Angeles pursuant to applicable planning documents, including the Southern California Association of Governments (SCAG) Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy and adjacent community plans, as well as previously approved but unbuilt projects in the County or adjacent Community Plan Areas.

Cumulative development could disturb areas that may potentially contain tribal cultural resources. The potential for impacts from individual developments is site-specific and depends on the location and nature of each individual development proposal. All future development projects, including projects in the Southwest Valley may be subject to project-specific mitigation requirements under CEQA. Further, as more community plans are developed, MMs would be applied to ensure the City's EMPs and BMPs are implemented. Therefore, because the Southwest Valley Community Plans would not result in a significant impact, cumulative impacts associated with the Plan would also be reduced. It is anticipated that significant cumulative tribal cultural resource impacts can be minimized to less than significant levels in the Southwest

Valley CPAs with the addition of Mitigation Measures **MM TCR-1 and MM TCR-2**, in combination with the recommended best management practices.. Therefore, the Plan would not contribute to a cumulative impact. Based on this information, the incremental effect of the Southwest Valley CPAs on tribal resources would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

4.16.7 REFERENCES

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State of California, *AB-52 Native Americans: California Environmental Quality Act*, California Legislative Information Bill Text, available online at: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201320140AB52, accessed on June 27, 2025.

4.17 UTILITIES AND SERVICE SYSTEMS

INTRODUCTION

This section provides an overview of the utilities and service systems and evaluates the construction and operational impacts associated with utilities and service systems within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys-Lake Balboa Community Plan, herein referred to as the "Southwest Valley Community Plans," "Southwest Valley Community Plans Area (CPA)," or "Proposed Plans" and individually evaluates utilities and service systems impacts under **Section 4.17.1, Water Supply; Section 4.17.2, Wastewater and Stormwater; Section 4.17.3, Solid Waste;** and **Section 4.17.4, Electricity, Natural Gas, and Telecommunications Facilities**.

4.17.1 WATER SUPPLY

4.17.1.1 Existing Environmental Setting

Existing Water Supplies

Los Angeles Department of Water and Power (LADWP). LADWP manages the water supply for the City of Los Angeles. LADWP provides an average of 399 million gallons of water per day to the four million residents and businesses within the City of Los Angeles.[1] In fiscal year 2023-2024, LADWP provided approximately 146 billion gallons of water, and an average of more than 399 million gallons per day, to 743,052 water service connections. Primary sources of water for LADWP's service area include the Los Angeles Aqueduct (LAA) (41 percent of the City's water supply), State Water Project and the Colorado River Aqueduct (supplied by the Metropolitan Water District of Southern California [MWD] and makes up 50 percent of the City's water supply), local groundwater (seven percent of the City's water supply), and recycled water (two percent of the City's water supply).[2] Recycled water is beginning to become a larger part of the overall supply portfolio. Water supplies from the LAA, State Water Project, and Colorado River Aqueduct are considered imported sources because they are obtained outside of LADWP's service area. **Table 4.17-1, Historic LADWP Reliability and Baseline Year Water Demands,** shows the LADWP water supplies. In the 2024/25 fiscal year, the LADWP supplied approximately 475,900 acre-feet (af) of water to the City.[3]

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1 Los Angeles Department of Water and Power, *LADWP Briefing Book 2024-2025*, 2026, available online at: https://www.ladwp.com/sites/default/files/2025-10/2024_25_BB_FullBook_Rev10_Digital.pdf, accessed June 10, 2026.

2 Ibid.

3 An acre-foot of water is equivalent to 325,851 gallons of water.

Table 4.17-1
Historic LADWP Reliability and Baseline Year Water Demands

Demand and Supply Projections (in acre-feet)	Historic Annuals Fiscal Year Ending June 30		
	2010	2020	2025
Water Demand	**544,200**	**487,600**	**475,000**
Supplies			
Los Angeles Aqueduct	199,700	292,100	232,200
Local Groundwater	77,000	34,400	6,100
Recycled Water – Non-potable Use	6,700	9,600	13,200
MWD Water Purchases	260,800	152,600	224,400
Total Supplies	**544,200**	**488,700**	**475,900**

Notes: MWD = Metropolitan Water District
Source: Los Angeles Department of Water and Power. 2025 Urban Water Management Plan Exhibit 9A, ES-G, May 12, 2026.

Los Angeles Aqueduct (LAA). The LAA system extends approximately 340 miles from the Mono Basin to the City. From 1995 through 2004, the LAA supplied about half of the City's water needs. The City owns approximately 312,000 acres of property in the Owens Valley and appropriates groundwater from its lands in the Owens Valley pursuant to a long-term groundwater management plan with Inyo County. Snowmelt runoff from the Eastern Sierra Nevada Mountains and groundwater from the Owens Valley Groundwater Basin are collected and conveyed to the City via the LAA. LAA supplies can fluctuate yearly due to varying hydrologic conditions. In recent years, the LAA supplies have been less than the historical average because of the LADWP's obligations to perform environmental restoration in Mono and Inyo Counties. The Runoff Forecast Model and the Los Angeles Aqueduct Simulation Model (LAASM) was used jointly to predict water available from the LAA. Average long-term LAA delivery over the next 25 years is expected to be 193,000 acre-feet per year (afy).[4]

Local Groundwater. Of the Los Angeles area groundwater basins, the City holds water rights in the San Fernando, Sylmar, Eagle Rock, Central, and West Coast Basins. The Upper Los Angeles River Area (ULARA) watershed, which includes the San Fernando Basin and Sylmar Basin, is the principal groundwater resource where the City recharges and extracts local groundwater. The City also owns and extracts its local groundwater rights from the Central Basin and is entitled to produce water from the neighboring West Coast Basin.

4 Los Angeles Department of Water and Power, *2025 Urban Water Management Plan*, May 12, 2026, available online at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed June 10, 2026.

Over the last five years, local groundwater has accounted for approximately eight percent of the total water supply for the City, and since 1970 has provided up to 23 percent of the total water supply during extended dry periods when availability of imported supplies was reduced.[5] On average, about 94 percent of the City's local groundwater supply was extracted from the Upper Los Angeles River Area groundwater basins, while the Central Basin provided the remaining 6 percent.[6]

As detailed in **Table 4.17-2, LADWP Groundwater Extractions in the City of Los Angeles (in Acre-Feet)**, over the course of the 2024/25 fiscal year, the LADWP pumped 6,107 af of water from the San Fernando Groundwater Basin; zero af of water from the Central Groundwater Basin; and zero af of water from the Sylmar Groundwater Basin. In accordance with the City's long range water management plan, LADWP plans to continue production from its groundwater basins in the coming years to offset reductions in imported supplies. However, extraction from groundwater basins is limited by water quality and overdraft protection. Both the LADWP and DWR have programs in place to monitor wells to prevent overdraft. LADWP's groundwater pumping practice is based on a "safe-yield" operation. The objective of which is to extract an amount of groundwater equal to the native and imported water that recharges the groundwater basins.

Table 4.17-2
LADWP Groundwater Extractions in the City of Los Angeles (in Acre-Feet)

Fiscal Year (July 1 – June 30)	Groundwater Basin			
	San Fernando	Central	Sylmar	Total
2020-2021	51,070	0	0	51,070
2021-2022	45,395	4,799	2,862	53,056
2022-2023	23,013	3,519	1,638	28,170
2023-2024	6,521	0	0	6,521
2024-2025	6,107	0	0	6,107
Average	26,421	1,664	900	28,985

Source: Los Angeles Department of Water and Power, 2025 Urban Water Management Plan, May 12, 2026. Available online at: https://www.ladwp.com/sites/default/files/2026-06/LADWP%202025%20Urban%20Water%20Management%20Plan_Final.pdf, accessed June 10, 2026.

5 Ibid.

6 Ibid.

Recycled Water. Recycled water is produced by the Hyperion Treatment Plant, Terminal Island Water Reclamation Plant, Donald C. Tillman Water Reclamation Plant, and the Los Angeles-Glendale Water Reclamation Plant. Recycled water is provided for landscape irrigation and commercial uses. Currently recycled water provides approximately two percent of the City's water supply. **Table 4.17-3, Wastewater Treatment Plants in the City of Los Angeles** provides details on these treatment plants services, capacity, and the treated wastewater from the most recent fiscal year.

Table 4.17-3
Wastewater Treatment Plants in the City of Los Angeles

Wastewater Treatment Plants	Treatment Level	Capacity (af)	Treated Wastewater FY 24/25 (af)
Donald C. Tillman	Tertiary to Title 22 Standards with Nitrification/Denitrification	89,600	29,000
Los Angeles-Glendale	Tertiary to Title 22 Standards with Nitrification/Denitrification	22,400	14,000
Terminal Island	Tertiary; Advanced treatment (MF/RO) of 5 mgd	33,600	15,000
Hyperion	Full secondary	504,000	289,000

Source: City of Los Angeles Department of Water and Power, 2025 Urban Water Management Plan; Exhibit 7D: Sources of Recycled Water Summary, 2026.
Note: af = Acre-feet

Purchased Water. The remainder of the City's water demand is supplied by purchases from the Metropolitan Water District of Southern California (MWD). The MWD is a consortium of 26 member agencies, which includes LADWP. The MWD service area encompasses the service areas of its 26 member agencies, approximately 5,200 square miles, and includes portions of Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura Counties. The LADWP purchases water from the MWD to supplement its water supplies from the LAA and local groundwater basins. MWD is the largest water wholesaler for domestic and municipal uses in Southern California. MWD imports its water supplies from Northern California through the State Water Project (SWP) via the California Aqueduct, and the Colorado River through the MWD-owned Colorado River Aqueduct. Per Section 135 of the Metropolitan Water District Act, each of MWD's 26 member agencies has a preferential right to purchase water from the MWD.[7]

7 The MWD Act was passed in 1928 to form the MWD and governs how the MWD operates within the state.

Due to the effects from dry weather conditions and environmental restrictions on water pumping operations within San Francisco Bay/Sacramento-San Joaquin River Delta (Delta), the MWD and its 26 member agencies have prepared a Water Supply Allocation Plan (WSAP). If the MWD cannot meet a member's water demand for any given year, it uses a formula within the WSAP to allocate water to member agencies in a fair and efficient manner.

MWD has undertaken efforts to provide additional supply reliability for the entire southern California region. MWD has worked closely with LADWP to ensure the implementation of water resource development plans. To meet member agencies' growing supply and reliability needs, MWD is planning improvements to the WSAP. MWD adopted the Water Shortage Contingency Plan and WSAP on May 12, 2026, which serves as a guide for MWD's intended actions during water shortage conditions.[8]

Water Supply Treatment Process

LADWP supplies water that meets or exceeds all health-related state and federal standards.[9] LADWP accomplishes such standards by: (1) filtration of the LAA supply; (2) security measures safeguarding access to water supply and storage areas; (3) control of algae growth in groundwater and reservoirs; (4) continuous disinfection of water entering mains; and (5) regular water quality testing, inspection, and cross-control prevention.

All water coming from the LAA, the California Aqueduct, and the Colorado River Aqueduct is filtered and treated at the Los Angeles Aqueduct Filtration Plant to ensure a safe drinking water supply. Once at the filtration plant, all water travels through screens that remove environmental debris such as twigs and dead leaves. Bacteria and other impurities that can affect taste, odor, and color are eliminated by ozone injections, a super-charged oxygen molecule with powerful disinfecting properties. Treatment chemicals are then quickly dispersed into the water to make fine particles called "floc," which are subsequently removed via a six foot-deep coal filter. The final step is the addition of chlorine and fluoride which ensure lasting disinfection and strengthen tooth enamel. In May 2014, LADWP commissioned a new advanced process at the filtration plant, the Dr. Pankaj Parekh Ultraviolet (UV) Disinfection Facility, which replaces ozone as the primary disinfectant for surface water. The water goes through UV purification, which has been identified as one of the most effective methods of drinking water treatment by U.S. Environmental

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8 Metropolitan Water District, *Water Shortage Contingency Plan*, May 12, 2026. Available online at: https://d1q0afiq12ywwq.cloudfront.net/media/wgghnwmz/2025-water-shortage-contingency-plan-june-2026.pdf, accessed June 10, 2026.

9 City of Los Angeles Department of Water and Power, *2024 Drinking Water Quality Report*, 2024, available online at: https://dwqr.ladwp.com/2024dwqr/, accessed June 10, 2026.

Protection Agency (U.S. EPA). Additional chlorine and ammonia are added during the final step to ensure lasting disinfection and to protect the water as it travels through the City's large distribution system.

The Los Angeles Aqueduct Filtration Plant has a water treatment capacity of up to 600 million gallons per day (mgd).[10] In the mid-2000s, the LADWP began a comprehensive modernization of the filtration plant to upgrade and replace equipment. The upgrade program is an on-going process and will continue to deliver a dependable supply of safe, quality water to its customers in an efficient and publicly responsible manner. Furthermore, the LADWP continues to invest in improving drinking water quality through its Capital Improvement Program. The approved water budget in FY 2024/2025 is $1.7 billion with $958 million for capital projects.[11]

The City's groundwater supply in the San Fernando and Central Basins is generally clean. The LADWP pumps from the clean parts of the basins and disinfects this groundwater with chlorine as a safeguard against microorganisms. Additionally, the LADWP continuously monitors and ensures that all water meets water quality standards and results are far below the maximum contaminant levels permitted by state or federal regulations.

Water Conveyance Facilities

The LADWP delivers water to its customers through a complex and expansive network water system. The system consists of 6,794 miles of mainline pipes (20 inches or smaller in diameter) in the City of Los Angeles. Trunk lines are pipes with a diameter greater than 20 inches that transport water from wells and aqueducts to reservoirs. These trunk lines are connected to smaller pipes called distribution mains that supply water to the customers' service connection.[12] There are about 547 miles of trunk lines citywide.[13]

According to the LADWP 2025-2026 Water Infrastructure Plan, LADWP has a 2025-26 goal to replace 240,000 feet of mainline pipe. Long term goals are: continue to replace 240,000 feet of mainline pipe each fiscal year to maintain a 150-year replacement cycle; reduce distribution life cycle costs, including capital, operations, and maintenance costs; continue installation of earthquake-resilient pipe and buildout of

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10 Los Angeles Department of Water and Power, Los Angeles Aqueduct Filtration Plant. Available online at: https://www.ladwp.com/sites/default/files/2025-10/2025_BOOKLETS_Los_Angeles_Aqueduct_Filtration_Plant_06_Digital.pdf, accessed June 10, 2026.

11 Los Angeles Department of Water and Power, *LADWP Briefing Book 2024-2025*, 2026, available online at: https://www.ladwp.com/sites/default/files/2025-10/2024_25_BB_FullBook_Rev10_Digital.pdf, accessed June 10, 2026.

12 Los Angeles Department of Water and Power, *2025-2026 LADWP Water Infrastructure Plan*, 2026. Available online at: https://ladwp-jtti.s3.us-west-2.amazonaws.com/wp-content/uploads/sites/3/2026/02/02160707/2025_BOOKLETS_wip_digital_FINAL.pdf, accessed June 10, 2026.

13 Ibid.

seismic-resilient pipe networks; and replace highest priority and most critical mainline serving the Pacific Palisades area.

About six percent of LADWP's water distribution mainlines are classified as a high priority for replacement. Pipeline replacements are prioritized based on the following: (1) leak history (quantity and density of leaks, types of leaks, time between leaks); (2) age of pipe (design and construction method used at the time of installation); (3) soil conditions (corrosiveness, hillside, landslide, fault line and liquefaction potential); (4) risk of service interruption and community disruption; (5) coordination with planned projects by StreetsLA; and (6) other Water System improvement projects. Priority ratings are assigned to pipe segments based on the calculated scores of these factors.

In regard to the LAA, LADWP's long term goals are to complete the exterior recoating of 5 miles of sag pipe; select alternatives to mitigate potential San Andreas Fault rupture at the Elizabeth Tunnel; re-drill and replace groundwater wells in the Owens Valley, averaging two per year; and complete construction of Bishop Bypass Intake Structure Replacement; develop a program to repair or replace sag pipe support structures including identifying new technologies and methods to perform work; and initiate a program to replace more than 50 miles of splash wall along the LAA and stabilize the unlined section in the Independence area.[14]

Water Conservation

The City has long recognized that water conservation is the cornerstone of multiple strategies to improve water supply reliability for its residents. LADWP has taken a leadership role in managing its demand for water by creating a robust program to reduce water waste, educating its customers in water conservation and efficient water use, incentivizing the installation of water saving devices in homes and businesses, and transforming mindsets on long-term water use behaviors. The City has obtained the following benefits from its water conservation and water use efficiency programs: (1) improved water supply reliability; (2) deferred water and wastewater system expansions and improvements; (3) lower water bills for customers that reduce their water consumption; (4) reduced site runoff from landscape irrigation and precipitation which in turn increases groundwater replenishment and improves the water quality of local rivers and the Pacific Ocean, and (5) reduced energy use for water treatment, water pumping and conveyance. As a result of water conservation measures, despite the population in the City growing by over 1 million people

14 Ibid.

between fiscal year (FY) 1969/70 to FY 2024/2025, water consumption has decreased by 25 percent.[15] Furthermore, state legislation, which postdates several City water conservation ordinances, has only strengthened the City's commitment to water conservation and provides added assurance that the City will continue its leadership role in managing demand for water in the near and distant future.

Existing Water Demand

Table 4.17-4, Existing Water Use in the Southwest Valley Community Plan Areas, shows the estimated daily water usage of existing land uses within the Southwest Valley CPAs. A discussion of how estimates were determined is provided in **Section 4.17.1.4, Methodology,** below. Under Existing Conditions, the Southwest Valley CPAs use approximately 55,341,115 gallons per day (gpd) (55.3 mgd) or 60,875 afy. This demand is comprised of single-family residential water demand of approximately 26,761,428 gpd or 29,438 afy, multi-family residential water demand of approximately 12,907,780 gpd or 14,199 afy, and a total non-residential water demand of 15,671,907 gpd or 17,239 afy.

Table 4.17-4
Existing Water Use in the Southwest Valley Community Plan Areas

Land Use	Dwelling Units or Jobs	Daily Water Use Rate (gpd/unit)*	Daily Water Demand (gpd)	Annual Water Demand (afy)
Single-Family	82,597 du	324	26,761,428	29,438
Multi-Family	67,580 du	191	12,907,780	14,199
Commercial	143,107 employees	75	10,733,025	11,806
Industrial	30,129 employees	133	4,007,157	4,408
Public Facilities	12,423 employees	75	931,725	1,025
		Total	**55,341,115**	**60,875**

Source: Impact Sciences, 2026, LADWP 2020 UWMP.
Note: gpd = gallons per day; du= dwelling units; sf = square feet; afy = acre feet per year; 1 gpd = 0.0011 afy; 1 mgd = 1,000,000 gpd. Totals may not round up due to rounding.
** While the 2025 UWMP is the most current UWMP, water demand rates were obtained from the LADWP's 2020 UWMP, Exhibit 2F because they are the most recent unit use factors available.*

15 Los Angeles Department of Water and Power, 2025 Urban Water Management Plan, adopted May 12, 2026. Available online at: https://www.ladwp.com/sites/default/files/2026-02/LADWP%202025%20Urban%20Water%20Management%20Plan_Public%20Review%20Draft_Final_Web.pdf, accessed June 4, 2026.

4.17.1.2 Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding water supply at the federal, state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Clean Water Act
- Safe Drinking Water Act
- California Urban Water Management Plan Act
- Senate Bill 610, Senate Bill 221 and Senate Bill 7
- Senate Bill X7-7, Water Conservation Act
- California Code of Regulations
- Porter-Cologne Water Quality Control Act
- CALGreen Code
- Plumbing Code
- Sustainable Groundwater Management Act of 2014
- State of Drought Emergency Declaration and Executive Orders
- California Water Plan
- California Water Action Plan
- Metropolitan Water District's 2020 Urban Water Management Plan and 2015 Urban Water Management Plan
- MWD's 2015 Integrated Resources Plan
- MWD's Water Surplus and Drought Management Plan
- MWD's Water Supply Allocation Plan
- Regional Water Quality Control Board
- City of Los Angeles General Plan Framework Element
- Los Angeles Municipal Code
- LADWP Urban Water Management Plan
- Green New Deal
- One Water LA 2040 Plan
- Los Angeles Water Rate Ordinance
- Emergency Water Conservation Plan
- Model Water Efficient Landscape Ordinance
- Best Management and Low Impact Development Practices
- Retrofit on Resale Ordinance
- Supply Ordinance No. 165,004 Conservation

- Landscape Ordinance No. 170,978
- Existing Buildings Energy and Water Efficiency (EBEWE) Ordinance
- LAFD and City of Los Angeles Department of Building and Safety (LADBS) Policies

Federal

Safe Drinking Water Act (SDWA). The Safe Drinking Water Act ensures the quality of Americans' drinking water. The law requires actions to protect drinking water and its sources (e.g., rivers, lakes, reservoirs, springs and groundwater wells) and applies to public water systems serving 25 or more people. It authorizes the U.S. Environmental Protection Agency (U.S. EPA) to set national health-based standards for drinking water to protect against both naturally occurring and manmade contaminants. In addition, it oversees the states, municipalities and water suppliers that implement the standards. U.S. EPA standards are developed as a Maximum Contaminant Level (MCL) for each chemical or microbe. The MCL is the concentration that is not anticipated to produce adverse health effects after a lifetime of exposure, based upon toxicity data and risk assessment principles. U.S. EPA's goal in setting MCLs is to assure that even small violations for a period of time do not pose significant risk to the public's health over the long run. National Primary Drinking Water Regulations (NPDWRs) are legally enforceable standards that limit the levels of contaminants in drinking water supplied by public water systems. Secondary standards are non-enforceable guidelines regulating contaminants that may cause cosmetic effects (such as skin or tooth discoloration) or aesthetic effects (such as taste, odor, or color) in drinking water. U.S. EPA recommends secondary standards to water systems but does not require systems to comply. However, states may choose to adopt them as enforceable standards. California has adopted secondary standards in Title 22 of the California Code of Regulations (CCR).

State

California Urban Water Management Plan Act. The California Urban Water Management Planning Act (Water Code, Section 10610, et seq.) addresses several state policies regarding water conservation and the development of water management plans to ensure the efficient use of available supplies. The California Urban Water Management Planning Act also requires Urban Water Suppliers to develop Urban Water Management Plans (UWMPs) every five years to identify short-term and long-term demand management measures to meet growing water demands during normal, dry, and multiple-dry years. Urban Water Suppliers are defined as water suppliers that either serve more than 3,000 customers or provide more than 3,000-acre feet per year (afy) of water to customers.

Senate Bill 610 and 221, and Senate Bill 7. Two of the state laws addressing the assessment of water supply necessary to serve large-scale development projects, Senate Bill (SB) 610 and SB 221, became effective January 1, 2002. SB 610, codified in Water Code Sections 10910-10915, specifies the requirements for water supply assessments (WSAs) and their role in the California Environmental Quality Act (CEQA) process, and defines the role UWMPs play in the WSA process. SB 610 requires that, for projects subject to CEQA that meet specific size criteria, the water supplier prepare WSAs that determine whether the water supplier has sufficient water resources to serve the projected water demands associated with the projects. SB 610 provides specific guidance regarding how future supplies are to be calculated in the WSAs where an applicable UWMP has been prepared. Specifically, a WSA must identify existing water supply entitlements, water rights, or water service contracts held by the public water system, and prior years' actual water deliveries received by the public water system. In addition, the WSA must address water supplies over a 20-year period and consider normal, single-dry, and multiple-dry year conditions. In accordance with SB 610, projects for which a WSA must be prepared are those subject to CEQA that meet any of the following criteria:

- Residential developments of more than 500 dwelling units;
- Shopping centers or business establishments employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- Commercial office buildings employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- Hotels, motels, or both, having more than 500 rooms;
- Industrial, manufacturing, or processing plants, or industrial parks planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
- Mixed-use projects that include one or more of the projects specified in this subdivision; or
- Projects that would demand an amount of water equivalent to or greater than the amount of water required by a 500-dwelling-unit project. (Water Code Section 912, CEQA Guidelines Section 15155(a).

The WSA must be approved by the public water supplier serving the project at a regular or special meeting and must be incorporated into the CEQA document. The lead agency must then make certain findings related to water supply based on the WSA.

In addition, under SB 610, a water supplier responsible for the preparation and periodic updating of an UWMP must describe the water supply projects and programs that may be undertaken to meet the total project water use of the service area. If groundwater is identified as a source of water available to the supplier, the following additional information must be included in the UWMP: (1) a groundwater management plan; (2) a description of the groundwater basin(s) to be used and the water use adjudication rights, if any; (3) a description and analysis of groundwater use in the past 5 years; and (4) a discussion of the sufficiency of the groundwater that is projected to be pumped by the supplier.

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.[16] 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.

SB 221 also addresses water supply in the land use approval process for large residential subdivision projects. However, unlike SB 610 WSAs, which are prepared at the beginning of a planning process, SB 221-required Water Supply Verification (WSV) is prepared at the end of the planning process for such projects. Under SB 221, a water supplier must prepare and adopt a WSV indicating sufficient water supply is available to serve a proposed subdivision, or the local agency must make a specific finding that sufficient water supplies are or will be available prior to completion of a project, as part of the conditions for the approval of a final subdivision map. SB 221 specifically applies to residential subdivisions of 500 units or more. However, Government Code Section 66473.7(i) exempts "…any residential project proposed for a site that is within an urbanized area and has been previously developed for urban uses; or where the immediate contiguous properties surrounding the residential project site are, or previously have been, developed for urban uses; or housing projects that are exclusively for very low and low-income households."

16 California State Water Resources Control Board, *20 x 2020 Water Conservation Plan*, 2010, available at: https://cawaterlibrary.net/document/20x2020-water-conservation-plan/, accessed June 11, 2026.

Water Conservation Act of 2009 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 set an overall goal of reducing per capita urban water use, compared to 2009 use, by 20 percent by December 31, 2020.[17] In 2018, the State passed SB 1668 and SB 606, which set new long-term water conservation framework for California. The bills establish guidelines for efficient water use and a framework for the implementation and oversight of the new standards to increase water use efficiency.

California Code of Regulations Title 20. Title 20, Section 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 gpm at 80 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.[18]

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 above. The voluntary measures can be adopted by local jurisdictions for greater efficiency.

Plumbing Code. Title 24, Part 5 of the California Code of Regulations 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.

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17 California Department of Water Resources, SB X7-7. Available online at: https://water.ca.gov/Programs/Water-Use-And-Efficiency/SB-X7-7, accessed July 9, 2025.

18 California Code of Regulations, Title 20, Section 1605.3, available online at: https://govt.westlaw.com/calregs/Document/I67801CF04B7911EFAB72FF2DA1536AFB?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default), accessed June 10, 2026.

Sustainable Groundwater Management Act of 2014.[19] 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.[20] 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, 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 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.

State of Drought Emergency Declaration and Executive Orders. In response to California's drought conditions, on January 17, 2014, Governor Brown declared a State of Drought Emergency and directed state officials to take numerous necessary actions with local Urban Water Suppliers and municipalities to reduce the impacts of the ongoing drought conditions that had been occurring in California since approximately 2009.[21] Subsequently, four Executive Orders were issued between April 2015 to April 2017 to address changing drought conditions and provide guidance for addressing the drought conditions.

Executive Order B-29-15 (April 2015) imposed a mandatory 25 percent statewide water reduction on potable water use by Urban Water Suppliers. It prioritized water infrastructure projects, incentivized water efficiencies, and streamlined permitting with new approval processes for water transfers and emergency drinking water projects. Executive Order B-36-15 (November 2015) called for additional actions to build on the state's response to record dry conditions and assisted recovery efforts from devastating wildfires; and Executive Order B-37-16 (May 2016) continued water use restrictions from Executive Order B-29-15 as drought conditions continued to persist. Executive Order B-37-16 called for long-term improvements to

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19 Sustainable Groundwater Management Act [And Related Statutory Provisions from SB1168 (Pavley), AB1739 (Dickinson), and SB1319 (Pavley) as Chaptered], 2015 Amendments, effective January 1, 2016.

20 California Department of Water Resources, "SGMA Groundwater Management," available online at: https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management, accessed June 11, 2026.

21 State of California, Office of Governor Edmund G. Brown, Jr., *Governor Brown Declares Drought State of Emergency*, January 17, 2014, available at: https://www.ca.gov/archive/gov39/2014/01/17/news18368/index.html, accessed August 13, 2026.

local drought preparation across the state and directed the California State Water Resources Control Board (SWRCB) to develop proposed emergency water restrictions for 2017 if the drought persists.[22]

The regulatory requirements resulting from these Executive Orders were codified in Article 22.5, Drought Emergency Water Conservation of the California Code of Regulations.

In May 2016, SWRCB adopted a revised emergency water conservation regulation, effective June 2016 through at least February 2017, which rescinded numeric reduction targets for Urban Water Suppliers, instead requiring locally developed conservation standards based upon each agency's specific circumstances.[23]

On April 7, 2017, Executive Order B-40-17 was issued to formally end the drought emergency and lifted the drought emergency in all California counties except Fresno, Kings, Tulare, and Tuolumne. In response to Executive Order B-40-17, on April 26, 2017, the SWRCB partially repealed the emergency regulation in regard to water supply stress test requirements and remaining mandatory conservation standards for urban water suppliers.[24,25] The order also rescinded two drought-related emergency proclamations and four drought-related executive orders. Cities and water districts throughout the state are required to continue reporting their water use each month. Executive Order B-40-17 continued the ban on wasteful practices, including hosing off sidewalks and running sprinklers when it rains.

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22 State of California, Office of Governor Edmund G. Brown, Jr., *Governor Brown Issues Order to Continue Water Savings as Drought Persists*, May 9, 2016, available at: https://www.ca.gov/archive/gov39/2016/05/09/news19408/index.html, accessed August 13, 2026.

23 State of California Office of Administrative Law, State Water Resources Control Board, *Notice of Approval of Emergency Regulatory Action*, Title 23, May 31, 2016, available online at: https://www.waterboards.ca.gov/board_decisions/adopted_orders/resolutions/2016/rs2016_0029_with_adopted_regs.pdf, accessed June 11, 2026.

24 California State Water Resources Control Board, *Emergency Conservation Regulation*, 2017. Available at: https://www.waterboards.ca.gov/board_decisions/adopted_orders/resolutions/2016/rs2016_0029_with_adopted_regs.pdf, accessed June 11, 2026.

25 California State Water Resources Control Board, *Resolution No. 2017-0024 To Partially Repeal a Regulation for Statewide Urban Water Conservation*, available at: https://www.waterboards.ca.gov/board_decisions/adopted_orders/resolutions/2017/rs2017_0024.pdf, accessed June 11, 2026.

Following the 2017 drought emergency, California experienced additional drought conditions that resulted in statewide drought emergency proclamations and conservation measures in 2021 and 2022. In 2018, the State enacted Senate Bill (SB) 606 and Assembly Bill (AB) 1668, which established a long-term framework for water conservation and drought planning and directed the SWRCB and the California Department of Water Resources to develop water use efficiency standards for urban water suppliers. [26] In 2025, the SWRCB's "Making Conservation a California Way of Life" regulation became effective, implementing long-term urban water use objectives and efficiency standards intended to improve water conservation and drought resilience statewide.[27]

California Water Plan. Required by the CWC Section 10004, the California Water Plan is the state's strategic plan for managing and developing water resources statewide for current and future generations.[28] It provides a collaborative planning framework for elected officials, agencies, tribes, water and resource managers, businesses, academia, stakeholders, and the public to develop findings and recommendations and make informed decisions for California's water future.

The plan, updated every five years, presents the status and trends of California's water-dependent natural resources; water supplies; and agricultural, urban, and environmental water demands for a range of plausible future scenarios. The Water Plan also evaluates different combinations of regional and statewide resource management strategies to reduce water demand, increase water supply, reduce flood risk, improve water quality, and enhance environmental and resource stewardship. The evaluations and assessments performed for the plan help identify effective actions and policies for meeting California's resource management objectives in the near term and for several decades to come.

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26 California State Water Resources Control Board, Water Conservation Portal – California Statutes. Available at: https://www.waterboards.ca.gov/conservation/california_statutes.html, accessed June 11 2026.

27 California State Water Resources Control Board, Making Conservation a California Way of Life Regulation, 2025, Available at: https://www.waterboards.ca.gov/conservation/regs/water_efficiency_legislation.html, accessed June 11 2026.

28 California Department of Water Resources, *California Water Plan*, available at: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/California-Water-Plan/Docs/Update2023/Final/California-Water-Plan-Update-2023.pdf, accessed June 10, 2026.

In December 2023, DWR released the California Water Plan Update 2023.[29] The document provides recommended actions, funding scenarios, and an investment strategy to bolster efforts by water and resource managers, planners, and decision-makers to overcome the State's most pressing water resource challenges. It reaffirms the State government's role and commitment to sustainable, equitable, long-term water resource management; and introduces implementation tools to inform decision-making. In the five-year period since the prior Clean Water Plan Update 2018, climate change has put unprecedented stress on natural and human systems; addressing and further preparing for the effects of climate change is a pillar the 2023 Update. The 2023 Update includes three intersecting and interdependent themes – Addressing Climate Urgency, Strengthening Watershed Resilience, and Achieving Equity; these themes build upon existing water policies, laws and regulations, and initiatives and investments to support investment in infrastructure and ecosystem improvements to overcome challenges to sustainability and the effects of climate change.[30]

California Water Action Plan. The California Water Action Plan is a roadmap for the State's journey towards sustainable water management. The first California Water Action Plan was released in January 2014 under Governor Brown's administration and updated in 2016. The California Water Action Plan discusses the challenges to water in California: uncertain water supplies, water scarcity/drought, declining groundwater supplies, poor water quality, declining native fish species and loss of wildlife habitat, floods, supply disruptions, and population growth and climate change further increasing the severity of these risks.[31]

Regional

As discussed in detail below, 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. As described in further detail below, 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, including the City of Los Angeles.

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29 California Department of Water Resources, "State Releases California Water Plan Update 2023," available online at: https://water.ca.gov/News/News-Releases/2024/Apr-24/State-Releases-California-Water-Plan-Update-2023, accessed June 11, 2026.

30 California Department of Water Resources, *California Water Plan Update 2023*, December 2023. Available online at: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/California-Water-Plan/Docs/Update2023/Final/California-Water-Plan-Update-2023.pdf, accessed June 11, 2026.

31 California Natural Resources Agency, *California Water Action Plan 2016 Update*, available online at: https://resources.ca.gov/CNRALegacyFiles/docs/california_water_action_plan/Final_California_Water_Action_Plan.pdf, accessed June 10, 2026.

Metropolitan Water District's 2025 Urban Water Management Plan. MWD's 2025 Regional UWMP addresses the future of the MWD's water supplies and demand through the year 2050. The 2025 Regional UWMP provides an assessment of the MWD's water service reliability; describes and evaluates sources of water supply, efficient uses of water, demand management measures, implementation strategies, and schedule; and other relevant information and programs. In addition to the water reliability assessments, the UWMP includes an evaluation of frequent and severe periods of droughts, as described in the Drought Risk Assessment, and the preparation and adoption of the Water Shortage Contingency Plan (WSCP). The 2025 UWMP reports also identified projected supplies to meet the long-term demand within its service area.[32]

The 2025 UWMP concluded that the MWD has sufficient supply to meet the expected demands from 2030 through 2050 under a single dry year condition and a period of drought lasting five consecutive water years, as well as in a normal water year hydrologic condition. The analysis for multiple-dry year conditions, i.e., under the most challenging weather conditions such as drought and service interruptions caused by natural disasters, is presented in Table 2-5 of the 2025 UWMP. In the 2025 UWMP, the projected 2050 water demand is 1,709,000 afy, with supply projected to be 2,729,000 afy, resulting in a surplus of 1,020,000 afy.

MWD's 2015 Integrated Resources Plan. The MWD prepares an Integrated Water Resources Plan (IRP) that provides a water management framework with plans and programs for meeting future water needs. It addresses issues that can affect future water supply such as water quality, climate change, and regulatory and operational changes. The most recent IRP (2015 IRP) was adopted in January 2016.[33] It establishes a water supply reliability mission of providing its service area with an adequate and reliable supply of high-quality water to meet present and future needs in an environmentally and economically responsible way. Among other topics, the 2015 IRP discusses water conservation, local and imported water supplies, storage and transfers, water demand, and adaptation to drought conditions.

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32 Metropolitan Water District of Southern California, *2025 Regional Urban Water Management Plan*, available online at: https://d1q0afiq12ywwq.cloudfront.net/media/ziwngqsj/2025-urban-water-management-plan-june-2026.pdf, accessed June 3, 2026.

33 Metropolitan Water District of Southern California, *Integrated Water Resources Plan, 2015 Update*, Report No. 1518, January 2016, available online at: https://cawaterlibrary.net/document/integrated-water-resources-plan-2015-update/, accessed July 10, 2025.

The 2015 IRP reliability targets identify developments in imported and local water supply, and in water conservation that, if successful, would provide a future without water shortages and mandatory restrictions under planned conditions. For imported supplies, the MWD would make investments to maximize CRA deliveries in dry years. The MWD would make ecologically-sound infrastructure investments to the SWP so that the water system can capture sufficient supplies to help meet average year demands and to refill the MWD storage network in above-average and wet years.

Planned actions to keep supplies and demands in balance include, among others, lowering regional residential per capita demand by 20 percent by the year 2020 (compared to a baseline established in 2009 state legislation), reducing water use from outdoor landscapes and advancing additional local supplies. IRP Table ES-1, 2015 IRP Update Total Level of Average-Year Supply Targeted (Acre-Feet), of the 2015 IRP, shows the supply reliability and conservation targets. As presented in the IRP, the total supply reliability target for each five-year increase between 2016 and 2040 would exceed the retail demand after conservation. In 2040, retail demand after conservation is estimated to be 4,273,000 acre-feet and the total supply reliability target is approximately 4,539,000 acre-feet, representing an excess of 266,000 acre-feet.[34] According to MWD a 2020 IRP is being prepared; however as of summer 2026 there have been no additional updates.[35]

MWD's Water Surplus and Drought Management Plan. In 1999, the MWD incorporated the water storage contingency analysis that is required as part of any UWMP into a separate, more detailed plan, called the Water Surplus and Drought Management Plan (WSDM Plan). The overall objective of the WSDM Plan is to ensure that shortage allocation of the MWD's imported water supplies is not required. The WSDM Plan provides policy guidance to manage the MWD's supplies and achieve the goals laid out in the agency's IRP. The WSDM Plan separates resource actions into two major categories: Surplus Actions and Shortage Actions. The WSDM Plan considers the region to be in surplus only after the MWD has met all demands for water, including replenishment deliveries. The Surplus Actions store surplus water, first inside then outside of the region. The Shortage Actions of the WSDM are separated into three subcategories: Shortage, Severe Shortage, and Extreme Shortage. Each category has associated actions that could be taken as part of the response to prevailing shortage conditions. Conservation and water efficiency programs are part of the MWD's resource management strategy through all categories.[36]

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34 Ibid.

35 Metropolitan Water District of Southern California, "The Integrated Water Resources Plan." Available online at: https://www.mwdh2o.com/how-we-plan/integrated-resource-plan/, accessed June 10, 2026.

36 Metropolitan Water District, *Water Surplus and Drought Management Plan*, Report No. 1150. August 1999, available online at: https://d1q0afiq12ywwq.cloudfront.net/media/20239/24_water_supply_drought_management_plan.pdf, accessed June 10, 2026.

MWD's Water Supply Allocation Plan. While the WSDM Plan included a set of general actions and considerations for the MWD staff to address during shortage conditions, it did not include a detailed water supply allocation plan or implementation approach. Therefore, in February 2008, the MWD adopted a water supply plan called the Water Supply Allocation Plan (WSAP), which has since been implemented three times, most recently in April 2015. The WSAP includes a formula for determining equitable, needs-based reductions of water deliveries, with the potential application of a surcharge, to member agencies during extreme water shortages in the MWD's service area conditions (i.e., drought conditions or unforeseen interruptions in water supplies).

The WSAP allows member agencies the flexibility to choose among various local supply and conservation strategies to help ensure that demands on the MWD stay in balance with limited supplies. The WSAP formula addresses shortages of the MWD supplies, by taking into account growth, local investments, changes in supply conditions and the demand hardening aspects of non-potable recycled water use and the implementation of conservation savings programs. The allocation period covers 12 consecutive months from July of a given year through the following June.

Local

City of Los Angeles General Plan Framework Element. The Citywide General Plan Framework Element (General Plan Framework) establishes the conceptual basis for the City's General Plan. The General Plan Framework sets forth a comprehensive Citywide long-range growth strategy and defines Citywide policies regarding land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, infrastructure and public services. Chapter 9, Infrastructure and Public Services, of the City's General Plan Framework identifies goals, objectives, and policies for City utilities including water service. Goal 9C is to provide adequate water supply, storage facilities, and delivery system to serve the needs of existing and future water needs. The goals, objectives, and policies of the Framework that are related to water supply, storage, and delivery infrastructure are listed in **Table 4.17-5, Relevant General Plan Water Supply Goals, Objectives, and Policies**.

Table 4.17-5
Relevant General Plan Water Supply Goals, Objectives, and Policies

Goal/Objective/ Policy	Goal/Objective/Policy Descriptions
	Framework Element- Chapter 9 Infrastructure and Public Services
Goal 9C	Adequate water supply, storage facilities, and delivery system to serve the needs of existing and future residents and businesses.
Objective 9.8	Monitor and forecast water demand based upon actual and predicted growth.
Policy 9.8.1	Monitor water usage and population and job forecast to project future water needs.
Objective 9.9	Manage and expand the City's water resources, storage facilities, and water lines to accommodate projected population increases and new or expanded industries and businesses.
Policy 9.9.1	Pursue all economically efficient water conservation measures at the local and statewide level.
Policy 9.9.2	Develop reliable and cost-effective sources of alternative water supplies, including water reclamation and exchanges and transfers.
Policy 9.9.3	Protect existing water supplies from contamination and clean up groundwater supplies so those resources can be more fully utilized.
Policy 9.9.4	Work to improve water quality and reliability of supply from the State Water Project and other sources.
Policy 9.9.5	Maintain existing rights to groundwater and ensure continued groundwater pumping availability.
Policy 9.9.6	Identify the needs for land and facilities necessary to provide an adequate and reliable water supply and develop those facilities in an environmentally and socially sensitive way.
Policy 9.9.7	Incorporate water conservation practices in the design of new projects so as not to impede the City's ability to supply water to its other users or overdraft its groundwater basins.
Policy 9.9.9	Clean or replace where necessary, deficient water distribution lines in the City.
Objective 9.10	Ensure that water supply, storage, and delivery systems are adequate to support planned development.
Policy 9.10.1	Evaluate the water system's capability to meet water demand resulting from the Framework Element's land use patterns.
Policy 9.10.2	Solicit public involvement, when appropriate, in evaluating options for the construction of new and/or expansion of existing water facilities.
Objective 9.11	Ensure, to the extent possible, the continued provision of water capacity, quality and delivery after an earthquake or other emergency.
Policy 9.11.1	Provide for the prompt resumption of water service with adequate quantity and quality of water after an emergency.

Source: City of Los Angeles, The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, re-adopted 2001.

In addition to the Framework Element, the Safety Element (adopted in 2021) has a policy that supports water conservation and local water supply. Policy 1.2.3 (Local Water): Continue to lead in water conservation and smart water policy through improvements to per capita water use, watershed management, and wastewater and stormwater recycling.[37]

37 City of Los Angeles, *City of Los Angeles Safety Element*, Chapter 3, p. 53, 2021, available online at: https://planning.lacity.org/odocument/28fd5b9f-d5f7-4460-9c97-c2974b5da199/Draft_Safety_Element.pdf, accessed June 10, 2026.

Los Angeles Municipal Code. The City has adopted several ordinances, later codified in the Los Angeles Municipal Code (LAMC), in an effort to reduce water consumption. A summary of the City's key regulations regarding water conservation is provided below.

- **Ordinance Nos. 166,080, 181,288, 183,608, and 184,250**—amending LAMC Chapter XII, Article 1 to clarify prohibited uses of water and modify certain water conservation requirements of the City's Emergency Water Conservation Plan. The City's Emergency Water Conservation Plan sets forth six different phases of water conservation, which shall be implemented based on water conditions. As part of these requirements, watering is limited to specific days and hours. In determining which phase of water conservation shall be implemented, the LADWP monitors and evaluates the projected water supply and demand. In addition, the Emergency Water Conservation Plan includes penalties for those that violate its requirements.

- **Ordinance No. 180,822**—amended LAMC Chapter XII, Article 5 to establish water efficiency requirements for new development and renovation of existing buildings, and mandate installation of high efficiency plumbing fixtures in residential and commercial buildings.

- **Ordinance No. 181,480**—amended LAMC Chapter IX by adding Article 9 (Green Building Code) to the LAMC to incorporate various provisions of the California Green Building Standards Code. This ordinance added mandatory measures for newly constructed low-rise residential and non-residential buildings to reduce indoor water use by at least 20 percent by: (1) using water saving fixtures or flow restrictions; and/or (2) demonstrating a 20 percent reduction in baseline water use.

- **Ordinance Nos. 181,899 and 183,833**—amended LAMC Chapter VI, Article 4.4, Section 64.72 regarding stormwater and urban runoff to include new requirements, including Low Impact Development (LID) requirements that promote water conservation.

- **Ordinance No. 182,849**—amended LAMC Chapter IX, Article 9 (Green Building Code) to mandate that for new water service or for additions or alterations requiring upgraded water service for landscaped areas of at least 1,000 square feet, separate sub-meters or metering devices shall be installed for outdoor potable water use. This ordinance also required that for new non-residential construction with at least 1,000 square feet of cumulative landscaped area, weather or soil moisture–based irrigation controllers and sensors be installed.

- **Ordinance No. 184,692**—amended LAMC Chapter IX, Article 4 (Plumbing Code) by adopting by reference various sections of the California Plumbing Code. This ordinance also added requirements for plumbing fixtures and fixture fitting.

- **Ordinance No. 184,248**—amended LAMC Chapter IX, Article 4 (Plumbing Code) and Article 9 (Green Building Code) to establish citywide water efficiency standards and mandate a number of new fixture requirements and methods of construction for plumbing and irrigation systems.

The City of Los Angeles also has adopted numerous requirements related to the provision of water for purposes of fire protection. These requirements are set forth in the Fire Code (LAMC Chapter V, Article 7). LAMC Section 57.507.3.1 establishes fire water flow standards. Fire water flow requirements, as determined by the Los Angeles Fire Department (LAFD), vary by project site as they are dependent on land use (e.g., higher intensity land uses require higher flow from a greater number of hydrants), life hazard, occupancy, and fire hazard level. As set forth in LAMC Section 57.507.3.1, fire water flow requirements vary from 2,000 gallons per minute (gpm) in low density residential areas to 12,000 gpm in high density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (psi) is to remain in the water system with the required gpm flowing. As set forth in LAMC Section 57.507.3.1, Low Density Residential land uses have a minimum required fire flow of 2,000 gpm from three adjacent hydrants flowing simultaneously while High Density Residential and Neighborhood Commercial land uses have a minimum required fire flow of 4,000 gpm from four adjacent fire hydrants, requiring a residual pressure of 20 psi unless otherwise determined by LAFD. LAMC Section 57.507.3.2 also addresses land use-based requirements for fire hydrant spacing and type. Land uses in the Low Density category require one hydrant per 150,000 square feet of land with 600-foot distances between hydrants, and 2.5 inch by 4-inch double fire hydrants, while High Density Residential and Neighborhood Commercial land uses require one hydrant per 100,000 square feet of land with 300–450-foot distances between hydrants, and 2.5 inch by 4-inch double fire hydrants. Regardless of land use, every first story of a residential, commercial, and industrial building must be within 300 feet of an approved hydrant.

LADWP Urban Water Management Plan. In accordance with the California Urban Water Management Planning Act, UWMPs are updated at five-year intervals. LADWP adopted the 2025 UWMP on May 12, 2026. The 2025 UWMP complies with the Urban Water Management Planning Act, builds upon the goals and progress made in the 2020 UWMP and currently serves as the City's master plan for reliable water supply and resource management consistent with the City goals and objectives. The UWMP details LADWP's efforts to promote the efficient use and management of its water resources. LADWP's UWMP developed a statistical demand model to forecast long-term water use for each of its sectors of demand, allowing for the integration of demographic, economic, and climate factors to produce a more comprehensive forecast that accounts for sector specific water use characteristics. The modeling process began with identifying candidate drivers of demand (e.g., population, household size, employment, weather, lot size, water rates) and compiling historical data for these drivers and water consumption by sector, utilizing sources such as the United States Census Bureau, California Department of Finance,

California Employment Development Department, SCAG, and National Oceanic and Atmospheric Administration. Methodology does not rely on individual development demands to determine area-wide growth.

The population in the City has grown by over one million people from FY 1969/70 to FY 2024/25, yet total water consumption has decreased by 25 percent, indicating the effectiveness of water conservation. Over the past 30 years, the City's water demand has undergone a drastic reduction, from a peak of 689,467 acre-feet (af) in FY 2023/04 to 474,458 af in FY 2024/25.

The LADWP is committed to meeting all the City's current and future water needs while increasing supply reliability, reducing imported water purchases, and increasing locally produced water by continuing to:

- Maintain access to imported supplies
- Diversify LADWP's water supply portfolio through the development of local supplies
- Improve water use efficiency and achieve significant water conservation

Los Angeles Green New Deal. The City released the first Sustainable City pLAn in April 2015,[38] which has been updated in 2019 as the City's Green New Deal. The Green New Deal includes a multi-faceted approach to developing a locally sustainable water supply to reduce reliance on imported water, reducing water use through conservation, and increasing local water supply and availability.

38 City of Los Angeles, *Sustainable City pLAn*, 2015, available online at: https://plan.mayor.lacity.gov/sites/g/files/wph2176/files/2022-12/pLAn_2019_final.pdf, accessed June 10, 2026.

One Water LA 2040 Plan. In April 2018, the City prepared the One Water LA 2040 Plan (One Water LA Plan), an integrated approach to Citywide recycled water supply, wastewater treatment, and stormwater management. The new plan builds upon the City's Water IRP, which projected needs and set forth improvements and upgrades to wastewater conveyance systems, recycled water systems, and runoff management programs through the year 2020, and extends its planning horizon to 2040. The One Water LA Plan proposes a collaborative approach to managing the City's future water, wastewater treatment, and stormwater needs with the goal of yielding sustainable, long-term water supplies for Los Angeles to ensure greater resilience to drought conditions and climate change. The One Water LA Plan is also intended as a step toward meeting the Mayor's Executive Directive to reduce the City's purchase of imported water by 50 percent by 2024.[39] Major challenges addressed in the One Water LA Plan include recurring drought, climate change, and the availability of recycled water in the future in light of declining wastewater volumes.

Los Angeles Water Rate Ordinance. The City's Water Rate Ordinance was adopted in June 1995 and last amended by the City's Board of Water and Power Commissioners pursuant to Ordinance No. 184,130. Effective April 15, 2016, this City Water Rate Ordinance restructured water rates to help further promote conservation. Specifically, the goal of the ordinance is to incentivize water conservation while recovering the higher costs of providing water to high volume users and accelerating development of sustainable local water supply. Tiered water rate schedules were established for: single-dwelling unit customers; multi-dwelling unit customers; commercial, industrial, and governmental customers and temporary construction; recycled water service; private water service; publicly sponsored irrigation, recreational, agricultural, horticultural, and floricultural uses, community gardens and youth sports. The new water rate structure increases the number of tiers from two to four for single-dwelling unit customers. In addition, this ordinance intends to maintain cost-of-service principles, incremental tier pricing based on the cost of water supply and added pumping and storage costs.

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39 City of Los Angeles, Office of the Mayor, *Executive Directive No. 5, Emergency Drought Response - Creating a Water Wise City*, October 14, 2014, available online at: https://planning.lacity.gov/eir/Sunset_Wilcox/deir/deir_reference_docs/water-supply/City%20of%20LA%20Office%20of%20the%20Mayor%20-%20Executive%20Directive%20No.%205,%20Emergency%20Drought%20Response,%20October%2014,%202014.pdf, accessed June 10, 2026.

Landscape Ordinance No. 170,978. In 1996, Landscape Ordinance No. 170,978 became effective with an overarching goal to improve the efficient use of outdoor water. This Ordinance was amended in 2009 to comply with the Water Conservation in Landscaping Act of 2006 and the Model Water Efficient Landscape Ordinance. On November 11, 2024 the City's Planning Commission submitted a report relative to the proposed Landscape and Site Design Ordinance and recession of the Landscape Ordinance; this proposed ordinance and proposed recession of the existing landscape ordinance is still pending.

Ordinance No. 185,198, 185,585, and 186,789—the Existing Buildings Energy and Water Efficiency (EBEWE) Ordinance amended LAMC Chapter IX, Article 1 (Building Code) in 2017 and made public the annual energy and water consumption of all buildings over 20,000 square feet in the City. Beginning in 2017, privately owned buildings that are 20,000 square feet or more and buildings owned by the City that are 7,500 square feet or more are required to be benchmarked, and owners must disclose annual energy and water consumption. Privately owned buildings that are 100,000 square feet or more must begin benchmarking reporting by December 1, 2017, and smaller buildings must begin reporting over the following two years. The Ordinance is designed to facilitate the comparison of buildings' energy and water consumption, and reduce building operating costs, lower energy and water consumption.

LADWP Policies. The City requires that each applicant coordinate with the LADWP in order to ensure that existing and/or planned water conveyance facilities are capable of meeting water demand/pressure requirements. In coordination with the LADWP, each applicant/contractor shall identify specific on- and off-site improvements needed to ensure that impacts related to water supply and conveyance demand/pressure requirements are addressed at the time that a water connection permit application is submitted. Water supply and conveyance demand/pressure clearance from LADWP shall be required during this time as well.

4.17.1.3 Thresholds of Significance

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to water if they would

- Require or result in the relocation or construction of new or expanded water, facilities, the construction of which could cause significant environmental effects; and/or
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

4.17.1.4 Methodology

Estimates of impacts on utilities and service systems have been disclosed using the most applicable demand factors available at the time of preparation.

For purposes of **Threshold 4.17-1**, the Proposed Plans would have a significant impact if they resulted in the relocation or construction of water facilities and that relocation or construction caused a significant environmental effect, such as the demolition of a historical resource or destruction of a unique archaeological resource. Under this threshold, not having adequate facilities to serve the Southwest Valley CPAs is not in and of itself a significant impact. Rather the question is whether construction of needed facilities results in environmental impacts. Therefore, analysis involves a two-part inquiry: first, whether reasonably anticipated development under the Proposed Plans can be served by existing water facilities or if it is reasonably anticipated to cause the need for new or relocated water facilities; and second, if it will need new or relocated water facilities, whether it is reasonably anticipated that construction or relocation of such facilities will result in a significant environmental impact.

For purposes of **Threshold 4.17-2**, the Proposed Plans would have a significant impact if the City did not have adequate water supply to serve reasonably anticipated development under the Proposed Plans during normal, dry and multiple dry years.

Project-generated demands were calculated using the 2024 existing level of development in the Southwest Valley CPAs, reasonably anticipated development in the Southwest Valley CPAs in 2050, and utility rates per development unit (e.g., water use per dwelling unit). Impacts were determined based on the net change relative to existing conditions (i.e., 2050 with Southwest Valley Community Plans conditions compared to 2024 existing baseline conditions). While the LADWP has released a 2025 UWMP, water demand rates were obtained from the LADWP's 2020 UWMP, since the 2025 UWMP does not include water unit use factors.[40] Daily water use rates that were used to calculate the Project's water use and intake are provided in **Table 4.17-6, Daily Water Use Rates**.

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40 Los Angeles Department of Water and Power, 2020 *Urban Water Management Plan, Exhibit 2F: Base Year Water Unit Use Factors*, May 25, 2021. Available online at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed June 10, 2026.

Table 4.17-6
Daily Water Use Rates

Land Use Type	Daily Water Use Rate (gpd/unit)	2050 Daily Water Use Rate (gpd/unit)*
Single-Family Residential	324	330
Multi-Family Residential	191	189
Commercial	75	67
Industrial	133	118
Public Facilities	75	67

Note: Note: gpd = gallons per day
Source: Los Angeles Department of Water and Power 2020 Urban Water Management Plan.
** While the Proposed Plan's buildout year is 2050, the 2020 UWMP forecasted water demands up to the year 2045. The 2045 values are used to estimate the daily water demand by 2050.*

State and local policies, plans, initiatives, and projects, such as SB X7-7, SB 1016, Emergency Water Conservation Plan, and Ordinance 181,519, as discussed above under **Section 4.17.1.2, Regulatory Framework**, are in place or are anticipated to be implemented over the Proposed Plans' time horizon that would reduce utility consumption rates over time. As stated above, the daily water use rate is obtained from the 2020 UWMP, rather than the 2025 UWMP. The 2025 UWMP provides projected water uses by sector, represented in af per year, but does not provide a daily water use unit factor reflecting the gallons demanded per day per driver, whereas the 2020 UWMP (see Exhibit 2F of the 2020 UWMP) does provide these values. As indicated in Exhibit 2A of the 2025 UWMP, average water demand in recent years is lower than demand in 1970, despite increases in population. As such, these values represent a conservative approach to assessing water demand. These projected rates incorporate savings from codes and ordinances currently in place, but do not take into consideration planned projects, future policies, or initiatives and therefore, also provide a conservative estimate of future consumption. A qualitative discussion of planned capacity-building or supply-enhancing projects is included in the analysis.[41]

41 Ibid.

4.17.1.5 Impacts

Threshold 4.17-1 **Would implementation of the Proposed Plans require or result in the relocation or construction of new or expanded water facilities, the construction of which could cause significant environmental effects?**

This impact would be less than significant.

Table 4.17-7, Future (2050) Water Use in the Community Plan Areas, summarizes estimated water demand for the Southwest Valley CPAs in 2050 with implementation of the Proposed Plans. As indicated in the table, total daily water demand in 2050 under the Proposed Plans is estimated to be 80,803,987 gpd (approximately 81 mgd), or 88,884 afy. Population and employment that are reasonably anticipated under the Proposed Plans through 2050 would generate an estimated increase in demand of approximately 25.5 mgd, or 28,009 afy, which is an increase of about 46 percent compared to the existing baseline demand of 55.3 mgd or 60,875 afy.

Table 4.17-7
Future (2050) Water Use in the Community Plan Areas

Land Use	Dwelling Units or Employees	Daily Water Use Rate (gpd/unit)	Daily Water Demand (gpd)	Annual Water Demand (afy)
Future Proposed Project (2050)*				
Single-Family	78,745 du	330	25,985,850	28,584
Multi-Family	186,714 du	189	35,288,946	38,818
Commercial	201,949 employees	67	13,530,583	14,884
Industrial	40,554 employees	118	4,785,372	5,264
Public Facilities	18,108 employees	67	1,213,236	1,335
		Total	**80,803,987**	**88,884**
Future No Project (2050)*				
Single-Family	83,458 du	330	27,541,140	30,295
Multi-Family	129,589 du	189	24,492,321	26,942
Commercial	145,022 employees	67	9,716,474	10,688
Industrial	40,259 employees	118	4,750,562	5,226
Public Facilities	18,147 employees	67	1,215,849	1,337
		Total	**67,716,346**	**74,488**

Source: City of Los Angeles, Los Angeles Department of Water and Power, 2020 Urban Water Management Plan Exhibit 2L. Available at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzqq/~edisp/opladwpccb762836.pdf, accessed April 10, 2026.
Note: gpd = gallons per day; du= dwelling units; sf = square feet; afy = acre feet per year; 1 gpd = 0.0011 afy; 1 mgd = 1,000,000 gpd
** While the Proposed Plan's buildout year is 2050, the 2020 UWMP forecasted water demands up to the year 2045. The 2045 values are used to estimate the daily water demand by 2050.*
Totals may not round up due to rounding.
Clarification Note: As part of the RAD analysis, a 4% work-from-home rate was used to calculate the anticipated number of jobs in each Plan Area. To calculate the total number of jobs for each Plan Area, the number of residential units within each Plan Area was multiplied by 0.04, and the result was then added to the Plan Area's jobs numbers that resulted from non-residential uses. For more information, please see the Methodology (Appendix B).
However, because the utility calculations were based on land use, and the job counts were broken down by commercial, industrial, and public facilities, the work-from-home job numbers were not included because they are tied to residential land uses. Therefore, jobs linked to work-from-home employees are not contributing to employer utility usage (solid waste removal, water usage, etc.). Their utility usage is assumed to be entirely within their own home, and that usage is covered under the residential utility numbers. Therefore, the jobs number included in the Utilities section's table is lower than the jobs number found in the Population, Housing Units, and Employment section table.

Water conservation measures would apply to new development, but existing uses are also increasingly implementing water conservation measures in response to increased regulations and pricing controls such as limited Tier 1 (cheaper) water in drought years, and penalties for lack of reductions; therefore, this estimated net increase in water demand in the Southwest Valley CPAs may represent a conservative estimate (for analysis purposes). As discussed in **Section 4.17.1.2, Regulatory Framework**, new development facilitated by the Proposed Plans would be required to comply with the City's water conservation ordinances, such as the Model Water Efficient Landscape Ordinance, which requires that new

construction projects develop water budgets for landscaping, reduction of erosion and irrigation related runoff, utilization of recycled water if available, irrigation audits, development of requirements for landscape and irrigation design, and scheduling of irrigation based on localized climate. Compliance with the Water Efficiency Requirements Ordinance and Supply Ordinance No. 165,004 would require new buildings to install water conservation fixtures, such as ultra-low-flush toilets, urinals, taps, and showerheads, and plumbing fixtures to obtain building permits in the City of Los Angeles.

Impacts from Construction of Facilities

Since the mid-2000s, LADWP has initiated a comprehensive modernization and upgrade program at the LAA Filtration Plant to continue and better serve its customers. Based on the water treatment capacity of 600 mgd at the LAA Filtration Plant, the anticipated water demand increase of 25.5 mgd under implementation of the Proposed Plans would be within the capacity of the LAA Filtration Plant.

LADWP continues to invest in improving drinking water quality through its Capital Improvement Program. The most recently approved water budget for FY 2024/2025 maintains a $2.4 billion earmark for capital projects.[42] Thus, the construction of new water treatment plants is not anticipated to occur as a result of the approval of the Proposed Plans.

As development occurs incrementally throughout the Southwest Valley CPAs, upgrades to water conveyance facilities may be required. LADWP installs and maintains the water distribution system. The 2024-2025 LADWP Water Infrastructure Plan establishes goals and targets for replacing and/or upgrading infrastructure. Through infrastructure projects, the LADWP would replace or upgrade major system components that are outdated or malfunctioning. With approximately 6,794 miles of mainline water pipes citywide, LADWP plans to replace 240,000 feet of mainline pipe each fiscal year.[43]

Without knowing the location of specific development and location of associated water feeder facilities, it is not possible to determine impacts to other specific LADWP facilities. Therefore, it is likely that the reasonably anticipated development under the Proposed Plans could exceed the capacity of water conveyance facilities, or the capacity of existing and planned fire hydrants. Local water delivery lines may need to be replaced and upgraded in the vicinity of new development that is substantially more dense than existing development, and it is possible that the construction of new water lines may be necessary to serve

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42 City of Los Angeles Department of Water and Power, *Briefing Book 2024-2025*, available online at: https://www.ladwp.com/sites/default/files/2025-10/2024_25_BB_FullBook_Rev10_Digital.pdf, accessed June 11, 2026.

43 City of Los Angeles Department of Water and Power, *2025-2026 Water Infrastructure Plan*. Available online at: https://ladwp-jtti.s3.us-west-2.amazonaws.com/wp-content/uploads/sites/3/2026/02/02160707/2025_BOOKLETS_wip_digital_FINAL.pdf, accessed June 11, 2026.

new development in the Southwest Valley CPAs. The City requires that applicants coordinate with the LADWP to ensure that existing and/or planned water conveyance facilities are capable of meeting water demand/pressure requirements.

The precise location and connection would need to be determined at the time development is proposed. Should any new connections or upgrades be required, such upgrades would be subject to subsequent environmental review. Any future line size modifications or connections would be designed in accordance with applicable provisions of the LAMC. In coordination with the LADWP, project applicants are required to identify specific on- and off-site improvements needed to ensure that impacts related to water supply and conveyance demand/pressure requirements are addressed prior to issuance of a certificate of occupancy. Water supply and conveyance demand/pressure clearance from the LADWP are required at the time that a water connection permit application is submitted. In addition, the City requires applicants to coordinate with the LAFD and LADBS to ensure that existing and/or planned fire hydrants are capable of meeting fire flow demand/pressure requirements. The issuance of building permits is dependent upon submission, review, approval, and testing of fire flow demand and pressure requirements, as established by the LAFD and LADBS prior to occupancy.

Development under the Proposed Plans could require the construction of new or upgraded water distribution facilities. However, if new facilities are determined to be necessary at some point in the future, the construction of such infrastructure would not be expected to result in significant environmental impacts since it typically involves replacement of lines in the same locations as existing lines. Routine infrastructure projects involving replacing or upgrading water distribution facilities, such as trunk lines, generally include the preparation of a Negative Declaration or Mitigated Negative Declaration (ND or MND) and in some cases may possibly qualify for a Categorical Exemption (e.g., *CEQA Guidelines* Section 15302). Additionally, pipeline construction of less than one mile in existing right of ways is statutorily exempt (PRC Section 21080.21) from CEQA. To the extent that any conveyance upgrades are not exempt, the environmental impacts of the construction and operation of these new or upgraded facilities are consistent with the impacts that have been evaluated throughout this EIR. To the extent that any significant impacts could result from the unique characteristics of a specific site, those impacts would be speculative at this time. Therefore, impacts related to the construction of new water conveyance infrastructure and water treatment facilities or expansion of existing facilities under the Proposed Plans would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.17-2 **Would implementation of the Proposed Plans have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?**

This impact would be less than significant.

The calculated increase in water demand shown in **Table 4.17-7, Future (2050) Water Use in the Community Plan Areas,** does not fully take into account reductions in water use by sector anticipated for the City as a whole. Given the horizon year of the Proposed Plans, it is important to consider the City's commitment to water conservation in conjunction with supply and demand forecasts to fully evaluate the impact of the Proposed Plans on water supplies.

Passive conservation includes long-term behavioral changes in customer water use and compliance with codes and ordinances that mandate increased efficiency. As previously discussed, and as shown in **Table 4.17-7**, implementation of the Proposed Plans would result in water demand of 80,803,987 gpd (approximately 81 mgd), or 88,884 afy. Population and employment that are reasonably anticipated under the Proposed Plans through 2050 would generate an estimated increase in demand of approximately 25.5 mgd, or 28,009 afy, which is an increase of about 46 percent compared to the existing baseline demand of 55.3 mgd or 60,875 afy. The increase in water demand would occur incrementally over the lifespan of the Proposed Plans.

MWD and LADWP are planning for the future population growth forecasts from SCAG through a variety of programs. Central to water planning is increasing conservation. LADWP forecasts that citywide water demand with passive water conservation efforts would be approximately 467,683 af in FY 2049/50.[44] Based on the estimated amount of water demanded by the Proposed Plans (88,884 afy), the Southwest Valley CPAs would consume approximately 19 percent of citywide water supply in 2050. LADWP completed a comprehensive Water Conservation Potential Study in 2017 that identified remaining active and passive conservation opportunities.[45] The results from this study guide LADWP's current and future water conservation planning and program development. In addition, state legislation, which postdates several City water conservation ordinances, strengthens the City's commitment to water conservation and provides added assurance that the City will continue its leadership role in managing demand for water in the near and distant future.

Based on City policy, new water demand is to be met by expanding water recycling and conservation. All new development within the Southwest Valley CPAs under the Proposed Plans would be required to implement the water conservation measures described in the Regulatory Framework section. New development within the Southwest Valley CPAs would be required to comply with the Water Efficiency Requirements Ordinance, Los Angeles Green Building Code, the most current California Green Building Standard Code, and all applicable regulations in the future. Existing development within the Southwest Valley CPAs may not be required to conform to these measures, although community pressure and pricing controls are anticipated to continue to reduce water demand from existing uses.

Water conservation efforts would reduce some of the added demand for water resources from new development as the Proposed Plans are implemented. Furthermore, during times of drought, LADWP could also announce restrictions on water use for customers as part of its emergency water conservation plan. For example, in May of 2022, Mayor Garcetti announced that the LADWP would move to Phase 3 of its emergency water conservation plan, requiring customers to cut the number of outdoor watering days from three to two.[46] Efforts such as these would help reduce water usage during times of drought.

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44 Metropolitan Water District of Southern California, *2025 Regional Urban Water Management Plan*, available online at: https://d1q0afiq12ywwq.cloudfront.net/media/ziwngqsj/2025-urban-water-management-plan-june-2026.pdf , accessed June 10, 2026.

45 LADWP, *Water Conservation Potential Study*, 2017, available online at: https://www.ladwp.com/sites/default/files/2023-08/Water%20Conservation%20Study%20June%202018.pdf, accessed June 11, 2026.

46 LADWP, "Mayor Garcetti Announces New Water Restrictions for LADWP Customers," 2022, available at: https://www.ladwpnews.com/mayor-garcetti-announces-new-water-restrictions-for-ladwp-customers/, accessed June 11, 2026.

As required by the Urban Water Management Planning Act, water suppliers are required to develop a UWMP every five years; the 2020 UWMP was the most current UWMP prepared by the LADWP at the time of scoping and the 2025 UWMP was approved on May 12, 2026. LADWP will continue to work closely with the City of Los Angeles Department of City Planning to develop and update the UWMP every five years to identify short-term and long-term water resources management measures to meet growing water demands over a 20-year horizon.

Within the 2025 UWMP, the LADWP's water supply reliability is assessed under three hydrologic conditions: average year (30-year median hydrology from FY 2030 through 2050); single-dry year (FY 2021/22 hydrology); and multi-dry year (FY 2011/12 to FY 2015/16 hydrology). **Table 4.17-8, LADWP Service Area Reliability Assessment for Average Weather Year,** summarizes the water demands and supplies during an average weather year through FY 2050. **Table 4.17-9, LADWP Service Area Reliability Assessment for Single Dry Year,** summarizes the water demands and supplies for singe dry year conditions through FY 2049/50, which represented the planned supply portfolio to meet the City's water demands under critical hydrologic conditions. **Table 4.17-10, LADWP Service Area Reliability Assessment for Multiple Dry Years,** demonstrates the service reliability assessment for multiple dry year conditions. While the total water demand may surpass the existing/planned supplies provided by the LADWP, supplemental water purchased from the MWD will ensure sufficient supplies are provided to meet demand. While the City plans to improve its water supply reliability through investments in additional local supply development and conservation, the City has made significant investments in the MWD and will continue to rely on the MWD to meet current and future supplemental water needs. **Tables 4.17-8** through **Table 4.17-10** demonstrate that LADWP will be able to maintain reliability during normal, single, and multiple dry year periods.

Table 4.17-8
LADWP Service Area Reliability Assessment for Average Year

Demand and Supply Projections (acre-feet)	Average Year (30-year median hydrology) Fiscal Year Ending on June 30				
	2030	2035	2040	2045	2050
Water Demand	**472,300**	**457,200**	**462,900**	**467,000**	**467,700**
Supplies					
Los Angeles Aqueduct	193,400	193,400	193,400	193,400	193,400
Local Groundwater	103,800	109,300	109,300	109,300	109,300
Recycled Water – Groundwater Replenishment Project (LA GWR)	22,000	40,000	40,000	40,000	40,000
Recycled Water – Non-potable Use	19,200	19,300	19,400	19,600	19,700
MWD Water Purchases	133,900	95,200	100,800	104,700	105,300
Total Supplies	**472,300**	**457,200**	**462,900**	**467,000**	**467,700**

Notes: MWD = Metropolitan Water District
Source: Los Angeles Department of Water and Power. 2025 Urban Water Management Plan, May 12, 2026.

Table 4.17-9
LADWP Service Area Reliability Assessment for Single Dry Year

Demand and Supply Projections (acre-feet)	Single Dry Year (FY 2021/22 hydrology) Fiscal Year Ending on June 30				
	2030	2035	2040	2045	2050
Water Demand	**472,300**	**457,200**	**462,900**	**467,000**	**467,700**
Supplies					
Los Angeles Aqueduct	59,400	58,900	58,300	57,800	57,200
Local Groundwater	103,800	109,300	109,300	109,300	109,300
Recycled Water – Groundwater Replenishment Project (LA GWR)	22,000	40,000	40,000	40,000	40,000
Recycled Water – Non-potable Use	19,200	19,300	19,400	19,600	19,700
MWD Water Purchases	267,900	229,700	235,900	240,300	241,500
Total Supplies	**472,300**	**457,200**	**462,900**	**467,000**	**467,700**

Notes: MWD = Metropolitan Water District
Source: Los Angeles Department of Water and Power. 2025 Urban Water Management Plan, May 12, 2026.

Table 4.17-10
LADWP Service Area Reliability Assessment for Multiple Dry Years

Demand and Supply Projections (acre-feet)	Multiple Dry Year (FY 2011/12 to FY 2015/16 hydrology) Fiscal Year Ending on June 30				
	2030	2035	2040	2045	2050
Water Demand	**472,300**	**457,200**	**462,900**	**467,000**	**467,700**
Supplies					
Los Angeles Aqueduct	62,200	61,600	61,000	60,500	59,900
Local Groundwater	103,800	109,300	109,300	109,300	109,300
Recycled Water – Groundwater Replenishment Project (LA GWR)	22,000	40,000	40,000	40,000	40,000
Recycled Water – Non-potable Use	19,200	19,300	19,400	19,600	19,700
MWD Water Purchases	265,100	227,000	233,200	237,600	238,800
Total Supplies	**472,300**	**457,200**	**462,900**	**467,000**	**467,700**

Notes: MWD = Metropolitan Water District
Source: Los Angeles Department of Water and Power. 2025 Urban Water Management Plan, May 12, 2026.

Per the 2025 UWMP, current water supplies, planned future water conservation efforts, and planned future water supplies will enable LADWP to reliably provide water that meets the demands of the City for a 25-year planning horizon (through 2050). According to the 2025 UWMP, projected total water demand for the City under average year conditions for year 2050 is 467,700 af and under a single dry year is 467,700 af. According to the LADWP, in 2024, 475,900 af of water was delivered (see **Table 4.17-1)** and, as result, water demand under average and single year dry conditions decreases by 8,200 af from 2024 to 2050.

The projected increase in water demand of 28,009 afy generated by new development facilitated by the Proposed Plans would result in a net increase in demand of 19,809 afy through 2050 under the 2025 UWMP. While the Proposed Plans increase population, the 2025 UWMP water demand projections are based on SCAG projections. As discussed in **Section 4.13, Population and Housing**, the Proposed Plans would accommodate a development capacity consistent with long-range SCAG growth projections. Because the water demand projections for the Southwest Valley CPAs have been accounted for in the 2025 UWMP, and adequate supply would be available to meet estimated demand of the Southwest Valley CPAs during normal and single dry year conditions and multiple dry years up to the year 2050, impacts would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.17.1.6 Cumulative Impacts

The issues of water demand and supply are region-wide in the Southern California area and transcend the boundaries of the Southwest Valley CPAs and the City. The 2025 UWMP indicates that the LADWP can reliably meet the water demands of SCAG forecasted demographic growth in the City of Los Angeles through the year 2050. LADWP's infrastructure is a dynamic and complex system and its ability to provide water supply infrastructure and meet future water demands is determined on a case-by-case basis. Nonetheless, development and population increases under the Proposed Plans when combined with cumulative development could cause an increase in total water consumption. The potential for construction of new water filtration and other large-scale water facilities, such as desalination, is not anticipated at the present time although worsening drought conditions have brought such proposals to the fore. Depending on the location of new water supply facilities, if they are determined to be needed, impacts could occur, although they are too speculative to address in detail at the present time without knowing where development would occur.

The Southwest Valley Community Plans aim to accommodate growth projected by SCAG. As discussed above, total water demand projected by the City's 2025 UWMP accounts for population growth within its jurisdictional boundaries, which is based on SCAG's demographic data and growth projections. Per the 2025 UWMP, demographic projections for the LADWP service area include a population of 3.88 million persons and 1.49 million housing units.[47]

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47 Los Angeles Department of Water and Power, 2025 *Urban Water Management Plan,* May 12, 2026. Available online at: https://www.ladwp.com/sites/default/files/2026-06/LADWP%202025%20Urban%20Water%20Management%20Plan_Final.pdf, accessed June 10, 2026.

As shown in **Table 4.17-9, LADWP Service Area Reliability Assessment for Single Dry Year,** and **Table 4.17-9, LADWP Service Area Reliability Assessment for Multiple Dry Years,** above, projected total water demand for the City for 2050 under both single/multiple dry year conditions is 467,700 afy. Per the 2025 UWMP, based on current water supplies, planned future water conservation, and planned future water supplies, LADWP will be able to reliably provide water to meet the demands of the City for the 25-year planning horizon identified in the 2025 UWMP. Therefore, cumulative development would not result in a cumulatively significant impact with respect to water supply. Cumulative impacts related to water supply are ***less than significant***.

The increase in water demand in the Southwest Valley CPAs and outside the CPAs could potentially increase pressure on the City's water infrastructure, including water mainline and trunk lines. LADWP prepared a 2025-2026 Water Infrastructure Plan, which addresses the City's long-term goals for replacing the City's water infrastructure. The report establishes goals and targets for replacing and/or upgrading infrastructure. Through infrastructure projects, LADWP would replace or upgrade major system components that are outdated or malfunctioning. With approximately 6,794 miles of mainline water pipes citywide, LADWP plans to replace 240,000 feet of mainline pipe each fiscal year. The upgrading and replacement of the City's water infrastructure generally results in a Statutory Exemption, a Categorical Exemption, or the preparation of a ND or MND. The City's environmental documents for water line replacements typically indicate less-than significant impacts, including air quality, noise, and traffic impacts. The environmental impacts of the construction and operation of water lines are localized in nature and consistent with the impacts evaluated throughout this EIR. Specifically, the EIR analyzes anticipated effects of citywide growth related to air quality, noise, traffic, and other environmental impact areas. To the extent that any significant impacts could result from the unique characteristics of a specific project site, those impacts are too speculative to analyze at this time. Therefore, the Proposed Plans would not make a cumulatively considerable contribution to impacts related to water conveyance. Based on the above information, the incremental effect of the Proposed Plans related to water supply or conveyance would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

4.17.2 WASTEWATER AND STORMWATER DRAINAGE

4.17.2.1 Wastewater Existing Environmental Setting

Wastewater generated within the Southwest Valley CPAs is collected and treated by the City of Los Angeles Department of Public Works, Bureau of Sanitation (LASAN) wastewater conveyance and treatment infrastructure, which operates and maintains the wastewater collection and treatment for the City and 29 contract cities and agencies. The City's sewage system is composed of three collection systems: the Hyperion Treatment Plant (HTP), the Terminal Island Water Reclamation Plant (TIWRP), and the City of Los Angeles Regional Collection System (Harbor Gateway). The City's public sewers are managed within 26 primary sewer basins and 220 secondary basins, or sewer sheds. The City operates and maintains the largest sewer network within the nation, with more than 6,477 miles of gravity mains, 32 miles of force mains, and 46 pumping plants. Currently, an average wastewater flow rate of approximately 272 mgd is conveyed to these collection systems.[48] The City's primary sewer basin boundaries are based solely on sewer drainage and configuration and are independent of political boundaries.

Wastewater Treatment

Within the three collection systems serving the City, wastewater is treated at the following wastewater treatment facilities: the HTP located in Playa del Rey; the TIWRP located in San Pedro; the Donald C. Tillman Water Reclamation Plant (DCTWRP) located in Van Nuys; and the Los Angeles-Glendale Water Reclamation Plant (LAGWRP) located in Los Angeles, adjacent to the City of Glendale. Each of these treatment plants is capable of treating a maximum of approximately 450, 30, 80, and 20 mgd of wastewater, respectively, and experience average daily flows of 275, 15, 45, and 16 mgd, respectively.[49,50] As indicated in Figure 1-1 of LASAN's 2025 SSMP[51] and Exhibit 7A of the City's 2025 UWMP,[52] wastewater generated in the Southwest Valley CPAs would be conveyed to the HTP and TIWRP, where the wastewater would be treated at these facilities as well as the DCTWRP.

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48 City of Los Angeles, Department of Public Works, LA Sanitation, 2024, *2025 Sewer System Management Plan*, available online at: https://sanitation.lacity.gov/media/1081, accessed August 20, 2026.

49 Los Angeles Department of Water and Power, 2025 *Urban Water Management Plan*, May 12, 2026. Available online at: https://www.ladwp.com/sites/default/files/2026-06/LADWP%202025%20Urban%20Water%20Management%20Plan_Final.pdf, accessed June 10, 2026.

Wastewater Conveyance Infrastructure

The City owns, operates, and maintains an extensive wastewater collection and conveyance system that collects sewage from more than four million customers in Los Angeles, plus 29 contracting cities and agencies, over a 573-square-mile area. As previously discussed, the City conveys the sewage to one of the four treatment facilities. The collection system pipelines range in diameter from 6-inches to 150-inches and consist of approximately 6,700 miles of primary and secondary sewers. To assess and maintain the condition of this expansive system, the City actively conducts an ongoing dry- and wet-weather flow monitoring program. There are 30 automatic "real time" flow monitors and 74 additional "near time" monitors located in the primary sewer system. The monitors use either telephone lines to send data to a central location or staff will download data in the field. Additionally, flow gauging is performed at more than 600 strategic locations throughout the City's secondary sewer system on either a quarterly, semi-annual, or annual cycle to monitor flow depth.

Sewer capacity planning is prioritized based on two ratios of sewer flow to sewer capacity (depth-to-diameter [d/D]): a Trigger ratio and a Relief ratio. Trigger flow is the quantity of flow, that once reached, would initiate planning for a relief or a replacement sewer. The buffer capacity is defined as the product of the estimated years to complete a new sewer project and the rate of recent flow increases in the sewer being evaluated. The Relief d/D is currently 0.75 across the City (i.e., when a sewer is at 75 percent of capacity) for all existing sewers, the Trigger d/D varies on a project-by-project basis because each project's tributary area has its own unique characteristics such as population growth projection, commercial and industrial discharge forecast, and other contributing factors that determine how quickly flows are projected to increase over time. The Sewer Design Manual requires all new sewers to meet a d/D of 0.5 for the projected design year (i.e., that they be at no more than 50 percent of capacity in their design year).[53] **Table 4.17-11, Sewer Conditions Risk,** lists the sewer structural condition ranking schedule used by LASAN.

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50 City of Los Angeles, *Terminal Island Water Reclamation Plant*, available online at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-tiwrp?_adf.ctrl-state=122fuvsvjl_1&_afrLoop=27935004977966l6&_afrWindowMode=0&_afrWindowId=null#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D27935004977966l6%26_afrWindowMode%3D0%26_adf.ctrl-state%3D122fuvsvjl_5 , accessed June 11, 2026.

51 City of Los Angeles, Department of Public Works, LA Sanitation, 2024, *2025 Sewer System Management Plan*, available online at: https://sanitation.lacity.gov/media/1081, accessed August 20, 2026.

52 Los Angeles Department of Water and Power, 2025 *Urban Water Management Plan*, May 12, 2026. Available online at:https://www.ladwp.com/sites/default/files/2026-06/LADWP%202025%20Urban%20Water%20Management%20Plan_Final.pdf, accessed June 10, 2026.

53 City of Los Angeles Department of Sanitation, *Sewer System Management Plan: Hyperion Sanitary Sewer System*, available online at: https://sanitation.lacity.gov/cs/groups/public/documents/document/y250/mdey/~edisp/cnt012544.pdf, June 11, 2026.

Table 4.17-11
Sewer Conditions Rank

Ranking	Description	Action
A	Very Good • Condition is almost like-new sewer reach.	No Repairs Future routine inspection
B	Good • Light Cracks localized • Light Corrosion localized • Light Roots localized	No Immediate Repairs Routine Maintenance Program. Schedule next inspection in the order of sewer system priority.
C	Fair • Moderate Cracks/Fractures • Moderate Corrosion continuous • Moderate Infiltration continuous • Moderate Roots continuous	Routine Repairs as Needed Includes planning, environmental documentation, technical investigations, design, reviews, bid and award following established priorities.
D	Poor • Severe Cracks/Fractures • Broken Reach with Holes • Severe Corrosion • Severe Infiltration/Roots	Repairs Includes regular bid and award, fast track construction, accelerate planning/design, and monitoring.
E	Emergency • Collapsed Pipe (PX) • Dirt Pipe (CPD) • Crown of Pipe Gone (CPC, CG) • Void in Backfill around pipe • Full Flow Obstruction/Blockage	Emergency Repair Initiate Special Order Procedure "Urgent Necessity".

Source: City of Los Angeles Department of Public Works, Bureau of Sanitation, Wastewater Collection System Rehabilitation and Replacement Report and Plan, June 2006, 2017.

New and rehabilitated sewers and pump stations are planned, designed, and constructed to meet the highest performance standards in the industry in accordance with the City's Sewer Design Manual. The Sewer Design Manual is a comprehensive set of criteria for the planning and designing of new sewers, pump stations, force mains, and appurtenances, and for the rehabilitation of existing sewers. In conjunction with the Sewer Design Manual, the City also maintains Standard Plans, which are used to provide consistency and quality in design. All system components are designed to meet permit requirements of the various federal, state, and local agencies thereby ensuring that projects benefit from the input of all affected and interested parties, including the communities.

The Sewer Design Manual and Standard Plans are updated, maintained, and administered by LASAN. For all projects, LASAN is responsible for determining the sewer capacity availability for new sewer connections for residential, commercial, and industrial developments. This function is part of an overall sewer connection permitting process that involves a combined effort by LASAN and the City's Bureau of Engineering (BOE) personnel. In issuing a sewer connection permit, the BOE Development Services

Division determines if further investigation is needed to evaluate the capacity of an existing sewer line to handle the additional flow from the proposed development or project and take appropriate preemptive action to attenuate potential emergency sewer overflow incidences in the future.

In addition to preemptive sewer monitoring and permitting activities, the LASAN Wastewater Collection Systems Division also maintains up-to-date Sanitary Sewer Overflow Response and Reporting Procedures. The procedures outline the necessary actions to provide immediate response to sewage overflows. It is City policy that, "[e]very reported sewage spill affecting public or private property within the City of Los Angeles shall be acted upon by the Division." Crew leaders are immediately notified upon receipt of a reported potential sewer overflow and are instructed to respond immediately.[54]

The effect of stringent monitoring practices and sewer design standards are apparent in that the City has not experienced any wet-weather overflows since major relief sewers were completed in 2006. However, some dry-weather overflows still occur occasionally due to tree roots, grease blockages, landslides, and vandalism. Despite these irregular overflow occurrences, the system currently has sufficient capacity to handle peak dry-weather flows.[55, 56]

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54 City of Los Angeles Department of Sanitation, *Sewer System Management Plan: Hyperion Sanitary Sewer System*, available online at: https://sanitation.lacity.gov/cs/groups/public/documents/document/y250/mdey/~edisp/cnt012544.pdf, June 11, 2026.

55 City of Los Angeles Department of Sanitation, *Sewer System Management Plan: Hyperion Sanitary Sewer System*, available online at: https://sanitation.lacity.gov/cs/groups/public/documents/document/y250/mdey/~edisp/cnt012544.pdf, June 11, 2026.

56 Based on comments on the Citywide Housing Element Update EIR regarding the July 2021 Hyperion Water Treatment Plant crisis in which flow of debris overwhelmed the treatment facility, Los Angeles Sanitation Department has conducted population projections for the Hyperion Water Treatment Plan (Hyperion) and have determined that the facility is operating at substantially below capacity. The average wastewater flow of the facility is approximately 275 mgd whereas the maximum capacity is 450 mgd for both dry and wet weather days and a peak of 800 mgd on wet weather days, or approximately double the average wastewater flow. Therefore, considering Hyperion's current capacity and the City's ongoing conservation efforts, the facility can handle the anticipated wastewater flow associated with the projected population growth.

Water Quality Monitoring

Los Angeles is constantly monitoring the infrastructure to ensure reliable service. Dischargers are regulated under Waste Discharge Requirements (WDRs) and are required to "self-monitor," that is, to collect regular samples of their effluent and receiving waters according to a prescribed schedule to determine facility performance and compliance with their requirements. In addition to self-monitoring by dischargers, the Los Angeles Regional Water Quality Control Board (LARWQCB) makes unannounced inspections and collects samples to determine compliance with discharge requirements and receiving water objectives and to provide data for enforcement actions. LARWQCB also responds to a variety of incidents, including accidental and illegal discharges of oil from offshore pipelines, oily waste discharges, and dumping in storm drains. Each regional board in the state prepares a biennial Water Quality Assessment (WQA) Report using data collected by regional planning, permitting, surveillance, and enforcement programs. The regional reports contain inventories of the pollutants in the major water bodies of the region.

The Flow Monitoring Expansion Program helps operations and maintenance to manage the conveyance system. Flow data is gathered to support resource allocation. LASAN continuously monitors 194 locations in major outfall, interceptors, and primary sewers (pipes 16-inch and greater in diameter) and periodically monitors over 500 locations in the primary sewers and some secondary sewers (pipes 15 inch or smaller in diameter).[57]

Existing Wastewater Generation

The estimated wastewater generation of existing land uses within the Southwest Valley CPAs is shown in **Table 4.17-12, Estimated Existing Wastewater Generation in the Southwest Valley Community Plan Areas**. Currently, the Southwest Valley CPAs are estimated to generate approximately 32,200,115 gpd (32.2 mgd) of wastewater. The HTP's current wastewater treatment capacity is 450 mgd and the TIWRP's wastewater treatment capacity is 30 mgd.

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57 City of Los Angeles Department of Public Works, *Sewer System Management Plan: Hyperion Sanitary Sewer System*, available online at: https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdey/~edisp/cnt012544.pdf, accessed June 11, 2026.

Table 4.17-12
Estimated Existing Wastewater Generation in the Southwest Valley Plan Areas

Land Use	Dwelling Units or Employees	2024 Daily Wastewater Use Rate (gpd/unit)	Daily Wastewater Generation (gpd)
Residential			
Single-Family	82,597 du	181.4	14,983,096
Multi-Family	67,580 du	152.8	10,326,224
		Residential Subtotal	***25,309,320***
Non-residential			
Commercial	143,107 employees	42.0	6,010,494
Industrial	30,129 employees	11.9	358,535
Public Facilities	12,423 employees	42.0	521,766
		Non-Residential Subtotal	***6,890,795***
		Existing Conditions Total	***32,200,115***

Note: gpd = gallons per day; du= dwelling units; sf = square feet; afy = acre feet per year; 1 gpd = 0.0011 afy; 1 mgd = 1,000,000 gpd
Source: Los Angeles Department of Water and Power 2020 Urban Water Management Plan, Exhibit 2E, 2F. Available at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladupcch762836.pdf, accessed April 10, 2026.

4.17.2.2 Stormwater Existing Environmental Setting

The Southwest Valley CPAs are located within the Upper Los Angeles River Watershed. The Los Angeles River spans 55 miles, originating in western Fernando Valley and flows through the central portions of the City south to San Pedro Bay near Long Beach. The Upper Los Angeles River Watershed covers approximately 834 square miles and is bounded at its headwaters by the Santa Monica, Santa Susana, and San Gabriel Mountains to the north and west. Much of the watershed is highly developed, with the watershed being one-third impervious.[58]

The City's storm drain system, maintained by the County of Los Angeles Department of Public Works, is a vast network of underground pipes and open channels that were designed to prevent flooding. The City's storm drain system, maintained by the BOE, consists of an extensive network of underground pipes and open channels that were designed to prevent flooding. The City's storm drain system consists of approximately 3,300 miles of storm drains, 47 pump plants, 172 debris basins, 27 sediment placement sites, 3 seawater intrusion barriers and an estimated 82,000 catch basins that collect runoff, spreading grounds,

58 LA Sanitation and Environment. "LA River." Available online at: https://sanitation.lacity.gov/san/faces/wcnav_externalId/s-lsh-wwd-wp-ewmp-lar?_adf.ctrl-state=9jqxl2dhy_726&_afrLoop=2500458463527795&_afrWindowMode=0&_afrWindowId=null#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D2500458463527795%26_afrWindowMode%3D0%26_adf.ctrl-state%3D9jqxl2dhy_730, accessed June 11, 2026.

and pumping facilities.[59] The City's system is designed to accommodate 50-year magnitude storms. During dry weather, the combined County and City storm drainage systems carry tens of millions of gallons of runoff daily.

The Southwest Valley CPAs are mostly covered with impervious surfaces, including roadways, parking lots, hardscapes, and rooftops, which generate stormwater runoff. Runoff drains from the street into the gutter and enters the system through an opening in the curb called a catch basin. Curbside catch basins are the primary points-of-entry for urban runoff. From there, runoff flows into underground tunnels that empty into flood control facilities for draining stormwater from the Southwest Valley CPAs and directing it safely to the ocean. See **Section 4.9, Hydrology and Water Quality,** for further discussion of the Upper Los Angeles River Watershed.

4.17.2.3 Wastewater Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Utilities-Wastewater at the federal, state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Clean Water Act
- California Green Building Code
- Los Angeles Regional Water Quality Control Board (LARWQCB)
- City of Los Angeles General Plan Framework Element
- Integrated Resources Plan (IRP)
- Water IRP 5-year Reviews
- Los Angeles Municipal Code
- One Water LA 2040 Plan
- Green New Deal
- Sewer System Management Plan
- Los Angeles Wastewater Capital Improvement Program

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59 Los Angeles County Department of Public Works. "Los Angeles County Flood Control District." https://dpw.lacounty.gov/LACFCD/web/, accessed June 11, 2026.

Federal

Clean Water Act (CWA). The primary goals of the Federal Clean Water Act (CWA), 33 USC §§ 1251, et seq. (CWA) are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. The CWA forms the basic national framework for the management of water quality and the control of pollutant discharges. The CWA sets forth a number of objectives in order to achieve the above-mentioned goals. The CWA objectives include regulating pollutant and toxic pollutant discharges; providing for water quality which protects and fosters the propagation of fish, shellfish and wildlife; developing waste treatment management plans; and developing and implementing programs for the control of non-point sources pollution.

National Pollutant Discharge Elimination System (NPDES). The NPDES permit system was established in the CWA to regulate point source discharges into waters within the United States. Point sources are discrete conveyances such as pipes or manmade ditches. Individual homes connected to a municipal system are not required to obtain a permit under the NPDES, however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

State

California Green Building Code. The California Green Building Standards Code, commonly referred to as the CALGreen Code, is set forth in California Code of Regulations Title 24, Part 11, and establishes voluntary and mandatory standards pertaining to the planning and design of sustainable site development and water conservation, among other issues. Under the CALGreen Code, all flush toilets are limited to 1.28 gallons per flush, and urinals are limited to 0.5 gallon per flush. In addition, maximum flow rates for faucets are established at: 2.0 gallons per minute (gpm) at 80 pounds per square inch (psi) for showerheads; 1.2 gpm at 60 psi for residential lavatory faucets; and 1.8 gpm at 60 psi for kitchen faucets.

Regional

Los Angeles Regional Water Quality Control Board (LARWQCB). The LARWQCB is one of the nine state RWQCBs that are under the purview of the SWRCB. The SWRCB sets statewide policy and, together with the nine state RWQCBs, implements state and federal laws and regulations that pertain to water quality. The LARWQCB implements state and federal laws and regulations within its jurisdiction and continuously maintains its Water Quality Control Plan (WQCP).

The LARWQCB enforces the Code of Federal Regulations Part 40, Section 122.41(m), which prohibits the bypassing of treatment facilities and sanitary sewer overflows. In addition to the Code of Federal Regulations, the sewer conveyance system is subject to regulation by the South Coast Air Quality Management District (SCAQMD), which responds to complaints regarding nuisance odors. The 10-year Los Angeles Sewers Program also regulates maintenance and construction project schedules and is currently managing approximately 150 sewer infrastructure improvement projects.

The 10-year Los Angeles Sewers Program was put into place in order to carry out the mandates of the Collection System Settlement Agreement (CSSA), which had a compliance term of 10 years. The CSSA is a settlement agreement that was reached in 2004 to resolve a lawsuit brought against the City by the Santa Monica Baykeeper and other community organizations after a number of sanitary sewer overflows occurred in the City in February 1998. The CSSA required the City to enhance, repair, and update the sewer system and set specific timelines for the City to complete the upgrades. It also mandated that the City spend $8.5 million in supplemental environmental enhancement projects. While the legal mandate concluded in 2014, the City continues to maintain CSSA improvements.

Local

City of Los Angeles General Plan Framework Element. The Citywide General Plan Framework Element (General Plan Framework) establishes the conceptual basis for the City's General Plan. The General Plan Framework sets forth a comprehensive Citywide long-range growth strategy and defines Citywide policies regarding land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, infrastructure and public services.

The goals, objectives, and policies of the Framework that are related to wastewater and stormwater are listed in **Table 4.17-13, Relevant General Plan Wastewater Treatment and Conveyance Goals, Objectives, and Policies**.

Table 4.17-13
Relevant General Plan Wastewater Treatment and Conveyance Goals, Objectives, and Policies

Goal/Objective/ Policy	Goal/Objective/Policy Descriptions
Framework Element- Chapter 9 Infrastructure and Public Services	
Goal 9A	Adequate wastewater collection and treatment capacity for the City and in basins tributary to City-owned wastewater treatment facilities.
Objective 9.1	Monitor and forecast demand based upon actual and predicted growth.
Policy 9.1.1	Monitor wastewater generation.
Policy 9.1.2	Monitor wastewater flow quantities in the collection system and conveyed to the treatment plants.
Policy 9.1.3	Monitor wastewater effluent discharged into the Los Angeles River, Santa Monica Bay, and San Pedro Harbor to ensure compliance with water quality requirements.
Objective 9.2	Maintain the wastewater collection and treatment system, upgrade it to mitigate current deficiencies, and improve it to keep pace with growth as measured by the City's monitoring and forecasting efforts.
Policy 9.2.1	Collect and treat wastewater as required by law and Federal, State, and regional regulatory agencies.
Policy 9.2.2	Maintain wastewater treatment capacity commensurate with population and industrial needs.
Policy 9.2.3	Provide for additional wastewater treatment capacity in the Hyperion Service Area, as it becomes necessary.
Policy 9.2.4	Continue to implement programs to upgrade the wastewater collection system to mitigate existing deficiencies and accommodate the needs of growth and development.
Policy 9.2.5	Review other means of expanding the wastewater system's capacity.
Objective 9.3	Increase the utilization of Demand Side Management (DSM) strategies to reduce system demand and increase recycling and reclamation.
Policy 9.3.1	Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.
Policy 9.3.2	Consider the use of treated wastewater for irrigation, groundwater recharge, and other beneficial purposes.
Objective 9.4	Ensure continued provision of wastewater collection and treatment after an earthquake or other emergency.
Policy 9.4.1	Restore minimal operations as soon as possible after an emergency, and full operations as soon as feasible.
Policy 9.4.2	Establish joint cooperation agreements with other jurisdictions for mutual assistance during emergencies.

Source: City of Los Angeles, The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, re-adopted 2001.

City of Los Angeles Integrated Resources Plan (IRP). The City's IRP incorporates a future vision of water, wastewater, and runoff management in the City, recognizing the relationships among all of the City's water resources activities and functions. The IRP addresses and integrates the water, wastewater, and runoff need of the City and used comprehensive basin-wide water resources planning.[60] The IRP consists of a Facilities

60 City of Los Angeles Department of Public Works Bureau of Sanitation and Department of Water and Power, *Integrated Resources Plan*, September 2006. Available online at: https://planning.lacity.gov/eir/8150Sunset/References/4.K.2.%20Wastewater/WW.04_IRP_September%202006.pdf accessed June 11, 2026.

Plan, a Financial Plan, and an EIR for the program. Objectives of the IRP include, but are not limited to, meeting the projected wastewater system needs of the City; complying with all regulations protecting public health and the environment; conforming to the sustainability guidelines of the City; providing for safe use of recycled water; and providing cost-effective services. In developing alternatives to help bridge the gaps in the ability of the current water system to serve future populations, the City also allowed for application of various criteria to accommodate changes and unanticipated conditions that could be encountered during implementation of the selected alternative. The alternative ultimately selected by the City Council included a mix of projects and programs which manages future wastewater flows with the expansion of the City's Donald C. Tillman Water Reclamation Plant to 100 mgd and provides increased recycled water reuse and urban runoff management.

Los Angeles Municipal Code

Green Building Code. The Los Angeles Municipal Code (LAMC) Chapter IX, Article 9, the Los Angeles Green Building Code (LA Green Building Code, Ordinance No. 181,480),[61] was adopted in April 2008 and provides standards and a mechanism for evaluating projects for their water conservation features during site plan review. The LA Green Building Code has been subsequently amended to incorporate various provisions of the California Green Building Standards (CALGreen) Code. As of January 1, 2011, the following types of projects are subject to the Los Angeles Green Building Code:

- All new buildings (residential and non-residential)
- All additions (residential and non-residential)
- Alterations with building valuations over $200,000 (residential and non-residential)
- Residential alterations that increase the building's conditioned volume

The Los Angeles Green Building Code is based on the 2022 CALGreen Standards. The program addresses five key areas: (1) Site: location, site planning, landscaping, storm water management, construction and demolition recycling; (2) Water Efficiency: efficient fixtures, wastewater reuse, and efficient irrigation; (3) Energy & Atmosphere: energy efficiency, and clean/renewable energy; (4) Materials & Resources: materials reuse, efficient building systems, and use of recycled and rapidly renewable materials; and (5) Indoor Environmental Quality: improved indoor air quality, increased natural lighting, and improved thermal comfort/control. Examples of such water conservation features include, but are not limited to, low water shower heads, toilets, clothes washers and dishwashers. Because the flow through these fixtures is reduced, residual wastewater passing through is reduced, in turn reducing the demand for sewage conveyance and treatment.

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61 City of Los Angeles, *Ordinance No. 181,480*, available online at: https://cityclerk.lacity.org/onlinedocs/2010/10-0735_ord_181480.pdf, accessed June 11, 2026.

Water Efficiency Requirements Ordinance. LAMC Chapter XII, Article 5, the Water Efficiency Requirements Ordinance (Ordinance No. 180,822),[62] effective December 1, 2009, requires the installation of efficient water fixtures, appliances, and cooling towers in new buildings and renovation of plumbing in existing buildings, to minimize the effect of water shortages for City customers and enhance water supply sustainability.

Sewer Capacity Availability Review (SCAR). The LAMC includes regulations that require the City to assure available sewer capacity for new projects and to collect fees for improvements to the infrastructure system. LAMC Section 64.15(i) requires that the City perform a SCAR when an applicant seeks a sewer permit to connect a property to the City's sewer system, proposes additional discharge through their existing public sewer connection, or proposes a future sewer connection or future development that is anticipated to generate 10,000 gallons or more of sewage per day.[63] A SCAR provides a preliminary assessment of the capacity of the existing municipal sewer system to safely convey a project's newly generated wastewater to the appropriate sewage treatment plant.

Sewerage Facilities Charge. LAMC Sections 64.11 and 64.12 require approval of a sewer permit, also called an "S" Permit, prior to connection to the wastewater system. LAMC Sections 64.11.2 and 64.16.1 require the payment of fees for new connections to the City's sewer system to assure the sufficiency of sewer infrastructure. New connections to the sewer system are assessed a Sewerage Facilities Charge. The rate structure for the Sewerage Facilities Charge is based upon wastewater flow strength as well as volume. The determination of wastewater flow strength for each applicable project is based on City guidelines for the average wastewater concentrations of two parameters, biological oxygen demand and suspended solids, for each type of land use. Sewerage Facilities Charge fees are deposited in the City's Sewer Construction and Maintenance Fund for sewer and sewage-related purposes, including, but not limited to, industrial waste control and water reclamation purposes.

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62 City of Los Angeles, *Ordinance No. 180,822*, available online at: https://cityclerk.lacity.org/onlinedocs/2009/09-0510_ord_180822.pdf, accessed June 11, 2026.

63 City of Los Angeles, *Ordinance No. 178,958*. Available online at: https://cityclerk.lacity.org/onlinedocs/2007/07-4171_ord_179958.pdf, accessed June 11, 2026.

Bureau of Engineering Special Order. The City establishes design criteria for sewer systems to assure that new infrastructure provides sewer capacity and operating characteristics to meet City standards (Bureau of Engineering Special Order No. SO 06-0691). Per the Special Order, lateral sewers, which are sewers 18 inches or less in diameter, must be designed for a planning period of 100 years. The Special Order also requires that sewers be designed so that the peak dry weather flow depth during their planning period does not exceed one-half of the pipe diameter (D) (i.e., depth-to-diameter ratio or d/D).[64]

Low Impact Development Ordinance. Under LAMC Section 64.72, all development projects in the City are required to integrate low impact development (LID) practices and standards for stormwater pollution mitigation to manage and capture stormwater runoff, to the maximum extent feasible, in priority order: infiltration, evapotranspiration, capture and use, treated through high removal efficiency biofiltration/biotreatment system of all of the runoff on site. High removal efficiency biofiltration/biotreatment systems are required to comply with the standards and requirements of the Development Best Management Practices (BMPs) Handbook.

One Water LA 2040 Plan. In April 2018, the City prepared the One Water LA 2040 Plan (One Water LA Plan), an integrated approach to Citywide recycled water supply, wastewater treatment, and stormwater management.[65] The new plan builds upon the City's Water IRP, which projected needs and set forth improvements and upgrades to wastewater conveyance systems, recycled water systems, and runoff management programs through the year 2020, and extends its planning horizon to 2040. The One Water LA Plan proposes a collaborative approach to managing the City's future water, wastewater treatment, and stormwater needs with the goal of yielding sustainable, long-term water supplies for Los Angeles to ensure greater resilience to drought conditions and climate change. The One Water LA Plan is also intended as a step toward meeting the Mayor's Executive Directive to reduce the City's purchase of imported water by 50 percent by 2024.[66] Major challenges addressed in the One Water LA Plan include recurring drought,

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64 City of Los Angeles Department of Public Works, Bureau of Engineering, *Special Order No. 006-0691, Planning Period, Flow, and Design Criteria for Gravity Sanitary Sewers and Pumping Plants*, effective June 6, 1991, available online at: https://planning.lacity.gov/eir/815Sunset/References/4.K.2.%20Wastewater/WW.01_Special%20Order%20No.%20006-0691.pdf, accessed June 11, 2026

65 City of Los Angeles, *One Water LA 2040 Plan, Volume 1, Summary Report*, April 2018, available online at: https://cawaterlibrary.net/wp-content/uploads/2024/07/One-Water-LA-Vol.-1-Summary-Report.pdf, accessed June 11, 2026.

66 City of Los Angeles, Office of the Mayor, *Executive Directive No. 5, Emergency Drought Response - Creating a Water Wise City*, October 14, 2014, available online at: https://planning.lacity.gov/eir/Sunset_Wilcox/deir/deir_reference_docs/water-supply/City%20of%20LA%20Office%20of%20the%20Mayor%20-%20Executive%20Directive%20No.%205,%20Emergency%20Drought%20Response,%20October%2014,%202014.pdf, accessed June 10, 2026.

climate change, and the availability of recycled water in the future in light of declining wastewater volumes. Volume 2 of the One Water LA Plan is the Wastewater Facilities Plan.

Green New Deal. The City released the first Sustainable City pLAn in April 2015, which was updated in 2019 as the Green New Deal. The Green New Deal includes a multi-faceted approach to developing a locally sustainable water supply to reduce reliance on imported water, reducing water use through conservation, and increasing local water supply and availability. Towards that end, the Green New Deal establishes a target of recycling 100 percent of all wastewater for beneficial reuse by 2035, which would be an improvement from the FY 2017-2018 baseline of 27 percent.[67]

The Green New Deal establishes a number of milestones and initiatives:

- 2021: Produce 1.5 mgd of recycled water at HWP for use at Los Angeles International Airport and other local facilities;
- 2025: Recycle 17,000 afy of water at the DCTWRP to recharge into groundwater basin;
- 2025/2035: Increase non-potable reuse of recycled water by an additional of 6,000 afy 2025; and an additional 8,000 afy by 2035; and
- 2025/2035: Reduce annual sewer spills to fewer than 65 by 2025; and 60 by 2035.

Sewer System Management Plan. The State of California, via the State Water Quality Control Board's May 2, 2006, Statewide General Waste Discharge Requirements (WDRs), requires a Sewer System Management Plan (SSMP) to be prepared for all publicly owned sanitary sewer systems. The plans include measures to control and mitigate sewer spills and must be made available to the public. Accordingly, the City has prepared three SSMPs, one for each of the three separate sanitary sewer systems owned and operated by LA Sanitation: the Hyperion Sanitary Sewer System, the City of Los Angeles Regional Sanitary Sewer System (Harbor Gateway); and the Terminal Island Water Reclamation Plant Sanitary Sewer System. The City's SSMPs for these facilities were last updated in January 2019 as part of a required biennial internal audit.[68] The SMMPs address the proper management, operation, and maintenance of all parts of the systems. On August 2, 2024, the SSMP was updated and establishes design and performance standards for the sewer system; provides procedures for evaluating the system and providing capacity assurance; and

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67 City of Los Angeles. *LA's Green New Deal*, 2019, page 47, available online at: https://plan.mayor.lacity.gov/sites/g/files/wph2176/files/2022-12/pLAn_2019_final.pdf, accessed July 11, 2025.

68 LASAN, Sewer System Management Plan, August 2, 2024. Available online at: https://sanitation.lacity.gov/cs/groups/public/documents/document/y250/mdm1/~edisp/cnt035427.pdf, accessed June 11, 2026.

establishes a performance standard to identify sewers in need of replacement or relief. The City's SSMP is in full compliance with the WDRs and meets applicable WDR objectives.

Los Angeles Wastewater Capital Improvement Program. Every 10 years, the City of Los Angeles Department of Public Works, Bureau of Sanitation (LASAN) updates the City's 10-Year Capital Improvement Program, which identifies the wastewater system upgrades, equipment, and modifications to be funded by the City within a 10-year period. Many of these improvements are necessary in order to comply with state and CWA regulations. The most recent update, the Wastewater Capital Improvement Program Fiscal Years 2023/24 through 2032/2033, identifies improvements scheduled for the wastewater treatment plants, collection system, pumping plants, and system-wide operations.

4.17.2.4 Stormwater Regulatory Framework

Federal

Clean Water Act (CWA). CWA is discussed above under "Regulatory Framework" in the Wastewater subsection.

State

California Water Code Section 79747. Section 79747 of the California Water Code identifies funds available for multi-benefit stormwater management projects which may include, but are not limited to, green infrastructure, rainwater and stormwater capture projects, and stormwater treatment facilities. Development of plans for stormwater projects are required to address the entire watershed and incorporate the perspectives of communities adjacent to the affected waterways, especially disadvantaged communities.

NPDES General Construction Activity Stormwater Permit (GCASP). Pursuant to CWA section 402(p) and the Porter-Cologne Water Quality Control Act, SWRCB has issued a statewide NPDES General Permit, or GCASP, under Order No. 2009-0009-DWQ, NPDES No. CAR000002, which was adopted on September 2, 2009. The Order requires that prior to the beginning of construction activities, the permit applicant must obtain coverage under a GCASP permit by preparing and submitting a Notice of Intent along with the appropriate fee to SWRCB. Construction activities subject to GCASP include clearing, grading, and disturbances to the ground, such as stockpiling or excavation, which result in soil disturbances of one acre of total land area or more.

Prior to obtaining the GCASP, an adequate Stormwater Pollution Prevention Plan (SWPPP) has to be prepared. The SWPPP specifies BMPs that will prevent construction pollutants from contacting stormwater with the intent of keeping all products of erosion from moving off-site into receiving waters. BMPs are intended to diminish impacts to the Maximum Extent Practicable (MEP), which is a standard developed by Congress to allow regulators the flexibility needed to shape programs to the site-specific nature of municipal stormwater discharges. Reducing impacts to the MEP generally relies on BMPs that emphasize pollution prevention and source control, with additional structural controls as needed. The SWPPP has two major objectives: (1) to help identify the sources of sediment and other pollutants that affect the quality of stormwater discharges and (2) to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater as well as non-stormwater discharges. The SWPPP includes a description of: (1) the site, (2) erosion and sediment controls, (3) means of waste disposal, (4) implementation of approved local plans, (5) control of post-construction sediment and erosion control measures and maintenance responsibilities, and (6) non-stormwater management controls. Dischargers are also required to inspect their construction sites before and after storms to identify stormwater discharge associated with construction activity and to identify and implement controls where necessary.

Within the City of Los Angeles, SWPPP requirements are enforced through LADBS plan review and approval process. During the review process, development project plans are reviewed for compliance with the stormwater requirements. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address stormwater pollution prevention goals. While NPDES permits aim to reduce stormwater pollution, the permits also affect stormwater drainage since the application of BMPs would provide nonpoint source control of surface drainage. Additionally, the SWPPP describes the stormwater BMPs that would control the quality and quantity of stormwater runoff.

Local

County of Los Angeles Hydrology Manual. Drainage and flood control within the Southwest Valley CPAs are regulated by LADPW and the County of Los Angeles Department of Public Works (CLADPW). The County has jurisdiction over regional drainage facilities. The County's Hydrology Manual requires a storm drain system be designed for a 25-year storm event and that the combined capacity of a storm drain, and street flow system accommodate flow from a 50-year storm event.[69]

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69 County of Los Angeles Department of Public Works, *Hydrology Manual*, 2006, available online at: https://planning.lacity.gov/eir/CrossroadsHwd/deir/files/references/G12.pdf, accessed June 11, 2026.

Los Angeles Department of Public Works (LADPW) Bureau of Engineering (BOE) B-Permit (LAMC §62.106.b). Any proposed drainage improvements within the street right-of-way or any other property owned by, to be owned by, or under the control of the City requires the approval of a B-permit. Under the B-permit process, storm drain installation plans are subject to the review and approval by BOE. Additionally, any connections to the City's storm drain system from a property line to a catch basin or a storm drainpipe requires a storm drain permit from BOE.

Proposition O. Proposition O, a $500 million bond, authorized the City to fund projects that protect public health, capture stormwater for reuse and meet the federal CWA through removal and prevention of pollutants entering regional waterways. Proposition O projects include but are not limited to the Temescal Canyon Park Stormwater BMP, Los Angeles Zoo Parking Lot, the Westchester Stormwater BMP, Echo Park Lake Rehabilitation Project, and the Hansen Dam Recreational Area Parking Lot and Wetlands Restoration. In addition, Proposition O funds were utilized for the Catch Basin Screen Cover and Insert Project, which provided for the installation of catch basin inserts and screen covers throughout the City beginning in 2005 with completion on September 30, 2007 (Phase I and Phase II). Phase III began in the spring of 2008 and will retrofit approximately 34,000 remaining catch basins with opening screen covers.[70]

Low Impact Development (LID) Ordinance. LAMC Section 64.72 requires a variety of BMPs to manage stormwater and urban runoff and reduce runoff pollution. It provides stormwater and rainwater LID strategies for development projects that require building permits in order to maintain or restore the natural hydrologic character of a development site, reduce off-site runoff, improve water quality, and provide groundwater recharge. The ordinance does not apply to development that creates, adds, or replaces less than 500 square feet of impervious area; development that involves emergency construction activity; infrastructure projects within the public right-of-way; development that involves only activity related to gas, water, cable, or electricity services on private property; development involving only restriping of permitted parking lots; and projects involving only exterior movie or television production sets, or facades on an existing developed site.

City of Los Angeles General Plan Framework Element. The General Plan Framework Element is also discussed above under "Regulatory Framework" in the Water Supply subsection. Relevant objectives and policies of the Framework Element related to stormwater drainage facilities are listed in **Table 4.17-5, Relevant General Plan Water Supply Goals, Objectives, and Policies.**

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70 Los Angeles Department of Sanitation. *City of Los Angeles Stormwater Program, Proposition O*, available online at: https://sanitation.lacity.gov/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-wp/s-lsh-wwd-wp-po?lang=en&_afrLoop=250106537846569 8&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=9jqxl2dhy_799#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D250106537846569 8%26lang%3Den%26_afrWindowMode%3D0%26_adf.ctrl-state%3D9jqxl2dhy_803, accessed June 11, 2026.

4.17.2.5 Thresholds of Significance

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to stormwater if they would:

- Require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects.
- 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.
- Require or result in the relocation or construction of new or expanded stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects.

4.17.2.6 Methodology

For purposes of **Thresholds 4.17-3, 4.17-4** and **4.17-5** analysis, the Proposed Plans would have a significant impact if they resulted in the relocation or construction of wastewater or stormwater facilities and that relocation or construction caused a significant environmental effect, such as the demolition of a historical resource or destruction of a unique archaeological resource. Under these thresholds, not having adequate facilities to serve the project is not in and of itself a significant impact. Rather the question is whether construction of needed facilities results in environmental impacts. Therefore, analysis involves a two-part inquiry: first, whether reasonably anticipated development under the Proposed Plans can be served by existing facilities or if it is reasonably anticipated to cause the need for new or relocated wastewater or stormwater facilities; and second, if it will need new or relocated wastewater or stormwater facilities, whether it is reasonably anticipated that construction or relocation of such facilities will result in a significant environmental impact. Wastewater facilities are considered in two categories: sewer treatment plants facilities and conveyance facilities. For purposes of **Threshold 4.17-4**, the Proposed Plans would have a significant impact if the City did not have adequate wastewater treatment capacity to serve the reasonably anticipated development under the Proposed Plans.

The impact analysis for wastewater treatment and conveyance is based on the analysis of the existing systems within the Southwest Valley CPAs and the analysis of anticipated effects under the Proposed Plans. This analysis utilizes the City's LASAN sewer generation rates. By applying the LASAN sewer generation factors to dwelling units/building areas by land use type, existing wastewater generation as well as wastewater generated for reasonably anticipated development under the Proposed Plans has been estimated. This increase in wastewater generation is compared to the existing remaining capacity at wastewater treatment facilities that serve the Southwest Valley CPAs to determine if the availability of these utilities would be able to accommodate the Proposed Plans' net demands. The analysis also evaluates

the adequacy of the treatment plants serving the Southwest Valley CPAs and whether existing sewer lines can accommodate the anticipated development under the Proposed Plans. This analysis does not rely upon, or use, population data but rather uses reasonably anticipated development by 2050. Wastewater rates that were used to calculate the Project's wastewater generation are provided in **Table 4.17-14, 2020 UWMP Daily Wastewater Generation Rates**.

Table 4.17-14
2020 UWMP Daily Wastewater Generation Rates

Land Use Type	Base Year[2] (2014) Water Demand	Future (2050)[2] Water Demand	Wastewater Percentage of Total Water Demand	2024 Wastewater Rate[3]	2050 Wastewater Rate[3]
	(gpd/unit)	(gpd/unit)		(gpd/unit)	(gpd/unit)
Single-Family Residential	324	330	56%	181.4	184.8
Multi-Family Residential	191	189	80%	152.8	151.2
	(gpd/employee)	(gpd/employee)		(gpd/employee)	(gpd/employee)
Commercial	75	67	56%	42.0	37.5
Industrial	133	118	9%	11.9	10.6
Public Facilities	75	67	56%	42.0	37.5

Notes:
[1] Wastewater is assumed to be 100 percent of indoor water use. See Exhibit 2E of the 2020 Urban Water Management Plan.
[2] While the 2025 UWMP is the most current UWMP, water demand rates were obtained from the LADWP's 2020 UWMP, Exhibit 2F because they are the most recent unit use factors available. The 2024 Wastewater Rate utilizes the 2014 Base Year Water Demand because this is the most recent rate presented in the 2020 Urban Water Management Plan. Although the Proposed Plan's buildout year is 2050, the 2020 UWMP only forecasted water demands up to the year 2045. The 2050 water demand and wastewater rate utilizes the 2045 values provided by the 2020 UWMP to estimate future rates; this a conservative approach as water demand has generally trended downward since the 2020 UWMP was adopted (see Exhibit ES-D of the 2025 UWMP).
[3] The Wastewater Rate is calculated by multiplying the Water Demand by the Wastewater Percentage.
Source: City of Los Angeles, 2026. 2020 Urban Water Management Plan.

4.17.2.7 Impacts

Threshold 4.17-3 **Would implementation of the Proposed Plans require or result in the relocation or construction of new or expanded wastewater treatment facilities the construction of which could cause significant environmental effects?**

Threshold 4.17-4 **Would implementation of the Proposed Plans 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?**

This impact would be less than significant.

Table 4.17-15, Future (2050) Estimated Wastewater Generation for the Southwest Valley Community Plan Areas, summarizes projected wastewater generation in the Southwest Valley CPAs in 2050 with implementation of the Proposed Plans. As indicated in the table, total wastewater generation in 2050 is estimated to be approximately 51,465,243 gpd (51.5 mgd). Reasonably anticipated development under the Proposed Plans through 2050 would generate an increase of approximately 19,265,128 (19.3 mgd) of wastewater over Existing Conditions, which is an increase of about 60 percent compared to the existing generation of approximately 32.2 mgd.

Table 4.17-15
Future (2050) Estimated Wastewater Generation for the Southwest Valley Community Plan Areas

Land Use	Daily Wastewater Generation (gpd)
Single-Family	14,552,076
Multi-Family	28,231,157
Commercial	7,573,088
Industrial	429,872
Public Facilities	679,050
Future (2050) Total	**51,465,243**
Existing (2024) Total	**32,200,115**
Net Increase Under Proposed Plans	**19,265,128**

Note: Daily wastewater generation values were determined by multiplying the 2024 and 2050 wastewater generation rates from Table 4.17-14, above, by the 2024 and 2050 land use values of the Southwest Valley CPAs.
Source: Impact Sciences, 2026; City of Los Angeles, LADWP's 2020 Urban Water Management Plan (UWMP), Exhibit 2F.
Available at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpcb762836.pdf, accessed June 11, 2026.

The HTP is operating at 175 mgd below capacity on an average dry weather day.[71] The TIWRP has a treatment capacity of 30 mgd[72] and the DCTWRP has a treatment capacity of 80 mgd.[73] The projected net increase of 19.3 mgd generated by growth under the Proposed Plans represents approximately seven percent of the combined available capacity of the HTP, the TIWRP, and the DCTWRP. Therefore, the wastewater treatment facilities serving the Southwest Valley CPAs have sufficient available treatment capacity to serve reasonably anticipated development in the Southwest Valley CPAs. The HTP and TIWRP would be able to adequately treat project-generated sewage in addition to currently generated sewage, and the treatment requirements of the RWQCB would not be exceeded.

Although the existing treatment plant would have ample capacity to accommodate increases that could occur under the Proposed Plans, the City is proactively undertaking capital improvement projects to not only maintain the existing infrastructure but also enhance and expand capacity at the treatment plants. Such projects would include rehabilitating old sewer mains and maintenance holes and replacing aging equipment and structures at treatment and pumping plants. The City maintains the Wastewater Capital Improvement Program (WCIP) that contains capital projects and estimated costs for the renewal of the City's infrastructure at 10-year intervals. The WCIP was developed and evaluated according to projections and preferences contained in the IRP, which anticipated that average daily wastewater flows in 2020 would increase to 531.4 mgd. To meet anticipated increased wastewater flows, the IRP evaluates alternatives to help bridge the gaps in the ability of the current water system to serve future populations but does not identify the need to build new treatment plants to meet the anticipated increase in wastewater generation. Instead, the chosen alternative favors adding capacity to existing facilities.[74] Multiple projects identified in the WCIP are upgrades for the HTP. While the IRP has not been updated since 2006, the WCIP has been updated and is now a component of the Los Angeles Sanitation District's Sewer System Management Plan (SSMP); however, anticipated average daily wastewater flows are not detailed in this report. The WCIP

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71 City of Los Angeles. "Hyperion Water Treatment Plant." Available online at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp;jsessionid=LgMRWBj8qlPONJGUOl0rQrawdI3xfNSjy03ZR3aFy8fBnrpre7bu!-804415133!-277050723?_adf.ctrl-state=zgxkyk2vp_1&_afrLoop=1282300447881077 9&_afrWindowMode=0&_afrWindowId=null#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D1282300447881077 9%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dzgxkyk2vp_5, accessed June 11, 2026.

72 LASAN, Terminal Island Water Reclamation Plant, available online at: https://www.lacitysan.org/san/sandocview?docname=cnt067744, accessed April 14, 2026.

73 Los Angeles Department of Water and Power, 2025 *Urban Water Management Plan*, May 12, 2026. Available online at: https://www.ladwp.com/sites/default/files/2026-06/LADWP%202025%20Urban%20Water%20Management%20Plan_Final.pdf, accessed June 10, 2026.

74 Los Angeles Department of Public Works, Bureau of Sanitation, *City of Los Angeles Integrated Resources Plan*, available online at: https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdew/~edisp/cnt010386.pdf, accessed June 11, 2026.

includes details on the replacement, rehabilitation, and expansion of the City's water reclamation and conveyance system facilities across the 10-year planning horizon from FY 2023/24 to 2032/33, including the HTP. Through the implementation of projects proposed by the CWIP, the City will ensure that the water reclamation facilities that serve the City comply with RWQCB permit requirements and meet future operating requirements.

Therefore, it is not foreseeable that LASAN would not have adequate capacity to serve the wastewater demands of the reasonably anticipated development from Proposed Plans or that implementation of the Proposed Plans would require construction of a new or expanded wastewater treatment plant.

As discussed above under **Section 4.17.3.2, Regulatory Framework**, reasonably anticipated development under the Proposed Plans would occur in compliance with the requirements of LAMC 64.11, 64.12 and 64.17, which establishes City standards related to wastewater discharge, peak flow, and sewer capacity. Sewer pipeline upgrades would be necessary as development occurs in the Southwest Valley CPAs. Such upgrades would likely occur within existing utility easements and would not result in new areas of disturbance. Routine infrastructure projects involving replacing or upgrading wastewater conveyance facilities generally would be statutorily or categorically exempt and if not would involve the preparation of a ND or MND (e.g., PRC Section 21080.21; *CEQA Guidelines* Section 15302). The environmental impacts of the construction and operation of these new or upgraded facilities would be localized in nature and consistent with the impacts that have been evaluated throughout this EIR. To the extent that any significant impacts could result from the unique characteristics of a specific site, those impacts would be speculative at this time.

As noted above, the City is proactively undertaking capital improvement projects to not only maintain the existing infrastructure but also enhance and expand the capacity of treatment plants. Such projects would include rehabilitating old sewer mains and maintenance holes and replacing aging equipment and structures at treatment and pumping plants. As discussed in **Section 4.17.3.1, Existing Environmental Setting**, LASAN maintains the Wastewater Capital Improvement Program (WCIP), which contains capital projects and estimated costs for the renewal of the City's infrastructure at 10-year intervals.

The LASAN Wastewater Engineering Services Division is responsible for determining sewer capacity availability for new sewer connections for residential, commercial, and industrial developments. Thus, all development activities that require sewer connection permits are evaluated under the purview of existing capacity of sewer lines in the development site's vicinity at the time of development. By doing so, each new development must adhere to the most current Sewer Design Manual specifications as well as appropriate Standard Plan requirements. The Sewer Design Manual and Standard Plan are continuously updated to incorporate the most recent industry practices and materials ensuring appropriate measures are taken to

accommodate any potential project. The City also has immediate response and reporting procedures in place to attend to any unexpected sewer overflows. The procedures are maintained in the Wastewater Collection Systems Division's up-to-date Sanitary Sewer Overflow Response and Reporting Procedures. Moreover, the City proactively monitors the sewer system to preemptively identify and resolve deficiencies before they become problematic. System deficiencies in need of rehabilitation are then included in the WCIP, which are attended to according to their associated priority ranking. The City would require that localized system deficiencies are adequately addressed by the responsible project. Any future upgrades would be designed in accordance with applicable provisions of the LAMC and to the satisfaction of the City Engineer.

Upgrades to sewer lines may cause temporary localized disturbance of roads, which may require re-routing of traffic and localized temporary increases in congestion, as well as temporary increases in air pollutant emissions and noise. However, such impacts would be within what is described in this EIR, and upgrades would not result in long-term effects. Therefore, impacts related to construction of wastewater conveyance system upgrades would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.17-5 **Would implementation of the Proposed Plans require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

This impact would be less than significant.

As discussed in **Section 4.9, Hydrology and Water Quality**, of this EIR, implementation of the Proposed Plans would not result in a substantial increase in impervious surfaces. Accordingly, reasonably anticipated development under the Proposed Plans would not cause a substantial increase in the peak flow rates or volumes that would exceed the drainage capacity of existing stormwater facilities. Compliance with the City's Low Impact Development (LID) Ordinance would further ensure that any future

development resulting from the Proposed Plans would not require construction of new stormwater drainage facilities and or expansion of existing facilities beyond specific improvements needed for individual development projects. In the long-term, redevelopment of properties in the Southwest Valley CPAs would improve surface water quality by replacing older developments with new development that incorporates LID methods.

The LASAN Watershed Protection Division is responsible for ensuring the implementation of Municipal Stormwater Permit requirements and the Wastewater Engineering Service Division is responsible for determining sewer capacity availability for new sewer connections for residential, commercial, and industrial developments. While most of the area in the Southwest Valley CPAs is currently paved and served by the existing drainage system, implementation of the Proposed Plans could require the construction of new or upgraded stormwater drainage facilities. The construction of new stormwater drainage facilities at some point during the plan horizon is reasonably expected. However, at the present time, the location of such facilities is speculative. Depending on the location of new wastewater facilities, if they are determined to be needed, construction and operational impacts could occur; however, such impacts are not foreseeable at this time. Typical infrastructure projects involving replacing or upgrading stormwater drainage lines generally include the preparation of an ND or MND and, in some cases, may possibly qualify for a Categorical Exemption. Generally, construction-related impacts from such projects, including air quality, noise, and traffic impacts would be temporary in nature and less than significant. The environmental impacts of the construction and operation of new facilities are consistent with the impacts that have been evaluated throughout this EIR.

Therefore, impacts related to water drainage facilities would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.17.2.8 Cumulative Impacts

The geographic area to analyze cumulatively considerable impacts to wastewater and/or storm drains includes the entire City of Los Angeles and immediately adjacent areas served by common infrastructure. Cumulative development throughout Los Angeles would add both dwelling units and non-residential development to the City. Citywide development through 2050 would add approximately 2 million people,

1.6 million households, and 1.3 million jobs.[75] Cumulative impacts from this development are discussed below by impact area.

Wastewater

Growth anticipated by the Proposed Plans and citywide cumulative growth would generate an increase in wastewater. Total water demand projected by the City's 2025 UWMP accounts for population growth within its jurisdictional boundaries, which is based on SCAG's demographic data and growth projections based on SCAG's RTP. The Proposed Plans would allow for an additional 241,659 persons, 115,282 housing units, and 85,165 jobs to the Southwest Valley CPAs compared to existing conditions. The Proposed Plans would accommodate a development capacity consistent with long-range SCAG growth projections.

The City of Los Angeles is served by four water reclamation plants, which include the HTP, the TIWRP, the DCTWRP, and the LAGWRP. Combined, these reclamation plants have capacity to treat 580 mgd (649,600 afy) of wastewater citywide.[76] Growth anticipated by the Proposed Plans would increase wastewater generation by approximately 19.3 mgd. The projected net increase of 19.3 mgd generated by growth under the Proposed Plans represents about three percent of the combined available capacity of the reclamation plants. Citywide growth would further increase wastewater generation, but such increases would not approach the limits of overall treatment capacity. Therefore, the cumulative increase in wastewater generation would not exceed the capacity of the City's wastewater treatment plants. Additionally, the City's 2006 Integrated Resources Plan incorporates a Wastewater Facilities Plan to meet future wastewater needs through the expansion of overall treatment capacity, maximizing the potential to reuse recycled water and implementation of new water conservation and technology programs.[77]

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75 Southern California Association of Governments, Connect SoCal 2024 RTP/SCS, April 4, 2024. Available online at: https://scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf, accessed June 11, 2026.

76 Los Angeles Department of Water and Power, 2025 *Urban Water Management Plan*, May 12, 2026. Available online at: https://www.ladwp.com/sites/default/files/2026-06/LADWP%202025%20Urban%20Water%20Management%20Plan_Final.pdf, accessed June 10, 2026.

77 City of Los Angeles Department of Public Works, Bureau of Sanitation, *City of Los Angeles Integrated Resources Plan*, December 2006.

Growth anticipated by the Proposed Plans and citywide cumulative growth would contribute to an anticipated citywide increase in wastewater flow and place added demands on the wastewater conveyance system as future development takes place with the implementation of the Proposed Plans. Development under the Proposed Plans could require the construction of new or upgraded wastewater facilities. Such upgrades would likely occur within existing utility easements and would not result in new areas of disturbance. Construction of new or expanded conveyance facilities may be needed as a result of reasonably foreseeable development and as discussed above, the City's WCIP identifies a number of sewer line projects in the Southwest Valley CPAs. Any future upgrades would be designed in accordance with applicable provisions of the LAMC and to the satisfaction of the City Engineer.

Routine infrastructure projects involving replacement or upgrade of sewer lines generally are statutorily or categorically exempt or require a ND or MND. The City's environmental analysis for sewer line replacements typically indicates less than significant construction-related impacts, including air quality, noise, and transportation impacts. The environmental impacts of the construction and operation of sewer lines would be consistent with the impacts evaluated throughout this EIR. To the extent that any significant impacts could result from the unique characteristics of a specific project or site, those impacts are too speculative to analyze at this time. As necessary, based on project and site characteristics, any such upgrades would be subject to subsequent environmental review, wherein potential impacts, if any, would be addressed accordingly. Regardless, impacts associated with construction of new facilities would be limited to the area in which the specific construction activity is occurring and would not contribute to any cumulative or citywide environmental impacts.

Based on the above information, the incremental effects of the Proposed Plans related to wastewater treatment and conveyance would not be cumulatively considerable and cumulative impacts would be ***less than significant.***

Stormwater Drainage

Continued compliance with the City's LID Ordinance for all new development would ensure that any future development in Los Angeles would not increase demands on stormwater drainage facilities and or expansion of existing facilities beyond specific improvements needed for individual development projects. As with the Southwest Valley CPAs, long-term redevelopment of properties throughout the City would improve surface water quality by replacing older developments with new development that incorporates LID methods. Any impacts from construction would be localized and would not contribute to cumulative impacts. Therefore, cumulative impacts related to stormwater drainage facilities would be ***less than significant.***

4.17.3 SOLID WASTE

4.17.3.1 Existing Environmental Setting

Solid Waste Conveyance Infrastructure

The Los Angeles City Department of Public Works Bureau of Sanitation (LASAN) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City of Los Angeles, including the Southwest Valley CPAs. The LASAN collects an average of 6,652 tons per day of refuse, recyclables, yard trimmings, horse manure, and bulky items from more than 750,000 homes. Commercial and industrial areas of the City which may contain multi-family housing contract with private waste haulers to collect, dispose, and recycle solid waste.

Table 4.17-16, Solid Waste Facilities Serving the City of Los Angeles lists the location, permitted capacity, remaining capacity, permitted daily intake capacity, and the average daily volume of solid waste disposed of at the landfills serving the City of Los Angeles at each landfill. "Commerce Refuse to Energy and the Southeast Resource Recovery" are alternate solid waste disposal methods that help extend the landfill capacity by converting solid waste to energy that is sold to local utility companies. While they do not encounter capacity maximum issues, they are restricted in regard to the daily amount and type of solid waste that they can accept and process. Another alternate solid waste disposal method includes recycling businesses, with the most notable location being the Azusa Reclamation facility.

Table 4.17-16
Solid Waste Facilities Serving the City of Los Angeles

Facility Name	Location	Permitted Capacity (cubic yards)	Remaining Capacity (tons)	Permitted Daily Intake Capacity (tons/day)	Average Daily Intake (tons)	2021 Disposal (tons/year)
Class III Landfills						
Antelope Valley	Palmdale	30,600,000	9,240,000	5,548	2,645	825,000
Calabasas	Agoura	69,300,000	4,510,000	3,500	897	280,000
Chiquita Canyon	Castaic	110,366,000	51,630,000	12,000	6,468	2,018,000
Lancaster	Lancaster	27,700,000	9,840,000	5,100	397	124,000
Sunshine Canyon	LA City	140,900,000	52,220,000	12,100	7,830	2,443,000
Scholl Canyon	Glendale	58,900,000	2,950,000	3,400	1,355	423,000
Southeast - Resource Recovery Facility	Long Beach	N/A	N/A	2,240	1,201	375,000
Total Class III Landfill		**437,766,000**	**130,390,000**	**43,888**	**20,793**	**6,488,000**

Source: County of Los Angeles Department of Public Works, Countywide Integrated Waste Management Plan – 2021 Annual Report, Appendix E-2, Table 4. December 2022. Available online at: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17450&hp=yes&type=PDF

Approximately 69 percent of the City's solid waste in 2021 (latest year data available) was disposed of at the Chiquita Canyon and Sunshine Canyon Landfills (both the City and County portions). The Class III landfill facilities accepting waste from the City have a total permitted daily intake capacity of 43,888 tons per day and a remaining capacity of approximately 130 million tons.

Landfills located outside of Los Angeles County are available to accept the City's disposal of solid waste. **Table 4.17-17, Out-of-County Landfills Serving the City of Los Angeles**, lists the location, remaining capacity, permitted daily intake capacity, remaining design years, and the average daily volume of solid waste disposed of at the landfills serving the City. As shown in **Table 4.17-17**, the available landfills listed have the remaining capacity to accept a total of 919,500,000 tons of solid waste.

Table 4.17-17
Out-of-County Landfills Serving the City of Los Angeles

Facility Name	Location	Permitted Capacity (cubic yards)	Remaining Capacity (tons)	Permitted Daily Intake Capacity (tons/day)	Average Daily Intake (tons)	Distance from Los Angeles (miles)
Available Landfill						
Mesquite Regional Landfill	Imperial County	1,100,000,000	660,000,000	20,000	N/A	210
H.M. Holloway Landfill, Incorporated	Kern County	N/A	1,500,000	2,000	1,568	156
Frank R. Bowerman Sanitary Landfill	Orange County	266,000,000	98,800,000	11,500	7,146	45
Olinda Alpha Sanitary Landfill	Orange County	148,800,000	10,900,000	8,000	6,819	30
Prima Deshecha Sanitary Landfill	Orange County	172,100,000	98,800,000	4,000	2,009	60
El Sobrante Landfill	Riverside County	209,910,000	133,700,000	16,504	10,618	60
Mid-Valley Sanitary Landfill	San Bernardino County	101,300,000	33,100,000	7,500	3,465	53
San Timoteo Sanitary Landfill	San Bernardino County	23,685,785	5,700,000	2,000	1,085	67
Simi Valley Landfill & Recycling Center	Ventura County	119,600,000	46,700,000	9,250	4,279	50
	Total Landfill	**2,141,395,785**	**1,099,200,000**	**80,754**	**36,989**	**N/A**

Note: The Mesquite Regional Landfill is permitted to accept waste but is not yet active.
Source: County of Los Angeles Department of Public Works, Countywide Integrated Waste Management Plan – 2021 Annual Report, December 2022. Available online at: https://www.dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17389&hp=yes&type=PDF.

Southwest Valley CPAs Existing Solid Waste Generation

As shown in **Table 4.17-18, Existing Solid Waste Generation in the Southwest Valley Community Plan Areas** existing development in the Southwest Valley CPAs currently generates an estimated 368,614.62 tons per year, or approximately 1,009.90 tons per day. The current solid waste generation calculation for the Southwest Valley CPAs does not take into account diversion of solid waste from landfills. Based on the current diversion rate of 76 percent, solid waste generated in the Southwest Valley CPAs that is actually sent to area landfills totals approximately 242.38 tons per day.[78]

78 LASanitation, "Recycling," available online at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrstate=sc2bv57ho_78&_afrLoop=30269045970225 5&_afrWindowMode=0&_afrWindowId=jval6l59y#!%40%40%3F_afrWindowId%3Dival6l59y%26_afrLoop%3D30269045970225 5%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dsc2bv57ho_82, accessed June 11, 2026.

Table 4.17-18
Existing (2024) Solid Waste Generation in the Southwest Valley Community Plan Areas

Land Use	Total Annual Solid Waste Generated (tons/year)[1]
Residential	
Single-Family	58,602.41
Multi-Family	47,947.42
Residential Subtotal	***106,549.83***
Non-residential	
Commercial	209,773.36
Industrial	36,891.88
Public Facilities	15,439.55
Non-Residential Subtotal	***262,064.79***
Existing Total	**368,614.62**

Note: [1] Existing solid waste generation was calculated using residential population and non-residential building square footage within the Southwest Valley CPAs and the CalEEMod solid waste generation rates. Calculations are rounded to the nearest 0.01 ton.
Source: City of Los Angeles, CalEEMod User Guide, Appendix G

4.17.3.2 Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Utilities-Solid Waste at the federal, state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Title 40 Code of Federal Regulations, Part 258 Subtitle D of the Resource Conservation and Recovery Act (RCRA)
- California Integrated Waste Management Act of 1989 (Assembly Bill 939)
- Assembly Bill 341
- Senate Bill 1016
- Assembly Bill 1327
- Senate Bill 1374
- Assembly Bill 1826
- Zero Waste California
- California Green Building Standards

- The Los Angeles County Integrated Waste Management Plan
- City of Los Angeles General Plan Framework Element
- City of Los Angeles Solid Waste Integrated Resources Plan
- Citywide Construction and Demolition Debris Recycling Ordinance
- City-Wide Exclusive Franchise System for Municipal Solid Waste Collection and Handling and Upcoming Zero Waste-LA Franchise System
- City of Los Angeles Space Allocation Ordinance
- City of Los Angeles Green Building Ordinance

Federal

Title 40 Code of Federal Regulations, Part 258 Subtitle D of the Resource Conservation and Recovery Act (RCRA). Title 40 Code of Federal Regulations, Part 258 Subtitle D of the Resource Conservation and Recovery Act (RCRA) establishes minimum location standards for siting municipal solid waste landfills. Because California laws and regulations governing the approval of solid waste landfills meet the requirements of Subtitle D, the U.S. EPA delegated the enforcement responsibility to the State of California.

State

California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939). The California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939), as amended, was enacted to reduce, recycle, and reuse solid waste generated in the state. AB 939 requires city and county jurisdictions to divert 50 percent of the total waste stream from landfill disposal. AB 939 also requires each city and county to promote source reduction, recycling, and safe disposal or transformation. AB 939 further requires each city and county to conduct a Solid Waste Generation Study and to prepare a Source Reduction and Recycling Element to describe how it would reach these goals. The Source Reduction and Recycling Element contains programs and policies for fulfillment of the goals of AB 939, including the above-noted diversion goals, and must be updated annually to account for changing market and infrastructure conditions. As projects and programs are implemented, the characteristics of the waste stream, the capacities of the current solid waste disposal facilities, and the operational status of those facilities are upgraded, as appropriate. California cities and counties are required to submit annual reports to CalRecycle to update their progress toward the AB 939 goals.

Assembly Bill 341. AB 341, signed on February 10, 2011, directed that no less than 75 percent of solid waste generated in California be source reduced,[79] recycled, or composted by 2020, and required CalRecycle to provide a report to the Legislature that recommends strategies to achieve the policy goal by January 1, 2014. AB 341 also mandated local jurisdictions to implement commercial recycling by July 1, 2012.

Senate Bill 1016. Senate Bill (SB) 1016 requires expressing the 50 percent solid waste diversion requirement established by AB 939 in pounds per person per day. SB 1016 changed the CalRecycle review process for each municipality's integrated waste management plan. After an initial determination of diversion requirements in 2006 and establishing diversion rates for subsequent calendar years, the Board reviews a jurisdiction's diversion rate compliance in accordance with a specified schedule. Beginning January 1, 2018, the Board is required to review a jurisdiction's source reduction and recycling element and hazardous waste element once every two years.

Assembly Bill 1327. The California Solid Waste Reuse and the Recycling Access Act of 1991 (AB 1327) is codified in Public Resources Code Sections 42900-42911. As amended, AB 1327 requires each local jurisdiction to adopt an ordinance requiring commercial, industrial, or institutional building, marina, or residential buildings having five or more living units to provide an adequate storage area for the collection and removal of recyclable materials. The size of these storage areas is to be determined by the appropriate jurisdiction's ordinance. Pursuant to AB 1327, the City of Los Angeles adopted the Space Allocation Ordinance (Ordinance No. 171,687), discussed below.

Senate Bill 1374. Signed in 2002, the Construction and Demolition Waste Materials Diversion Requirements (Senate Bill [SB] 1374) were codified in Public Resources Code 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 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.

Assembly Bill 1826. AB 1826 requires jurisdictions to implement an organic waste recycling program for businesses, including outreach, education, and monitoring of affected businesses. Additionally, each jurisdiction is to identify a multitude of information, including barriers to siting organic waste recycling facilities, as well as closed or abandoned sites that might be available for new organic waste recycling facilities. AB 1826 defines "organic waste" as food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. It also defines a

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79 Source reduction refers to activities designed to reduce the volume, mass, or toxicity of products throughout their life cycle. It includes the design and manufacture, use, and disposal of products with minimum toxic content, minimum volume of material, and/or a longer useful life.

"business" as a commercial or public entity, including, but not limited to, a firm, partnership, proprietorship, joint stock company, corporation, or association that is organized as a for-profit or nonprofit entity, or a multifamily residential dwelling consisting of five or more units. As of January 1, 2017, businesses that generate four cubic yards or more of organic waste per week are subject to this requirement. Commencing January 1, 2019, businesses that generate four cubic yards or more of commercial solid waste per week also are required to arrange for organic waste recycling services. CalRecycle may reduce this triggering threshold for organics recycling to two cubic yards or more of commercial solid waste per week as of January 1, 2020.

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 Green Building Standards. The 2025 California Green Building Standards Code, referred to as the CALGreen Code, sets standards for new structures to minimize the state's carbon output. California requires that new buildings reduce water consumption, increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. Each local jurisdiction retains the administrative authority to exceed the new CALGreen standards. The 2025 CALGreen Code went into effect January 1, 2026.

Senate Bill 1383. Signed in 2016, SB 1383 established methane emission reduction targets to reduce emissions of short-lived climate pollutants in various sectors of the state's economy. The bill also established targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. It also sets a goal to rescue at least 20 percent of currently disposed edible food by 2025 and redirect that food to people in need. As of January 1, 2022, all California residences and businesses are now required to separate organic waste from other trash and non-organic recyclables and participate in an organics collection program.

Regional

The Los Angeles County Integrated Waste Management Plan. Pursuant to AB 939, each County is required to prepare and administer a CoIWMP, including preparation of an Annual Report. The CoIWMP is comprised of the various counties and cities' solid waste reduction planning documents, plus an Integrated Waste Management Summary Plan (Summary Plan) and a Countywide Siting Element (CSE). The Summary Plan describes the steps to be taken by local agencies, acting independently and in concert, to achieve the mandated state diversion rate by integrating strategies aimed toward reducing, reusing, recycling, diverting, and marketing solid waste generated within the County. The County's Department of Public Works is responsible for preparing and administering the Summary Plan and the CSE.

The County continually evaluates landfill disposal needs and capacity as part of the preparation of the CoIWMP Annual Report. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity. The most recent annual report, the CoIWMP 2021 Annual Report, published in December 2022, provides disposal analysis and facility capacities for 2021, as well as projections to the CoIWMP's horizon year of 2036.[80] As stated within the CoIWMP 2021 Annual Report, the County is not anticipating a solid waste disposal capacity shortfall within the next 15 years under current conditions. This is affirmed through the County's CoIWMP Five-Year Review from 2024, which states that despite a slight increase in solid waste disposal quantities of the 89 jurisdictions within the County to Class III Landfills and transformation facilities (10,658,546 tons in 2018 to 10,961,649 tons in 2022), the County continues to have adequate disposal capacity.[81] A variety of strategies, including mandatory commercial recycling, diversion of organic waste from landfills, and development of alternative technology facilities would ensure that the County would be able to accommodate the solid waste daily disposal demand under different scenarios through the horizon year of 2034.[82]

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80 County of Los Angeles, Department of Public Works, *Countywide Integrated Waste Management Plan – 2021 Annual Report*, 2022, available online at: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17450&hp=yes&type=PDF, accessed June 11, 2026.

81 County of Los Angeles, Department of Public Works, Los Angeles County Countywide Integrated Waste Management Plan Five-Year Review Report, April 2024. Available online at: https://pw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17935&hp=yes&type=PDF, accessed August 13, 2026.

82 Ibid.

Local

City of Los Angeles General Plan Framework Element. The Framework Element was adopted in 1996 and amended in 2024. The Framework Element is a general, long-term, programmatic document that has goals and policies that are implemented by the various individual elements of the General Plan. The goals of the Framework Element that are related to the solid waste disposal and landfills are listed in **Table 4.17-19, Relevant General Plan Solid Waste Goals, Objectives, and Policies**.

Table 4.17-19
Relevant General Plan Solid Waste Goals, Objectives, and Policies

Goal/Objective/ Policy	Goal/Objective/Policy Descriptions
Framework Element- Chapter 9 Infrastructure and Public Services	
Goal 9D	An integrated solid waste management system that maximizes source reduction and materials recovery and minimizes the amount of waste requiring disposal.
Goal 9E	Adequate Recycling Facility Development - expanded siting of facilities that enhance the City's reduction, recycling and composting efforts using methods and strategies that are economically, socially, and politically acceptable.
Goal 9F	Adequate collection, transfer and disposal of mixed solid waste - the City shall seek to ensure that all mixed solid waste that cannot be reduced, recycled or composted is collected, transferred and disposed of in a manner that minimizes adverse environmental impacts.
Goal 9G	An environmentally sound solid waste management system that protects public health, safety, and natural resources and minimizes adverse environmental impacts.
Goal 9H	A cost-effective solid waste management system that emphasizes source reduction, recycling, reuse, and market development and is adequately financed to meet operational and maintenance needs.

Source: City of Los Angeles, The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, re-adopted 2001.

City of Los Angeles Solid Waste Integrated Resources Plan. LASAN developed the Solid Waste Integrated Resources Plan (SWIRP) also known as the "Zero Waste Plan," a 20-year master plan to reduce solid waste, increase recycling, and manage trash in the City through the year 2025.[83] This plan encompasses on-going solutions and programs (i.e., blue and green bin recycling, multi-family recycling, restaurant food scrap diversion, alternative technologies, hazardous waste recycling, Los Angeles Unified School District recycling program, etc.) as well as new programs to be implemented during the planning horizon.

83 City of Los Angeles, *CF-05-1364: Progress – Reduction Plan for City Municipal Solid Waste Disposed at Sunshine Canyon Landfill*, November 17, 2009. Available online at: https://cityclerk.lacity.org/onlinedocs/2005/05-1364_rpt_bos_11-17-09.pdf, accessed August 20, 2026.

In May 2008, the stakeholders of the Zero Waste Plan adopted the Solid Waste Integrated Resources Plan guiding principles to help the City achieve its zero waste goals by 2030.[84] The Solid Waste Integrated Resources Plan is intended to provide an outline of the policies, programs, infrastructure, regulations, incentives, new green jobs,[85] technology, and financial strategies necessary to achieve 90-percent diversion of solid waste by 2025.[86] The term "zero waste" refers to maximizing recycling, minimizing waste, reducing consumption, and encouraging the use of products with recycled/reused materials. As noted by the City, "zero waste" is a goal and not a categorical imperative; the City is seeking to come as close to "zero waste" as possible. Based on the 2013 Zero Waste Progress Report and using the calculation methodology adopted by the State of California, the City achieved a landfill diversion rate of approximately 76 percent in 2012.[87]

Citywide Construction and Demolition Debris Recycling Ordinance. Pursuant to the California Solid Waste Reuse and the Recycling Access Act of 1991 (AB 1327), the City enacted the Space Allocation Ordinance (Ordinance No. 171,687)[88] on August 6, 1997, which is incorporated in various sections of the LAMC. The Space Allocation Ordinance requires the provision of an adequate recycling area or room for collecting and loading recyclable materials in all new construction projects, all existing multi-family residential projects of four or more units where the addition of floor area is 25 percent or more, and all other existing development projects where the addition of floor area is 30 percent or more.

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84 LASanitation, *Fact Sheet: The City's Solid Waste Policies and Programs*, available online at: https://planning.lacity.org/eir/8150Sunset/References/4.K.3.%20Solid%20Waste/SW.03_SWIRP%20Policy%20and%20Programs%20Fact%20Sheet_3.20.09.pdf, accessed August 13, 2026.

85 "Green jobs" is the term for work force opportunities created by companies and organizations whose mission is to improve environmental quality.

86 City of Los Angeles, *CF-05-1364: Progress – Reduction Plan for City Municipal Solid Waste Disposed at Sunshine Canyon Landfill*, November 17, 2009. Available online at: https://cityclerk.lacity.org/onlinedocs/2005/05-1364_rpt_bos_11-17-09.pdf, accessed August 20, 2026.

87 LASanitation, "Recycling," available online at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrl-state=sc2bv57ho_78&_afrLoop=30269045970225 5&_afrWindowMode=0&_afrWindowId=ival6l59y#!%40%40%3F_afrWindowId%3Dival6l59y%26_afrLoop%3D30269045970225 5%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dsc2bv57ho_82, accessed June 11, 2026.

88 Los Angeles Municipal Code, *City Ordinance 171,687*, available online at: https://cityclerk.lacity.org/onlinedocs/1994/94-0056_ORD_171687_08-19-1997.pdf, accessed June 11, 2026.

City-Wide Exclusive Franchise System for Municipal Solid Waste Collection and Handling and Upcoming Zero Waste-LA Franchise System. On March 5, 2010, the City Council approved Council File 09-3029 pertaining to a Citywide Construction and Demolition Debris Recycling Ordinance (Ordinance No. 181,519) that requires LASAN to ensure that all mixed construction and demolition waste generated within City limits be taken to a City certified construction and demolition waste processor. The policy became effective in January 2011. These facilities process received materials for reuse and have recycling rates that vary from 70 percent to 86 percent, thus exceeding the 70 percent reclamation standard. Additionally, compliance with the Ordinance and LAMC Section 66.32, which requires the haulers to meet the diversion goals, would ensure that 70 percent of solid waste generated by the City, including construction and demolition waste, would be recycled.

City of Los Angeles Space Allocation Ordinance. Pursuant to the California Solid Waste Reuse and the Recycling Access Act of 1991 (AB 1327), the City enacted the Space Allocation Ordinance (Ordinance No. 171,687) on August 13, 1997, which is incorporated in various sections of the LAMC. The Space Allocation Ordinance requires the provision of an adequate recycling area or room for collecting and loading recyclable materials in all new construction projects, all existing multi-family residential projects of four or more units where the addition of floor area is 25 percent or more, and all other existing development projects where the addition of floor area is 30 percent or more.

City of Los Angeles Green Building Ordinance. On January 23, 2023, the Los Angeles City Council approved Ordinance No. 187,719, which amended Chapter IX of the Los Angeles Municipal Code, referred to as the Los Angeles Green Building Code, to alter certain provisions of Article 9 to reflect local administrative changes and incorporate by reference portions of the 2022 CALGreen Code. The amended Article 9 is referred to as the "Los Angeles Green Building Code." Projects must comply with the Los Angeles Green Building Code as amended to comply with various provisions of the CALGreen Code. The City's Green Building Code creates a set of development standards and guidelines to further energy efficiency and reduction of greenhouse gases, including provisions regarding construction waste reduction, disposal and recycling. It builds upon and sets higher standards than those incorporated in CALGreen and is implemented through the building permit process.

4.17.3.3 Thresholds of Significance

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to solid waste if they would:

- 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.

- Not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

4.17.3.4 Methodology

The analysis of the Proposed Plans' impacts to solid waste focuses on whether the project would impair attainment of solid waste reduction goals by generating solid waste in excess of local standards or in excess of infrastructure capacities or would not comply with solid waste management and reduction regulations. Project-generated demands were calculated using existing level of development in the Southwest Valley CPAs, reasonably anticipated development in 2050, and utility rates per development unit. The impact is the net change relative to existing conditions (i.e., 2050 with Proposed Plans conditions – existing conditions). Solid waste rates that were used to calculate the Project's solid waste generation is provided in **Table 4.17-20, Daily Solid Waste Generation Rates**.

Table 4.17-20
Solid Waste Generation Rates

Land Use Type	Annual Solid Waste Generation Rate
Single-Family Residential	0.27 tons/resident/year
Multi-Family Residential	0.27 tons/resident/year
Commercial	1.05 tons/1,000 sf/year
Industrial	1.24 tons/1,000 sf/year
Public Facilities	0.93 tons/1,000 sf/year

Source: Impact Sciences, Inc., 2025. CalEEMod User Guide, Appendix G annual solid waste generation rates by land use type.

4.17.3.5 Impacts

Threshold 4.17-6 **Would implementation of the Proposed Plans 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?**

This impact would be less than significant.

As shown in **Table 4.17-21, Estimated (2050) Solid Waste Generation in the Community Plan Areas**, reasonably anticipated development under the Proposed Plans would increase the amount of solid waste generated in the Southwest Valley CPAs by approximately 73,448.95 tons per year, or 201.23 tons per day, above existing conditions. This increase in solid waste generation would represent 0.46 percent of the total permitted daily intake capacity and a 0.97 percent increase to the total average daily intake of the Class III Landfills (see **Table 4.17-16, Solid Waste Facilities Serving the City of Los Angeles)**. Additionally, the calculation for the Proposed Plans does not take into consideration current and planned City programs to divert solid waste from landfills. For example, compliance with LAMC Section 66.32 would ensure that at least 50 percent of the demolition and construction waste generated by development under the Proposed Plans would be diverted from landfills serving the City. In addition, the City will continue to implement waste reduction policies set forth by the SWIRP and the Framework Element.

Based on the County of Los Angeles Countywide Integrated Waste Management Plan (CIWMP) 2021 Annual Report, Los Angeles County would be able to meet the disposal needs of all County jurisdictions through the 15-year planning period for two of four scenarios considered: Scenario I – Utilization of Permitted IN-County Disposal Capacity Only, Scenario II – Status Quo, Scenario III – Meeting Senate Bill 1383 Organic Waste Disposal Reduction Targets, and Scenario IV – All Solid Waste Management Options Considered Become Available.[89] Scenario III and IV assumes an increase in diversion rate, considering all jurisdictions within the County comply with state laws such as mandatory commercial recycling and the diversion of organic waste from landfills through organic waste recycling programs. The County would be able to meet the disposal needs of all jurisdictions through the 15-year planning period for Scenario III and IV; however, under Scenario I, reliance on existing permitted in-County landfill capacity alone is insufficient in meeting the County's long-term disposal needs. In order to maintain adequate disposal capacity, individual jurisdictions within the County must continue to pursue the following strategies: maximize waste reduction and diversion; study, promote and develop alternative to landfilling; develop in-county solid waste processing, transfer, and recycling infrastructure; and enhance in-county and out-of-

89 County of Los Angeles Public Works, *Countywide Integrated Waste Management Plan – 2021 Annual Report*, 2022, available at: https://pw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17450&hp=yes&type=PDF, accessed June 11, 2026.

county disposal (including waste-by-rail). The increase in solid waste generated by population growth within the Southwest Valley CPAs would occur across the planning period, allowing for sufficient time to pursue the strategies promoted in the CIWMP. Additionally, as previously stated, reasonably anticipated development under the Proposed Plans would increase the amount of solid waste generated in the Southwest Valley CPAs by approximately 73,448.95 tons per year, or 201.23 tons per day, representing 0.46 percent of the total permitted daily intake capacity and an increase of approximately 0.97 percent to the total average daily intake of the Class III Landfills serving the City. Given that average daily intake across all Class III Landfills is currently at 47.8 percent of their total permitted daily intake capacity, this increase from the Proposed Plans would remain within the permitted daily intake capacity. Based on these facts, sufficient permitted capacity is anticipated to be available to accommodate the solid waste disposal needs for the Southwest Valley CPAs and impacts related to solid waste would be ***less than significant***.

Table 4.17-21
Estimated (2050) Solid Waste Generation in the Community Plan Areas[1]

Land Use	Solid Waste Generated (tons/year)
Residential	
Single-Family	51,082.65
Multi-Family	120,907.47
Residential Subtotal	***171,990.13***
Non-residential	
Commercial	152,879.95
Industrial	92,867.53
Public Facilities	24,325.96
Non-Residential Subtotal	***270,073.44***
Future With Proposed Plans (2050) Total	**442,063.57**
Existing Solid Waste Generation	**368,614.62**
Net Increase Under Proposed Plans	**73,448.95**

Note:
[1] *All calculations are rounded up to the nearest 0.01 decimal.*
Source: City of Los Angeles, CalEEMod User Guide, Appendix G

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.17-7 Would implementation of the Proposed Plans comply with federal, state, and local statutes and regulations related to solid waste?

This impact would be less than significant.

Future development in the Southwest Valley CPAs would be required to comply with LAMC Section 66.32 regarding demolition activities. Compliance with LAMC Section 66.32 would ensure that at least 50 percent of the demolition and construction waste generated by future development would be diverted from landfills serving the City of Los Angeles. Additionally, implementation of the Proposed Plans would be consistent with all waste reduction goals set forth by SWIRP and the Framework Element, which are discussed in **Section 4.17.4.2, Regulatory Framework**. The Proposed Plans would not conflict with any solid waste policies and objectives in the SWIRP or Framework Element.

All solid waste-generating activities in the City of Los Angeles are subject to the requirements set forth in AB 939 and other local ordinances, such as LAMC Section 66.32. As discussed in **Section 4.17.3.1, Existing Environmental Setting**, the City already exceeds State goals with respect to reduction of solid waste generation and diversion of solid waste from landfills.[90,91] Therefore, because future development permitted under the Proposed Plans would comply with applicable solid waste policies and objectives, impacts related to compliance with federal, state, and local statutes and regulations related to solid waste would be ***less than significant***.

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90 LASanitation, "Recycling," available online at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrstate=sc2bv57ho_78&_afrLoop=30269045970225 5&_afrWindowMode=0&_afrWindowId=ival6l59y#!%40%40%3F_afrWindowId%3Dival6l59y%26_afrLoop%3D30269045970225 5%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dsc2bv57ho_82, accessed June 11, 2026.

91 County of Los Angeles, Department of Public Works, *Countywide Integrated Waste Management Plan – 2021 Annual Report*, 2022, available online at: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17450&hp=yes&type=PDF, accessed June 11, 2026.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.17.3.6 Cumulative Impacts

Solid waste management is another citywide concern, with growing solid waste disposal needs and a finite limit to landfill capacity. The geographic area to analyze cumulatively considerable impacts to solid waste includes the entire City of Los Angeles. Cumulative development throughout Los Angeles would add both dwelling units and nonresidential development to the City. Cumulative impacts from this development are discussed below by impact area.

Cumulative citywide development would increase solid waste disposal at local landfills. Landfill solid waste disposal for the City of Los Angeles totaled 5,176,983 annual tons in 2021 (14,184 daily tons).[92] It would take an almost three-fold increase of 14,184 daily tons to exceed the available intake capacity of 43,888 tons per day for the landfills serving the City of Los Angeles (which includes continued export of some waste to out-of-County landfills, but no new waste diversion programs or facility expansions). As noted under **Threshold 4.17-6**, the increase in solid waste generated by population growth within the Southwest Valley CPAs would occur across the planning period, allowing for sufficient time to pursue the strategies promoted in the CIWMP to maintain adequate disposal capacity. Additionally, reasonably anticipated development under the Proposed Plans would increase the amount of solid waste generated in the Southwest Valley CPAs by approximately 73,448.95 tons per year, or 201.23 tons per day, representing 0.46 percent of the total permitted daily intake capacity and an increase of 0.97 percent to the total average daily intake of the Class III Landfills serving the City. As such, waste disposal capacity is adequate to meet cumulative solid waste disposal projections. Based on the above information, the incremental effect of the Proposed Plans related to solid waste disposal facilities would not be cumulatively considerable and cumulative impacts would be ***less than significant.***

92 Ibid.

4.17.4 ELECTRICITY, NATURAL GAS, AND TELECOMMUNICATIONS

4.17.4.1 Existing Environmental Setting

Electricity

The California Energy Commission (CEC) maintains a statewide database of annual electricity generation and consumption. In 2024, California produced approximately 78 percent of the electricity it used. The remainder was imported from outside the state. In 2024, total electrical generation was 278,338 gigawatt-hours (GWh) with approximately 216,181 GWh produced in-state with the remaining 62,157 GWh being imported from out-of-state sources.[93] Renewable sources accounted for approximately 59 percent of 2024 in-state generation.[94] Statewide electricity consumption in 2024 (the most recent year with available data) was estimated by the CEC to be 282,783 GWh, with Los Angeles County responsible for consuming approximately 64,896 GWh (23 percent).[95]

In fiscal year 2024-2025, Los Angeles Department of Water and Power (LADWP) supplied more than 20,749 Gwh of electricity a year to over 1.6 million residential and business customers within the City of Los Angeles as well as 6,000 customers in Owens Valley.[96] The LADWP has a capacity of over 8,081 Megawatts (MW) with a record peak instantaneous demand of 6,502 MW in 2017.[97] LADWP's Power Infrastructure includes 23 Generation Plants (5 thermal, 14 small hydroelectric plants, 1 large hydroelectric pumped storage plant, 1 wind plant, and 2 solar photovoltaic plants), 7,380 miles of overhead distribution lines, 3,883 miles of underground distribution cables and 178 distribution stations.[98] By the end of 2022, Los Angeles's power portfolio was 52 percent carbon-free and greenhouse gas (GHG) emissions levels were estimated to be 7 million metric tons (MMT) – approximately 60 percent below the 1990 emissions baseline of 17.9 MMT.[99]

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93 California Energy Commission, "2024 Total System Electric Generation," available online at: http://energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2024-total-system-electric-generation, accessed June 11, 2026.

94 Ibid.

95 California Energy Commission, "California Electricity Consumption," available online at: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0, accessed June 11, 2026.

96 Los Angeles Department of Water and Power, *LADWP Briefing Book 2024-2025*, 2026, available online at: https://www.ladwp.com/sites/default/files/2025-10/2024_25_BB_FullBook_Rev10_Digital.pdf, accessed June 10, 2026.

97 Ibid.

98 Ibid.

99 Ibid.

In 2024, approximately 39.5 percent of power generation came from renewable sources, including wind, geothermal, solar, eligible hydroelectric, and biomass and biowaste sources. Specifically, solar and wind energy provides the most renewable energy accounting for 14.0 and 13.3 percent of renewable energy, respectively (see **Section 4.5, Energy**). Electricity from coal-fired power sources represented approximately 10.3 percent of LADWP's power supply. Electricity from coal-fired power sources represented approximately ten percent of LADWP's power supply in 2024. The Intermountain Power Project (IPP), located in Utah, supplied the LADWP coal-generated electricity and was the last remaining coal power plant in Los Angeles's energy portfolio;[100] As of November of 2025,[101] Los Angeles no longer utilizes coal-fueled energy from IPP and has switched to newly constructed units that can run on a fuel blend of natural gas and up to 30 percent green hydrogen. In the future, it will be able to run on 100 percent green hydrogen.[102]

Electricity from natural gas-fueled power sources represents approximately 32.4 percent of LADWP's power supply. The natural gas fired stations, owned by the LADWP and located throughout the Los Angeles Basin, include the Harbor, Haynes, Scattergood, and Valley generating stations. Electricity from nuclear-fueled power sources represent approximately 13.9 percent of LADWP's power supply. The Palo Verde Nuclear Generation Station, located in Arizona, supplies the LADWP with nuclear-generated electricity. Electricity from large hydroelectric power sources represents a total of approximately 3.9 percent of the LADWP's power supply. The Castaic Pumped Storage Power Plant and the Hoover Power Plant supply LADWP with hydroelectric-generated electricity and are located in California and Arizona, respectively.[103]

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100 Ibid.

101 City of Los Angeles, Mayor Karen Bass, Coal-Free L.A.: Mayor Bass Announces Full Divestment From Coal In City Power Supply, Accelerating Transition To 100% Clean Energy, December 4, 2025. Available online at: https://mayor.lacity.gov/news/coal-free-la-mayor-bass-announces-full-divestment-coal-city-power-supply-accelerating, accessed August 13, 2026.

102 Los Angeles Department of Water and Power, Intermountain Power Project. Available online at: https://www.ladwp.com/strategic-initiatives/clean-energy-future/intermountain-power-project, accessed July 9, 2026.

103 Ibid.

Natural Gas

California Gas Company (SoCalGas), a unit of Sempra Energy, serves approximately 21.1 million customers through 5.9 million meters of gas lines within a 24,000-square-mile service area that includes over 500 communities in Central and Southern California.[104] In 2024, a total of approximately 11,104 million therms of natural gas were consumed by SoCal Gas' customers. Of this total, residential, industrial, commercial and miscellaneous other customers consumed 4,288 million, 3,085 million, 2,010 million, and 1,608 million therms of natural gas, respectively.[105,106]

Underground storage of natural gas plays a vital role in balancing energy supply and demand throughout Southern California. SoCalGas owns and operates four underground natural gas storage facilities located at Aliso Canyon, Honor Rancho, La Goleta, and Playa del Rey. According to the 2025 California Gas Report, these facilities have a combined inventory capacity of approximately 120 billion cubic feet (Bcf) and provide substantial withdrawal capability of up to 1,900 million cubic feet per day (MMcf/d) during the summer and 2,400 MMcf/d during the winter, helping maintain system reliability during periods of peak demand. The continued operation of these storage facilities supports the reliability of the regional natural gas system by providing operational flexibility, supply balancing, and emergency response capability.[107]

Telecommunications

Telecommunication services in the City of Los Angeles are provided by various companies, such as but not limited to, AT&T, Verizon, and T-Mobile (Sprint Corporation). Telecommunication companies are regulated by California Public Utilities Commission (CPUC). A wide array of products and telecommunication services for residential and commercial uses are offered by various companies, including internet services, wireless services, television technology using digital fiber optic technology, and satellite technology. A variety of telecommunication facilities exist along roadways and other areas around the City.

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104 Southern California Gas Company (SoCalGas), "About SoCalGas," available online at: https://www.socalgas.com/about-us/company-profile, accessed August 18, 2022.

105 California Energy Commission, "Gas Consumption by Entity," available online at: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1 , accessed June 11, 2026.

106 One therm is equal to 96.7 cubic feet of natural gas.

107 California Gas and Electric Utilities, *2022 California Gas Report*, 2022, available online at: https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf, accessed July 8, 2025.

Range and service for an individual tower can vary; therefore, some towers likely serve cities outside of Los Angeles County. All cellular towers and equipment are managed by private telecommunications service providers under the jurisdiction of the Federal Communications Commission (FCC).

Communication systems located throughout the Southwest Valley CPA includes underground fiber optic cable, telephone transmission lines (overhead and underground), and cellular towers owned or leased by telecommunications service providers.

Landline telephone service in the Southwest Valley CPA is provided by various commercial communication companies. The majority of the landline facilities are located in county- or city-owned rights-of-way and on private easements. Telecommunications lines are either copper wire or fiber optic cable and are routed overhead on utility poles and underground.

In addition to landline service, a large number of communication towers have been constructed throughout the Southwest Valley for cellular telephone service. Cellular towers have been erected along major travel corridors to meet emergency service objectives. Cellular service is available, to varying degrees, throughout the Southwest Valley CPA.

4.17.4.2 Regulatory Framework

Federal

Federal Communications Commission (FCC). The FCC was established by the Communication Act of 1934 in order to replace the outdated Federal Radio Commission. As communications expanded and television became more prominent, the role of the FCC was expanded to include regulating all forms of communication in the United States. The FCC regulates content, award station charters, and monitor innovation to make sure that all forms of communication can co-exist, including the Internet.

Telecommunications Act of 1996. The Telecommunication Act of 1996 opened up competition by local telephone companies, long-distance providers, and cable companies with each other. It also reconfirms the government's commitment to universal service, in part by connecting all schools, libraries, and hospitals to the information superhighway by the end of the decade.

State

California Public Utilities Commission (CPUC). In 1911, the CPUC was established by a Constitutional Amendment as the Railroad Commission and the following year, the state Legislature passed the Public Utilities Act, expanding the Commission's regulatory authority to include natural gas, electric, telephone, and water companies as well as railroads and marine transportation companies. In 1946, the Commission was renamed the CPUC. Today, in regard to telecommunications and broadband services, the CPUC develops and implements policies for the telecommunications industry, including ensuring fair, affordable universal access to necessary services; developing clear rules of the game and regulatory tools to allow flexibility without compromising due process; removing barriers that prevent a fully competitive market; and reducing or eliminating burdensome regulation.

Senate Bill 822 (SB 822). SB 822 was signed into law in September 2018 as California's net neutrality law. SB 822 would ban internet providers from the following: blocking or throttling legal apps and websites; offering paid prioritization of content, or zero-rating (offering free data for specific apps). Shortly after SB 822 was signed, the U.S. Department of Justice filed suit against California over SB 822 on preemption grounds; California later agreed to hold off on enforcing its new net neutrality law until the U.S. Court of Appeals for the D.C. Circuit determines whether the FCC lawfully revoked its net neutrality regulations. In February 2021, the Department of Justice dropped the lawsuit and a preliminary injunction brought against SB 822 by the telecom industry was declined. As a result, SB 822 was allowed to go into effect.

2023 Power Integrated Resources Plan. Public Utilities Resources Code section 9621 requires publicly owned utilities with an annual electric demand exceeding 700 gigawatt hours to adopt IRPs by January 1, 2019, and to update them at least once every five years thereafter. Adopted February 23, 2024, the 2023 Power Integrated Resource Plan outlines LADWP's minimum investments needed to achieve the clean energy goals set by SB 100 and SB 1020.[108] The 2023 IRP summaries the steps necessary to create a roadmap for meeting future energy needs, regulatory mandates, and clean energy goals while maintaining reliable and affordable power for LADWP's customers. This roadmap is informed by computer modeling results of power system operations; this modeling consists of a two-step process: capacity expansion modeling and production costs modeling. The 2023 IRP uses the official 2021 Load Forecast of customer demand for electricity over the next 20 years.

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[108] Los Angeles Department of Water and Power, *2023 Power Integrated Resource Plan*, February 23, 2024. Available online at: https://content.govdelivery.com/accounts/CNRA/bulletins/38cbf1d, accessed June 11, 2026.

Local

City of Los Angeles Information Technology Agency. Mayor Eric Garcetti established the City of Los Angeles Information Technology Agency (ITA), which is responsible for a broad spectrum of services within 18 divisions that deliver 366 different technology services to both internal and external customers. These services range from classic IT services, such as computer support, enterprise applications, data networks, and a 24/7 data center to progressive digital services, such as TV station, 3-1-1 Call Center, public safety radio/microwave communications, helicopter avionics, enterprise social media, and more. ITA's Video Services Regulation Division regulates and monitors the compliance of video/cable TV service providers' compliance with local, state, and federal laws and oversees the video/cable TV service interests of City residents.

City of Los Angeles Municipal Code Section 10.5.4. Section 10.5.4 of the City's Municipal Code states that telecommunications providers are required to comply with all City, state, and federal regulations during installation and operation of equipment. Additionally, each lease, sublease, or license facilitated by telecommunications providers are required to seek approval from the City.

4.17.4.3 Thresholds of Significance

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plan would have a significant impact related to electricity, natural gas and telecommunications if it would:

- Require or result in the relocation or construction of new or expanded electricity, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

4.17.4.4 Methodology

The analysis of the Proposed Plans' impacts related to the potential construction and relocation of electricity, natural gas, and telecommunications facilities focuses on whether existing and projected infrastructure capacities or supplies would be sufficient to meet future demands associated with reasonably anticipated development under the Proposed Plans, and, if not, whether the construction of needed new or expanded facilities would result in significant environmental effects. Generated demands were calculated based on the existing level of development in the Southwest Valley CPAs and the reasonably anticipated development in the Southwest Valley CPAs in 2050. Where insufficient data was available to quantify demands (i.e., for telecommunication systems), such demands are discussed qualitatively in order to inform the impact analysis.

4.17.4.5 Impacts

Threshold 4.17-8 **Would implementation of the Proposed Plans require or result in the relocation or construction of new or expanded electricity, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

This impact would be less than significant.

Electricity

The City is urbanized and has a fully functional system of above-ground and underground electrical facilities, primarily found along roadways, to serve the existing and future users. In addition to electrical power conveyance lines, there are numerous electrical substations throughout the City, from which these conveyance lines flow.

As discussed in **Section 4.5, Energy**, the Proposed Plans are expected to increase annual electricity consumption. However, the analysis is conservative since future energy consumption estimates only account for compliance with existing energy efficiency standards (i.e., Title 24). Additionally, the Proposed Plans will significantly increase the housing, population, and employment throughout the Southwest Valley CPAs.

Future development anticipated to occur with the implementation of the Proposed Plans would be subject to Title 24, Part 6 of the California Administrative Code, the Energy Efficiency Standards for Residential and Nonresidential Buildings, which requires local jurisdictions to use energy efficient appliances, weatherization techniques, and efficient cooling and heating systems to reduce energy demand stemming from new development. In addition, future development would also be required to comply with the City of Los Angeles' Green Building Code Energy Efficiency requirements. Although the analysis contained herein does not account for future improvements in energy efficiency, development accommodated by the Proposed Plans would be expected to consume less energy than existing developments as building standards become more stringent.

Similar to other utilities, new developments would result in the need for the construction or relocation of some power lines or service connections, such as the undergrounding of power lines. Future development projects under the Proposed Plans would require a separate environmental review to determine impacts to electricity services and facilities within the Southwest Valley CPAs. However, similar to the discussion of other thresholds throughout this environmental document, impacts from future construction or relocation work would be anticipated to be less than significant as they would likely be constructed and/or installed in the existing right of way. These and similar public easements have been previously disturbed. Due to their inability to result in environmental impacts, future construction activities involving the replacement or reconstruction of existing utility systems or converting existing overhead electrical systems within the Southwest Valley CPAs would generally be exempt from additional environmental review per *State CEQA Guidelines* sections 15302(c) and (d), respectively.

Any unusual site-specific conditions that would result in significant impacts would be speculative. Additionally, any project to install or relocate facilities would be subject to future environmental review and necessary mitigation to address site specific conditions. Impacts would be ***less than significant***.

Natural Gas

Although the City is transitioning away from natural gas, natural gas would continue to be provided to development in the City by SoCal Gas. Existing natural gas infrastructure (transmission lines and high distribution lines) are provided throughout the City and is typically located underground and along roadways to convey flows to residential and commercial users. Development under the Proposed Plans could increase the demand for natural gas and may potentially require new conveyance systems to supply areas with natural gas, although as described above the City is transitioning away from natural gas.

As discussed in **Section 4.5, Energy**, future total annual natural gas consumption under implementation of the Proposed Plans is expected to increase. It is important to note that future energy consumption estimates, included in **Table 4.5-9, Change in Natural Gas Consumption Under the Southwest Valley Community Plans**, only take into account compliance with existing energy efficiency standards (i.e., Title 24). The estimates do not account for state regulations such as those which will phase out natural gas for heating homes and businesses throughout the state. For example, in September of 2022, CARB approved the 2022 State Implementation Strategy, which includes the zero-emission standard for Space and Water Heaters requiring all new space and water heaters sold in California to meet the zero-emissions standard by 2030.[109] Development accommodated by the Proposed Plans would be expected to consume less natural gas than existing developments as the state and the City transition away from natural gas and as energy

[109] California Air Resources Board, *State Strategy for the State Implementation Plan*, 2022, available online at: https://ww2.arb.ca.gov/sites/default/files/2022-08/2022_State_SIP_Strategy.pdf, accessed June 11, 2026.

conservation standards become more stringent. Therefore, estimates provided are conservative. Further, as stated above, implementation of the Proposed Plans is expected to result in an increase in housing, population, employment, and land use sizes throughout the Southwest Valley CPAs. Specifically, as compared to existing conditions, the future conditions with the Proposed Plans are expected to result in an increase of 241,659 persons, 115,282 housing units, and 85,165 jobs.

For development accommodated under the Proposed Plans, the exact locations of natural gas infrastructure would be confirmed during the design and review process. Any need for infrastructure upgrades would be accomplished through the required design review and approval of natural gas plans. Development under the Proposed Plans may necessitate the construction or relocation of new or expanded natural gas distribution facilities, including new service connections or gas lines to serve development projects. Impacts from such construction or relocation work would be anticipated to be less than significant based on their construction and installation in existing right of way and other public easements that have been previously disturbed and based on existing regulatory compliance measures and review and oversight by relevant local and state agencies. Any unusual site-specific conditions that would result in significant impact would be speculative. Additionally, any project to install or relocate facilities would be subject to future environmental review and necessary mitigation to address site specific conditions. Impacts would be ***less than significant***.

Telecommunications

As discussed in **Section 4.13, Population and Housing**, reasonably anticipated development in the Southwest Valley CPAs would allow for an additional 241,659 persons, 115,282 housing units, and 85,165 jobs compared to the existing conditions. The telecommunication requirements for the Southwest Valley CPAs are expected to evolve as development increases and technologies change. Construction of additional telecommunications facilities or upgrades to existing facilities to meet demands would be undertaken by private telecommunication service providers in accordance with applicable federal, State, and local regulations. No restrictions on the ability to provide adequate telecommunication service are anticipated, but new or expanded facilities may be needed to meet increased demand in the Southwest Valley CPAs. Such expansions would result in temporary construction-related impacts pertaining to such issues as transportation, air quality, and noise. These impacts are anticipated to be within the parameters of what is described in this EIR and any new or expanded facilities, any impacts from unique parcel or project specific conditions would be speculative. Impacts would be ***less than significant***.

4.17.4.6 Cumulative Impacts

The geographic area to analyze cumulatively considerable impacts to electricity, natural gas, and telecommunications facilities includes the entire City of Los Angeles. Cumulative development throughout Los Angeles would add both dwelling units and nonresidential development to the City. Cumulative impacts from this development are discussed below by impact area.

Electricity

Future development anticipated to occur with the implementation of the Proposed Plans would be subject to Title 24, Part 6 of the California Administrative Code, the Energy Efficiency Standards for Residential and Nonresidential Buildings, which requires local jurisdictions to use energy efficient appliances, weatherization techniques, and efficient cooling and heating systems to reduce energy demand stemming from new development. In addition, future development would also be required to comply with the City of Los Angeles' Green Building Code Energy Efficiency requirements.

As discussed under **Threshold 4.17-6,** impacts from construction or relocation work would be anticipated to be less than significant based on their construction and installation in existing right of way and other public easements that have been previously disturbed and based on existing regulatory compliance measures and review and oversight by relevant local and state agencies. Additionally, any project to install or relocate facilities would be subject to future environmental review and necessary mitigation to address site specific conditions. As such, the Proposed Plans cumulative impacts would not be cumulatively considerable, and impacts would be ***less than significant.***

Natural Gas

As discussed above, future total annual natural gas consumption under implementation of the Proposed Plans is expected to increase but does not take into account recent plans and programs to transition away from natural gas. However, development accommodated by the Proposed Plans would be expected to consume less energy than existing developments as energy conservation standards become more stringent, so the estimates provided are conservative. Further, as stated above, implementation of the Proposed Plans is expected to result in an increase in housing, population, employment, and land use sizes throughout the Southwest Valley CPAs.

Any infrastructure upgrades required to meet citywide demand would be accomplished through the required design review and approval of natural gas plans. Development under the Proposed Plans and throughout the City may necessitate the construction or relocation of new or expanded natural gas distribution facilities, including new service connections or gas lines to serve development projects.

Impacts from such construction or relocation work would be anticipated to be less than significant based on their construction and installation in existing right of way and other public easements that have been previously disturbed and based on existing regulatory compliance measures and review and oversight by relevant local and state agencies. The environmental impacts of the construction of new natural gas facilities would be consistent with the impacts evaluated throughout this EIR. To the extent that any significant impacts could result from the unique characteristics of a specific project or site, those impacts are too speculative to analyze at this time. As necessary, based on project and site characteristics, any such upgrades would be subject to subsequent environmental review, wherein potential impacts, if any, would be addressed accordingly. Regardless, impacts associated with construction of new facilities would be limited to the area in which the specific construction activity is occurring and would not contribute to any cumulative or citywide environmental impacts. Therefore, impacts from the construction or relation of natural gas facilities would not be cumulatively considerable and impacts would be ***less than significant***.

Telecommunications

As with impacts within the Southwest Valley CPAs, construction of additional telecommunications facilities or upgrades to existing facilities to meet the cumulative demands throughout the City would be undertaken by private telecommunication service providers in accordance with applicable federal, State, and local regulations. No restrictions on the ability to provide adequate telecommunication service are anticipated, but new or expanded facilities may be needed to meet increased demand in the Southwest Valley CPAs and citywide. Such expansions would result in temporary construction-related impacts pertaining to such issues as transportation, air quality, and noise. These impacts are anticipated to be within the parameters of what is described in this EIR and any new or expanded facilities, any impacts from unique parcel or project specific conditions would be speculative. impacts associated with construction of new facilities would be limited to the area in which the specific construction activity is occurring and would not contribute to any cumulative or citywide environmental impacts. Therefore, the incremental effect of the Proposed Plans regarding the construction or relocation of telecommunications equipment would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

4.17.5 REFERENCES

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4.18 WILDFIRE

INTRODUCTION

This section evaluates wildfire risks within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area, the Encino-Tarzana Community Plan Area, and the Reseda-West Van Nuys-Lake Balboa Community Plan Area, collectively identified as the Southwest Valley Community Plans Areas (CPAs), and the potential impacts related to wildfire from implementation of the Southwest Valley Community Plans Update (hereinafter collectively referred to as the "Southwest Valley Community Plans" or "Proposed Plans"). This section focuses on whether and to what extent implementation of the Proposed Plans could increase the number or severity of wildfires or their spread.

4.18.1 EXISTING ENVIRONMENTAL SETTING

Overview of Wildfire

Wildfire. The term "Wildfire" refers to fires that usually result from the ignition of combustible vegetation. Wildfires differ from other fires in that they take place in areas of grassland, woodlands, brushland, scrubland, peatland, and other wooded areas that act as a source of fuel, or combustible material. Buildings may become involved if wildfire spreads to adjacent communities. The primary factors that increase an area's susceptibility to wildfire include slope and topography, vegetation type and condition, and weather and atmospheric conditions. Wildfire hazards may result from direct flame contact, radiant heat, ember transport, and smoke, with wind-driven embers capable of igniting structures well beyond the active fire perimeter.

Wildland–urban interface (WUI). A WUI area is defined as geographical area where human development (homes, structures, and infrastructure) meets or intermingles with undeveloped wildland vegetation, such as forests, shrublands, or grasslands. WUI areas are particularly vulnerable to wildfires, because:

- There is an abundance of natural fuel (vegetation),
- Structures are often built close together and near flammable vegetation, and
- Access for firefighting and evacuation may be limited or constrained.
- Wind-driven embers can ignite structures and vegetation well ahead of the main fire front, increasing wildfire spread and making suppression more difficult.

Regional Wildfire Hazards

Figure 4.18-1, Wildland-Urban Interface Areas in the Southwest Valley CPAs, illustrates the extent of WUI conditions within and adjacent to the Plan Areas, based on the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program (FRAP) 2025 Wildland-Urban Interface dataset. Wildfire is a continuous threat in Southern California and is particularly concerning in the wildland urban interface (WUI), a geographic area where urban development either abuts or intermingles with wildland or vegetative fuels. The City of Los Angeles contains extensive areas of WUI, particularly along its northern and southern boundaries where established neighborhoods interface with the Santa Monica Mountains, Santa Susana Mountains, Verdugo Mountains, and other open space areas. Within the Southwest Valley Community Plan Areas, WUI conditions occur primarily along the southern boundary adjacent to the Santa Monica Mountains, within the western portion of the planning area near Bell Canyon, and along portions of the Ventura Boulevard corridor generally between Etiwanda Avenue and Woodley Avenue in Encino and Tarzana, where commercial and mixed-use development directly abuts hillside vegetation and open space areas of the Santa Monica Mountains foothills. Bell Canyon is a gated residential community located west of West Hills and is an unincorporated community in Ventura County. Los Angeles County contains extensive areas of WUI, with a 2022 statewide mapping study estimating approximately 541 square miles of WUI within the County[1] where established development meets open space areas and canyons within urban and suburban areas. The region's climate, severe dry periods, vegetative fuel composition, and steep and varied terrain make the region susceptible to both wildland and WUI fires. Adaptations to the local dry, Mediterranean climate include specialized roots, stems, and leaves. The latter two become available fuels of importance and contribute to wildfire intensity and spread.

Weather throughout Southern California is influenced by the Pacific Ocean and is frequently under the influence of a seasonal, migratory subtropical high pressure cell known as the "Pacific High." Wet winters and dry summers with mild seasonal changes characterize the Southern California climate. This climate pattern is occasionally interrupted by extreme periods of hot weather, winter storms, or dry, easterly Santa Ana winds. Santa Ana winds bring hot, dry desert air from the east into the region during late summer and fall, which increases wildland fire hazards during these seasons. Dry vegetation, low humidity, and high air temperature can combine to produce large-scale fire events. As Santa Ana winds blow westward toward denser development, fires driven by these winds have the potential to result in a greater risk of property damage.

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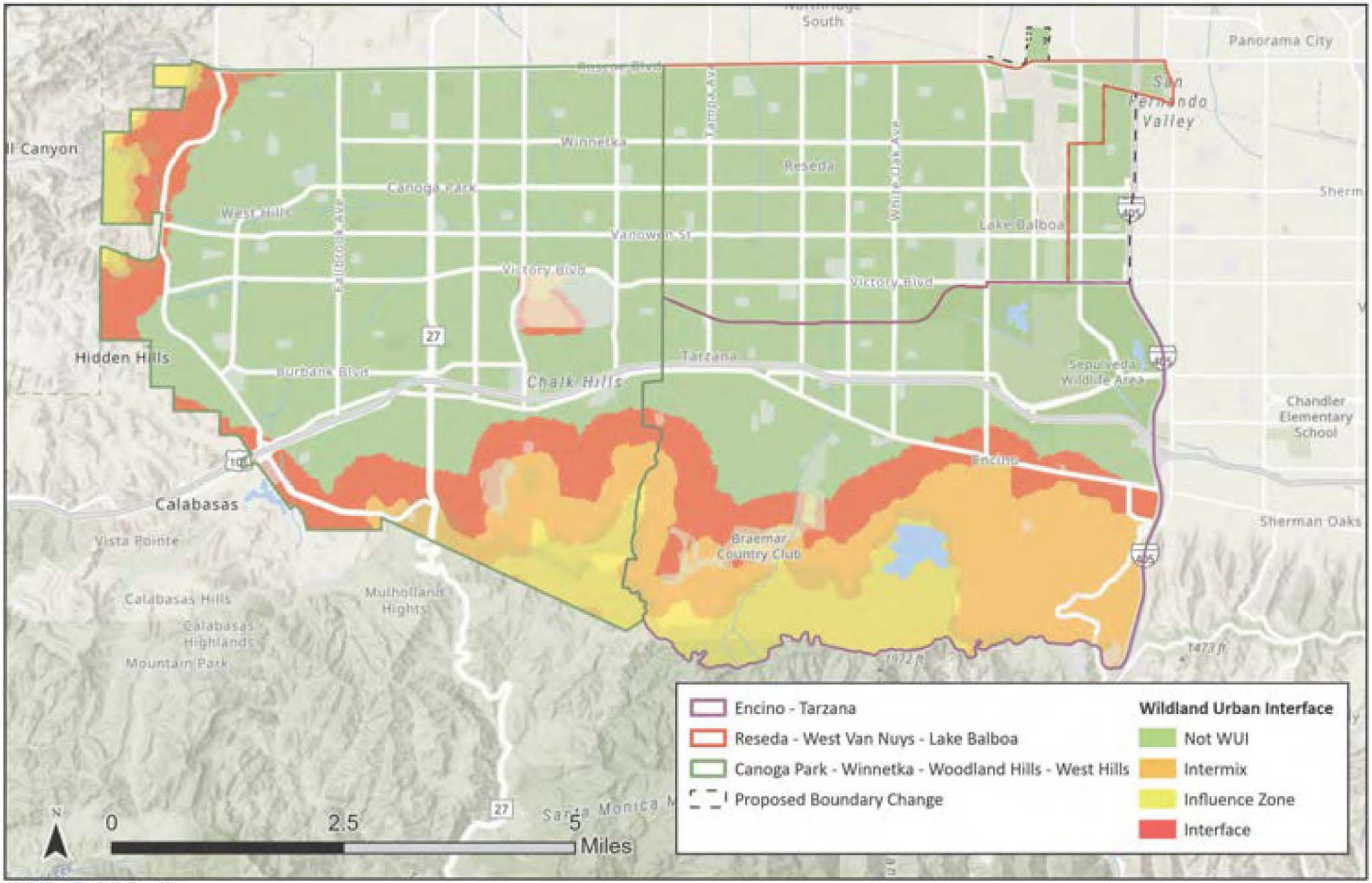
1 Shu Li, Vu Dao, Mukesh Kumar, Phu Nguyen, and Tirtha Banerjee, 2022. "Mapping the Wildland-Urban Interface in California Using Remote Sensing Data." *Scientific Reports* 12, Article 5789. https://doi.org/10.1038/s41598-022-09707-7 . Accessed August 26, 2026.



SOURCE: CalFire 2025, Esri, 2026

FIGURE **4.18-1**

IMPACT SCIENCES

Wildland-Urban Interface Areas in the Southwest Valley CPAs

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CAL FIRE's Fire Hazard Severity Zone Framework

CAL FIRE

The California State Fire Marshall (CAL FIRE) is the state-level agency that supports local and federal firefighting efforts through mutual aid and leads wildfire recovery and reforestation programs across the state. The agency also provides public education, enforces fire-safe building standards, conducts defensible space inspections, and manages fuel reduction projects to reduce fire risk. CAL FIRE also develops and maintains Fire Hazard Severity Zone (FHSZ) maps, which identify areas with varying levels of wildfire hazard based on factors such as vegetation, topography, fire history, and climate. CAL FIRE released updated maps in 2025.[2] The updated maps incorporated new science in local climate data and improved fire assessment modeling to determine hazard categories. To determine areas with moderate to high risk of wildfire hazards, CAL FIRE uses the following terms:

Fire Hazard Severity Zones (FHSZs) are geographic areas based on the likelihood that an area will burn over a 30- to 50-year period. These zones are based on factors such as fire history, vegetation, topography, and climate. FHSZs are intended to identify areas where wildfire hazard is higher so that building codes and mitigation strategies can be applied to reduce risk. FHSZs are categorized as either Moderate (MFHSZ), High (HFHSZ), or Very High (VHFHSZ) based on a combination of predicted fire behavior and the probability of flames and embers threatening buildings. FHSZs may include areas within the wildland–urban interface (WUI).

State Responsibility Area (SRA) is a legal term defining the area where the state has financial responsibility for wildland fire protection and prevention. Incorporated cities and federal ownership are not included. Within the SRA, CAL FIRE is responsible for fire prevention and suppression. There are more than 31 million acres in SRA, with an estimated 1.7 million people and 800,000 existing homes in California.[3] CAL FIRE is responsible for wildfire prevention, preparedness, and suppression on State Responsibility Areas. Per Public Resources Code (PRC) 4702, the CAL FIRE is mandated to classify lands within state responsibility areas into fire hazard severity zones. Each zone shall embrace relatively homogeneous lands and shall be based on fuel loading, slope, fire weather, and other relevant factors

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2 CAL FIRE, Fire Hazard Severity Zones. Available online at: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones, accessed August 18, 2026.

3 CAL FIRE. Frequently Asked Questions About: 2024 Fire Hazard Severity Zones. Available online at: https://34c031f8-c9fd-4018-8c5a-4159cdff6b0d-cdn-endpoint.azureedge.net/-/media/osfm-website/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/2024-fhsz-faqs_english.pdf?rev=538374a27bb44bbab4c2786ff2eafb39&hash=AD4DB7857E3EF6F0BEC0B56429A1C262, accessed July 30, 2026

present, including areas where winds have been identified by the department as a major cause of wildfire spread.[4]

Local Responsibility Area (LRA) is a city, urban region, agricultural land, and portions of the desert where the local government is responsible for wildfire protection. This is typically provided by city fire departments, fire protection districts, counties, and in some cases by CAL FIRE under contract. Pursuant to Government Code Section 51178, CAL FIRE released updated recommended LRA Fire Hazard Severity Zone maps for Los Angeles County, including the City of Los Angeles, on March 24, 2025. Government Code Section 51179(a) requires the City to adopt these recommended zones by ordinance. As of August 2026, the City has not yet completed formal adoption of these maps by ordinance. The City's previously adopted LRA Fire Hazard Severity Zone maps date from 1999. However, Government Code Section 51179(b)(3) prohibits the City from adopting a fire hazard severity designation less restrictive than the State Fire Marshal's recommendation for any area. As such, the City may only maintain or increase the recommended hazard severity level or expand recommended boundaries, and only upon a finding supported by substantial evidence that such an increase is necessary for effective fire protection. Accordingly, the State Fire Marshal's recommended VHFHSZ boundaries represent, at minimum, the wildfire hazard designation that applies within the City upon adoption, which is anticipated to occur prior to certification of this EIR. This analysis conservatively relies on the 2025 CAL FIRE recommended LRA maps to characterize existing wildfire hazard conditions in the Southwest Valley CPAs, consistent with *State CEQA Guidelines* Section 15144's direction that an EIR may be based on the best available information, and because the City cannot legally adopt boundaries or hazard levels less protective than those reflected in the recommended maps used herein.[5]

Wildfire Hazards within the Southwest Valley CPAs

Wildfire hazards within the Southwest Valley CPAs are concentrated primarily along the southern portion of the Canoga Park – Winnetka – Woodland Hills – West Hills CPA and the Encino – Tarzana CPA adjacent to the Santa Monica Mountains and within the western portion of the Canoga Park – Winnetka – Woodland Hills – West Hills CPA near Bell Canyon. These areas are characterized by steep terrain, native chaparral and coastal sage scrub vegetation, and direct adjacency between developed neighborhoods and open space, creating conditions that are more susceptible to wildfire ignition and spread than the more urbanized portions of the Community Plan Areas. The updated CAL FIRE maps also identified parcels on or near

4 CAL FIRE, Frequently Asked Questions, https://34c031f8-c9fd-4018-8c5a-4159cdff6b0d-cdn-endpoint.azureedge.net/-/media/osfm-website/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/2024-fhsz-faqs_english.pdf?rev=538374a27bb44bbab4c2786ff2eafb39&hash=AD4DB7857E3EF6F08EC0B56429A1C262

5 CAL FIRE, Fire Zone Map. Available online: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones , accessed June 10, 2026.

Ventura Blvd. generally between Genesta Ave. and Gaviota Ave. in Encino as subject to wildfire hazards as they are now identified as being in the Very High or High Fire Hazard Severity Zone.

As shown in **Figure 4.18-2, Fire Hazard Severity Zones**, the hillsides of Bell Canyon within the Canoga Park-Winnetka-West Hills-Woodland Hills CPA are located within an area identified VHFHSZ in an LRA. See **Figure 4.18-3 Fire Responsibility Areas**. The Southwest Valley CPAs are not located within an SRA. The open spaces near Bell Canyon and the Santa Monica Mountains in the Canoga Park-Winnetka-Woodland Hills-West Hill CPA and Encino-Tarzana CPA are similarly located within a VHFHSZ in a LRA.[6,7,8] These zones also extend beyond the open spaces near Bell Canyon and the Santa Monica Mountains and have traversed into existing urban and suburban areas of both CPAs. In addition, Pierce College in Canoga Park-Winnetka-Woodland Hills-West Hill CPA is identified as a Moderate Fire Hazard Severity Zone (MFHSZ) in a recommended LRA.

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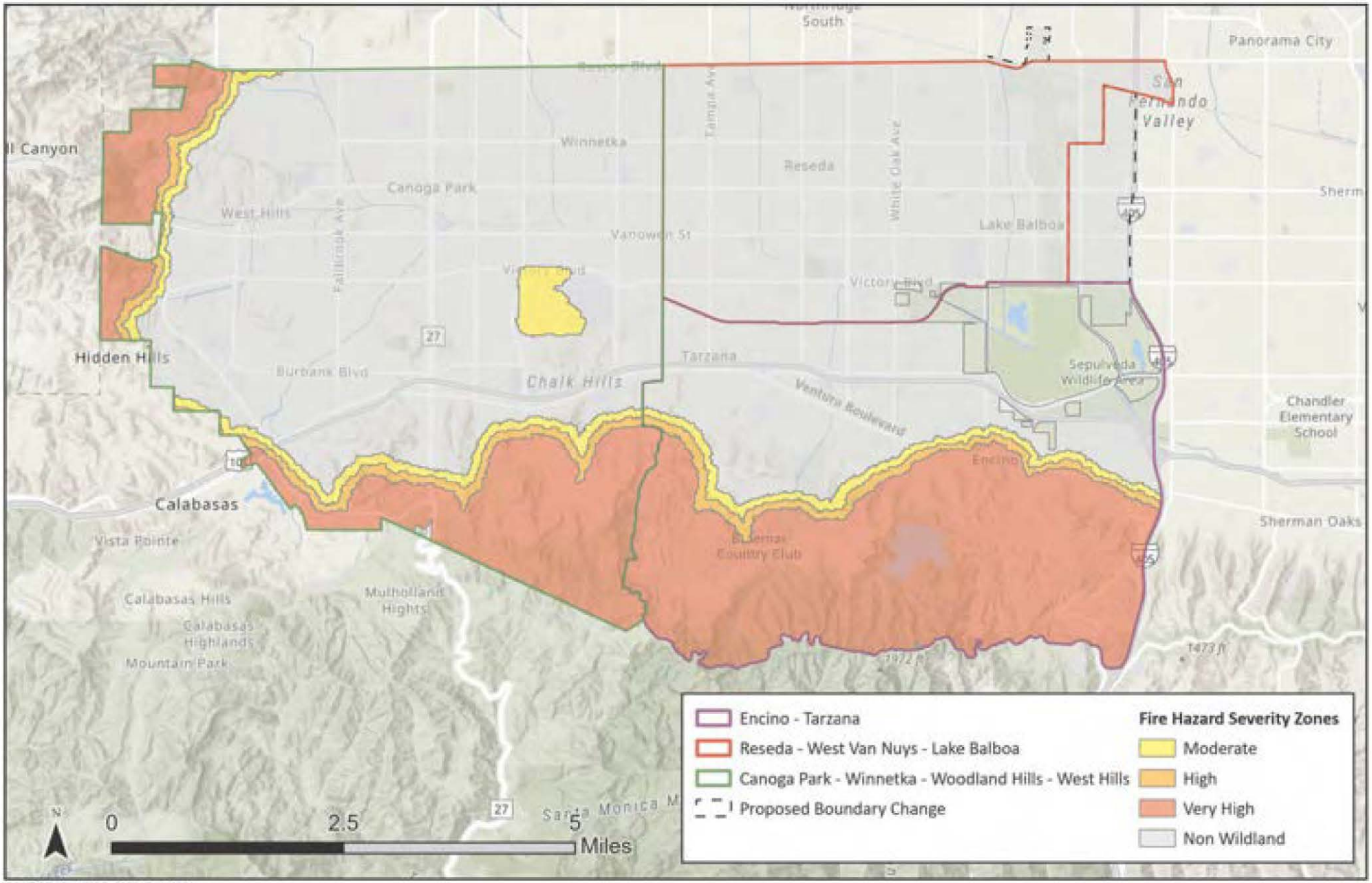
6 CAL FIRE, Fire Hazard Severity Zone Viewer. Available online at: https://experience.arcgis.com/experience/6a9cb66bb1824cd99875b812af41292a0, accessed June 16, 2026.

7 For several years, the CAL FIRE - Office of the State Fire Marshal has been developing a new science model and updated maps. CAL FIRE completed mapping the SRA hazards at the end of 2023, which went into effect in April 2024.

8 CAL FIRE released updated Local Responsibility Area (LRA) Fire Hazard Severity Zone maps for Los Angeles County, including the City of Los Angeles, on March 24, 2025, pursuant to Government Code Section 51178. As of the date of this analysis, the City has not yet adopted these maps by ordinance as required under Government Code Section 51179(a); adoption is anticipated to occur prior to certification of this EIR. These recommended maps are used in this analysis to characterize existing wildfire conditions consistent with Government Code Section 51179(b)(3), which prohibits local adoption of less restrictive hazard designations than recommended by the State Fire Marshal.



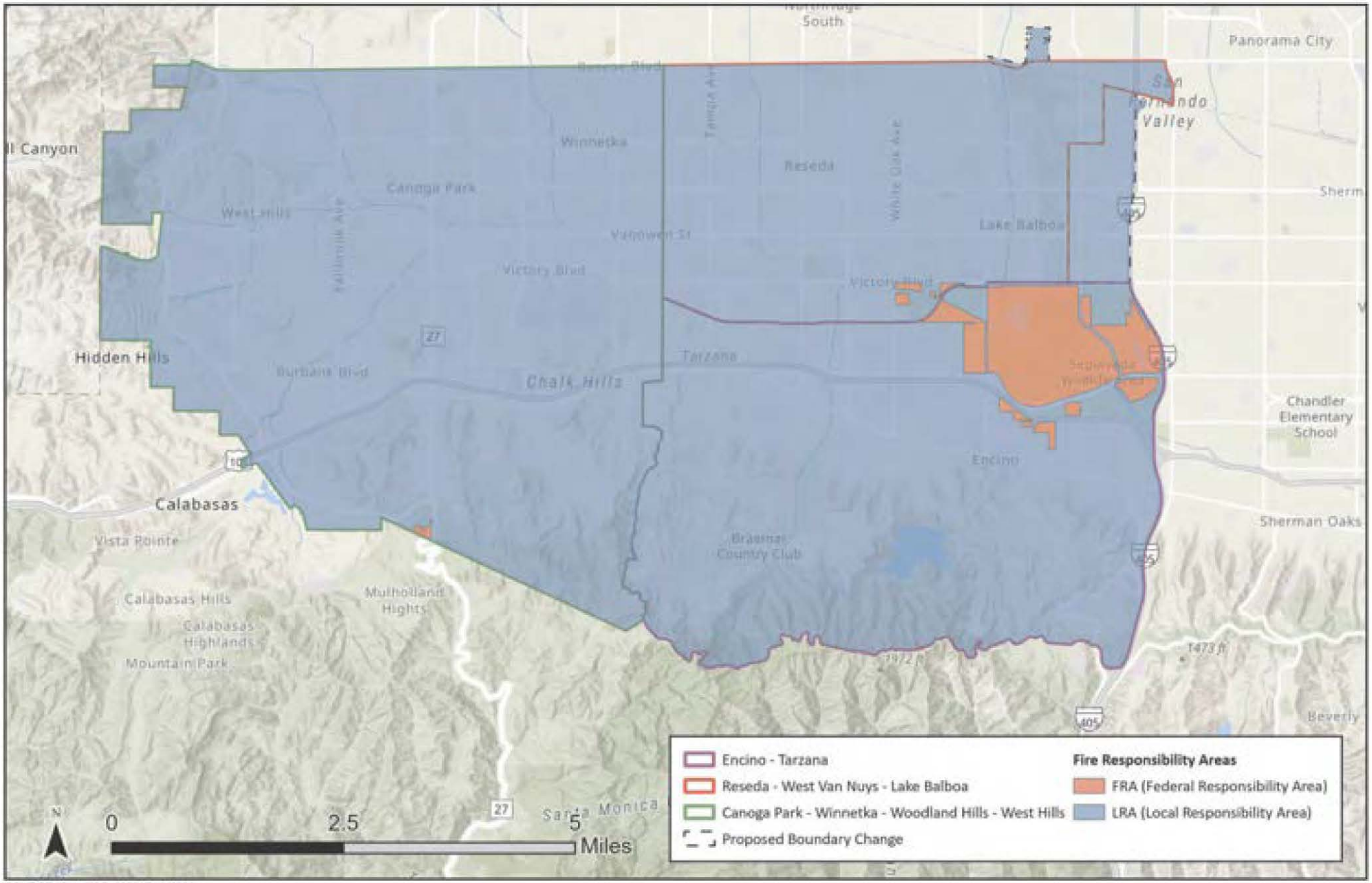
SOURCE: CAL FIRE, 2020; Esri, 2020

FIGURE **4.18-2**

IMPACT SCIENCES

Fire Hazard Severity Zones

1264.015-6/20



SOURCE: CAL FIRE, 2020; Esri, 2020

FIGURE **4.18-3**

IMPACT SCIENCES

Fire Responsibility Areas

1264.015-6/25

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.

The Southwest Valley CPAs are situated within the San Fernando Valley Basin, which is a low basin surrounded by mountainous terrain. The CPAs are topographically diverse, with elevation ranging from approximately 350 to 1,138 feet above sea level, from the valley floor to the surrounding hillsides. The transition from relatively flat valley floors to steep hillsides along the Santa Monica Mountains and Bell Canyon influences wildfire behavior by increasing fire spread rates on slopes and creating areas where wildland vegetation directly interfaces with developed neighborhoods.[9]

Climate

The Southwest Valley CPAs lie within a hot-summer Mediterranean climate, featuring long, dry summers and short, mild, wetter winters. Summer (late May through October) is characterized by consistently hot, sunny, and nearly rainless conditions; average high temperatures peak in July and August, reaching about 95–96 °F (~35 °C) in Canoga Park and Woodland Hills. Fall remains warm and dry, with average highs in the low to mid 80s (around 83–90 °F). During winter (November through March), the region receives most of its annual precipitation and sees average highs in the upper 60s to low 70s °F (17–21 °C) with cooler overnight lows. Spring (April–May) is transitional, with warming temperatures in the mid 70s to low 80s °F and occasional rainfall. Occasional disruptions occur such as "June Gloom" fog in late spring/early summer near coastal passes, and strong, dry Santa Ana wind events typically in late fall to early winter, which can spike temperatures and increase fire risk. These climatic conditions contribute to a prolonged fire season by promoting dry vegetation and reducing fuel moisture throughout much of the year.

The prevailing wind pattern is from the south and southwest direction, but the presence of the Pacific Ocean causes a diurnal wind pattern known as the land/sea breeze system. From April through July, winds most commonly blow from the west, while during the summer months, southerly winds become more prevalent. During the wetter months (October through April) winds more frequently originate from the north, particularly during Santa Ana wind events. These strong, dry offshore gusts typically begin in the northeast or east-northeast and funnel downslope from inland deserts through mountain passes into the San Fernando Valley. The Southwest Valley CPAs are affected by strong winds, such as Santa Ana winds.

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9 USGS, National Map Viewer, available at: https://apps.nationalmap.gov/viewer/ , accessed June 16, 2026

Vegetation Dynamics (Fuel Loads)

Variations in vegetative cover type and species composition have a direct effect on fire behavior. Some plant communities and their associated plant species have increased flammability based on plant physiology (resin content), biological function (flowering, retention of dead plant material), physical structure (bark thickness, leaf size, branching patterns), and overall fuel loading. Grass-dominated plant communities, whether native (such as the Valley Needlegrass Grassland historically documented within the Southwest Valley CPAs) or non-native, become seasonally prone to ignition and produce lower intensity, higher spread rate fires and produce lower intensity, higher spread rate fires. In comparison, California sagebrush scrub can produce higher heat intensity and higher flame lengths under strong, dry wind patterns, but does not typically ignite or spread as quickly as light, flashy grass fuels.

It is important to consider the dynamic nature of vegetation communities. Fire presence and absence at varying cycles or regimes affect plant community succession. Succession of plant communities, most notably the gradual conversion of shrublands to grasslands with high-frequency fires and grasslands to shrublands with fire exclusion, is highly dependent on the fire regime. Further, biomass and associated fuel loading will increase over time if disturbance or fuel reduction efforts are not diligently implemented.

As discussed in **Section 4.4, Biological Resources**, the hillsides of Bell Canyon, the Santa Monica Mountains, and other open space areas within the Southwest Valley CPAs support native vegetation communities including chaparral, coastal sage scrub, oak woodland, grasslands, and riparian habitat. Within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, open space areas in Bell Canyon and in the Santa Monica Mountains foothills (including Topanga State Park and Corbin Canyon Park) are characterized by open grassland and chaparral vegetation, while open canyon areas within the Encino-Tarzana CPA support native grasslands, chaparral, and sycamore woodland. Coastal sage scrub is also present within Mulholland Gateway Park and Topanga State Park in the Encino-Tarzana CPA. Bell Canyon lies within the Santa Susana Mountains/Simi Hills Significant Ecological Area (SEA), which supports coast live oak woodland and riparian communities including southern willow scrub and southern cottonwood-willow riparian forest, while the Santa Monica Mountains SEA supports riparian woodland dominated by willow and coast live oak, along with sage scrub. These vegetation communities provide important ecological value but also represent combustible fuel sources that can contribute to wildfire ignition, intensity, and spread under dry and windy conditions within the Southwest Valley CPAs.

Fire History

Wildfires have been a long-standing natural phenomenon in Southern California, shaped by the region's Mediterranean climate, seasonal Santa Ana winds, fire-adapted vegetation communities, and rugged topography. Historically, large wildfires have occurred throughout Los Angeles County; however, wildfire

risk has increased in recent decades due to prolonged drought, increasing temperatures, expanding development within the WUI, and more frequent extreme wind events. Wildfires can threaten life and property, damage infrastructure, disrupt utilities and communication systems, and limit evacuation and emergency access.

The Southwest Valley CPAs have experienced numerous wildfires due to their proximity to the Santa Monica Mountains and Bell Canyon. According to CAL FIRE, portions of the Santa Monica Mountains within the Community Plan Areas have experienced multiple burn events since 1950, while portions of Bell Canyon have burned as many as seven times (see **Figure 4.18-5, Burn Frequency within the Southwest Valley CPAs**). Repeated wildfire occurrence reflects the natural fire regime of these landscapes and demonstrates the continued exposure of the southern and western portions of the Southwest Valley CPAs to wildfire hazards. The concentration of repeated wildfire activity within the Santa Monica Mountains and Bell Canyon corresponds with the wildland and hillside areas currently designated as Moderate, High, and Very High Fire Hazard Severity Zones within the Southwest Valley CPAs, reflecting the influence of steep terrain, native vegetation, and seasonal wind patterns on wildfire occurrence. In contrast, the Ventura Boulevard corridor segment newly identified as a Moderate, High, or Very High Fire Hazard Severity Zone under the 2025 CAL FIRE recommended maps does not reflect a comparable historical burn record in Figure 4.18-5 Burn Frequency within the Southwest Valley CPAs, as this developed commercial corridor has not historically been subject to wildland fire in the manner of the adjacent open space areas. Rather, this designation reflects the updated 2025 FHSZ methodology's incorporation of ember exposure, wind-driven fire spread potential from adjacent hillside vegetation, and other fire behavior modeling factors beyond historical burn occurrence alone, consistent with the distinction between fire hazard (the potential for wildfire exposure) and historical fire frequency (the documented record of past wildland fire events) at a given location.

Historical fire perimeter information maintained by CAL FIRE's Fire and Resource Assessment Program (FRAP) provides information regarding wildfire frequency, fire size, fire permitters and fire location throughout California. Although the FRAP database does not include every historical wildfire and generally excludes smaller incidents, it provides the most comprehensive statewide record of mapped wildfire perimeters and is commonly used to evaluate historical wildfire occurrence and wildfire trends.

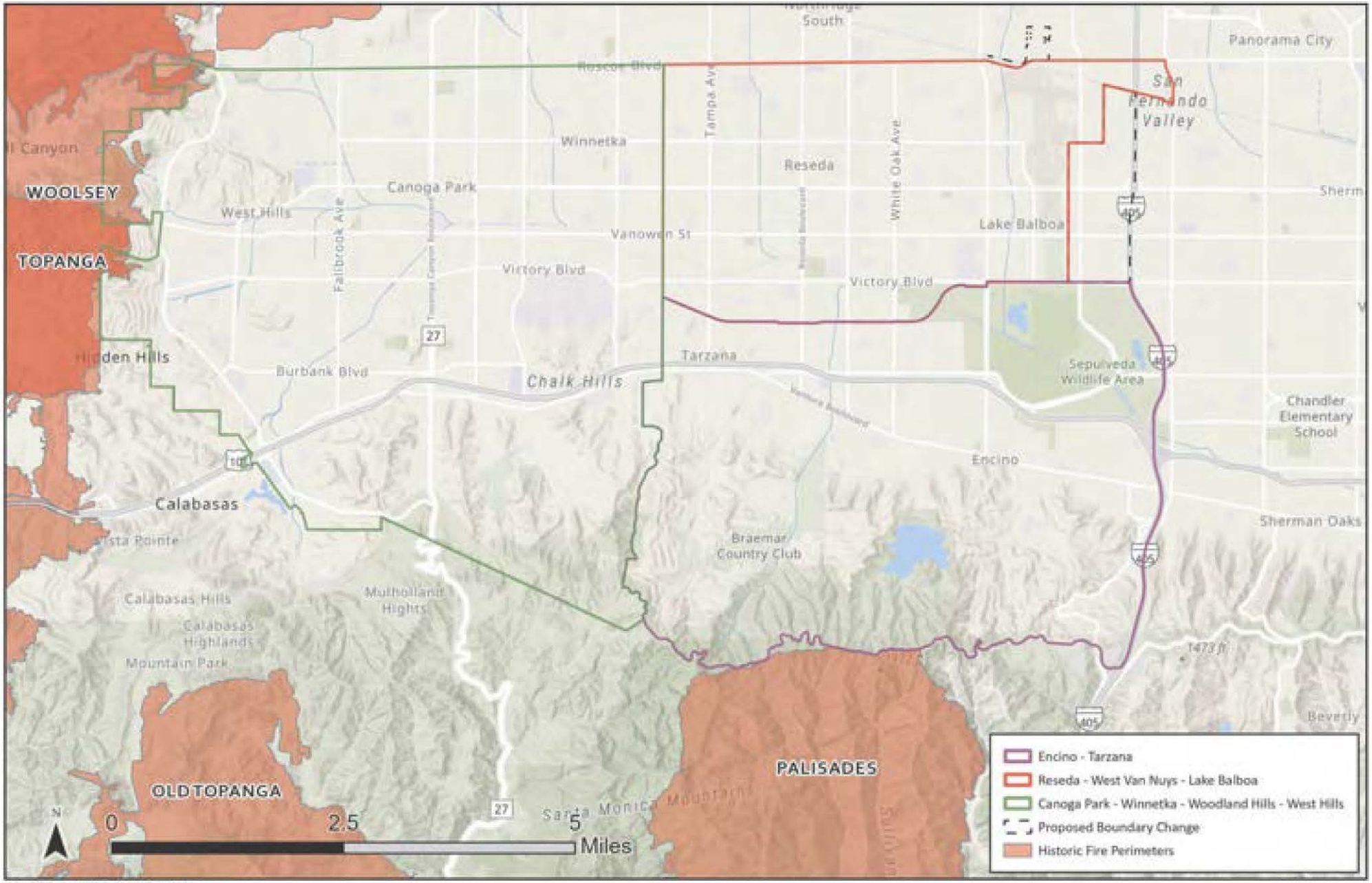
Several major wildfires have occurred within or immediately adjacent to the Southwest Valley CPAs over the past several decades. These fires have primarily occurred within the Santa Monica Mountains and surrounding open space areas. Most recently, the 2025 Palisades Fire burned portions of the Santa Monica Mountains immediately south of the Canoga Park – Winnetka – Woodland Hills – West Hills and Encino - Tarzana Community Plan Areas. Although the majority of the Southwest Valley CPAs are highly urbanized, development adjacent to the Santa Monica Mountains and Bell Canyon continues to be exposed to recurring wildfire hazards. **Table 4.18-1, Major Historical Wildfires Affecting the Southwest Valley CPAs**, summarizes notable historical wildfires that have occurred within or adjacent to the Community Plan Areas.

Table 4.18-1
Major Historical Wildfires Affecting the Southwest Valley CPAs

Fire Year	Fire Name	Approximate Acres Burned	Relationship to the Southwest Valley CPAs
1993	Old Topanga Fire	16,202	Burned portions of the Santa Monica Mountains adjacent to the southern boundary of the Community Plan Areas.
2003	Simi Fire	107,570	Burned areas near Bell Canyon and the western edge of the Community Plan Areas.
2005	Topanga Fire	23,396	Burned portions of the Santa Monica Mountains adjacent to the Community Plan Areas.
2018	Woolsey Fire	89,551	Burned the western Santa Monica Mountains and adjacent communities, reinforcing wildfire risks to nearby WUI areas.
2019	Easy Fire	1,806	Burned within the northern San Fernando Valley, demonstrating wildfire risk under Santa Ana wind conditions.
2025	Palisades Fire	23,449	Burned portions of the Santa Monica Mountains immediately south of the Community Plan Areas, highlighting the continued wildfire risk to adjacent urban communities.

Source: CAL FIRE, Historic Fire Perimeters, available at: https://www.fire.ca.gov/what-we-do/fire-resource-assessment-program/fire-perimeters. Impact Sciences, 2026.

The hillsides within the Southwest Valley CPAs have experienced several wildfire events. According to CAL FIRE, since 1950, hillside areas in the Santa Monica Mountains have experienced up to four burn events, and hillside areas in Bell Canyon have experienced up to seven burn events (See **Figure 4.18-5, Burn Frequency within the Southwest Valley CPAs**).



SOURCE: CAL FIRE, 2026; Esri, 2026

FIGURE **4.18-4**

IMPACT SCIENCES

Fire History in the Southwest Valley CPAs Vicinity

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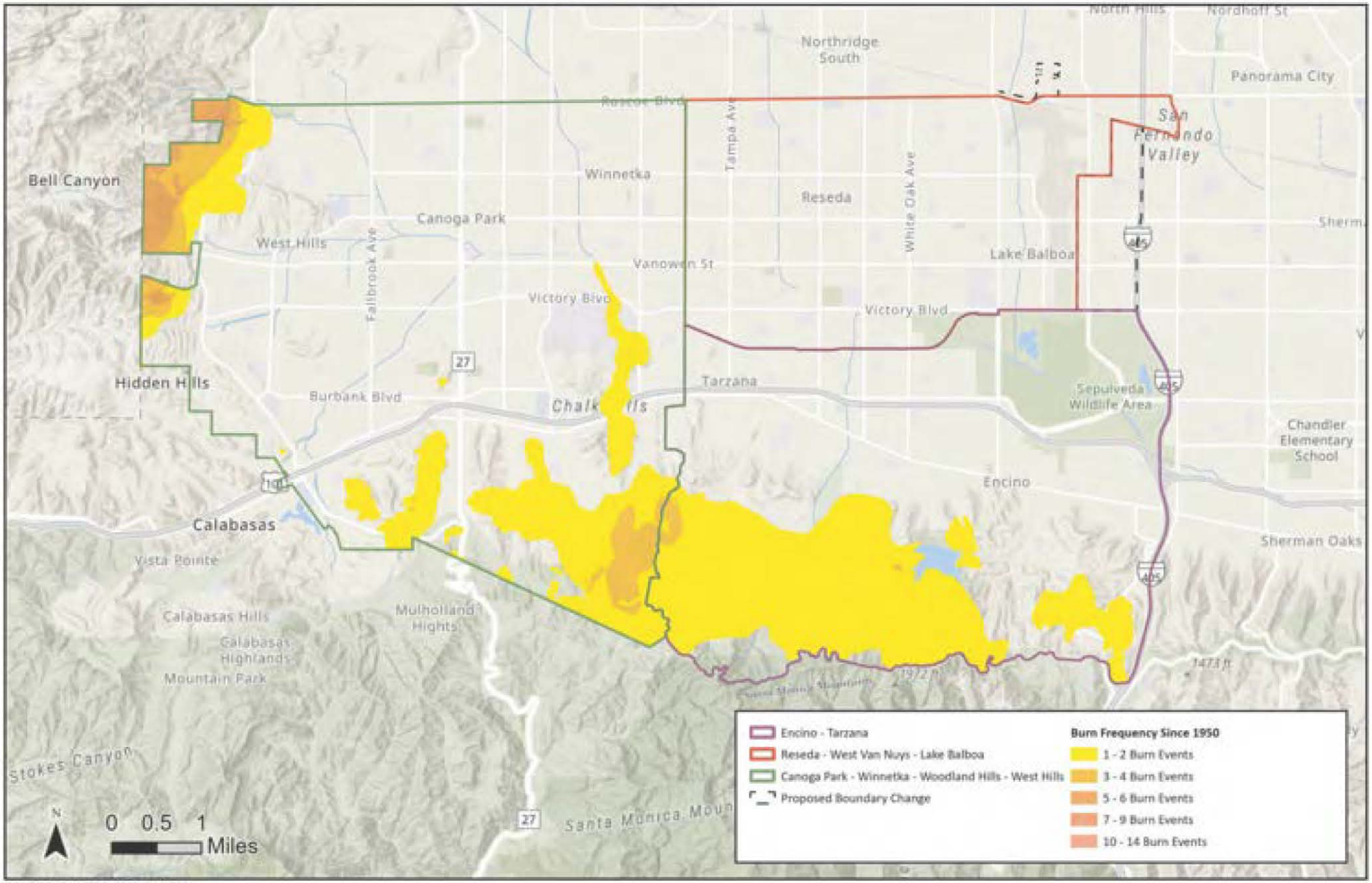

SOURCE: CAL FIRE, 2020; Esri, 2020

FIGURE **4.18-5**

IMPACT SCIENCES

Burn Frequency within the Southwest Valley CPAs

1264.015-6/26

Emergency Response and Fire Protection

The City's Emergency Management Department (EMD) oversees wildfire response through a coordinated, all-hazard framework that includes preparedness, incident response, recovery, and public communication across the City. Ahead of Red Flag conditions (i.e., Santa Ana wind-driven wildfire risk), the EMD deploys City resources proactively, activates parking restrictions, opens disaster recovery centers, and coordinates with agencies such as the Los Angeles Fire Department (LAFD), the Los Angeles Police Department (LAPD), Animal Services, and Public Works to support emergency preparedness and response. Following the January 2025 Palisades Fire, the City has also undertaken efforts to strengthen emergency response procedures, evacuation planning, and public notification systems. The EMD is also responsible for the operation of the City's Emergency Operations Center (EOC). The EOC is the focal point for coordination of the City's emergency planning, training, response, and recovery efforts for emergencies and major disasters. The EOC prepares for emergencies and major disasters such as fires, floods, earthquakes, and acts of terrorism.[10]

The LAFD is the primary provider of fire protection services in the City. The LAFD has several fire rescue resources, including triple combination and aerial fire engines, specialized heavy rescue vehicles, fire boats, a helicopter fleet ranging from light- to medium-duty aircraft, and foam apparatus used to suppress fires that are resistant to traditional water-based operations. The LAFD has also implemented various programs, such as the Ready, Set, Go! program, which educates residents on wildfire evacuation procedures; the Brush Clearance Program; and the Red Flag Restricted Parking Program, which removes illegally parked vehicles in Very High Fire Hazard Severity Zones (VHFHSZs). In addition to protection and response services, the LAFD operates fire prevention and hazard reduction programs, conducts land use and development review, building inspections, and public awareness campaigns. CAL FIRE provides supplementary fire protection services in privately owned wildlands throughout much of the state, including Los Angeles County.[11]

Given their geographic location, the Southwest Valley CPAs adjoin other jurisdictions (i.e., Los Angeles County and Ventura County). As such, the City has several joint-use agreements with other jurisdictions for cooperative response and management of fires and other emergency incidents. Under such agreements, the first responders are typically the nearest fire or police units, regardless of jurisdictional boundaries.

The City participates in the Los Angeles County Multi-Hazard Mitigation Plan, which was last updated in 2025. The Plan identifies wildfire as a significant county hazard by evaluating burn history, terrain,

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10 City of Los Angeles Emergency Management Department. *Emergency Management Department*. Available at: https://emergency.lacity.gov , accessed June 17, 2026

11 Los Angeles Fire Department. *Disaster Preparedness*. Available at: https://lafd.org/disaster-preparedness, accessed June 17, 2026.

vegetation, seasonal fire weather, and community exposure to assess vulnerability. The Plan also identifies mitigation strategies such as fuel modification, defensible space, home hardening, and evacuation planning.[12]

The Southwest Valley CPAs are located within the jurisdiction of the LAFD, which provides fire protection, emergency medical services, and wildfire suppression throughout the City. Therefore, the LAFD would provide initial response to the CPAs for fire protection and emergency medical services. The LAFD jurisdictional response area encompasses approximately 469 square miles and serves a population of more than 4 million people. The LAFD currently operates 114 neighborhood fire stations staffed by firefighters and firefighter/paramedics throughout the City.

In addition, the City participates in automatic aid agreements and dropped boundary agreements on first alarm or greater emergency calls with surrounding communities, ensuring that the closest unit will be dispatched regardless of jurisdictional boundaries. Further, the County has mutual aid agreements that allow cities to request additional resources from county, state, and federal agencies to meet the needs of a given incident. The LAFD is responsible for the preparation, maintenance, and execution of Fire Preparedness and Management Plans. The City's Emergency Operations Center trains City staff and outside agencies in their roles and responsibilities and coordinates operations in the event of an emergency or major incident. The LAFD is also part of the California Master Mutual Aid System.[13]

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12 Los Angeles County Chief Executive Office. 2025 Los Angeles County Multi-Hazard Mitigation Plan. Available at: https://ceo.lacounty.gov/wp-content/uploads/2025/10/Final-2025-LA-County-AHMP-Base-Plan-Signed.pdf , accessed June 17, 2026.

13 Cal OES, *Mutual Aid System*. Available at: https://www.caloes.ca.gov/office-of-the-director/operations/response-operations/law-enforcement/mutual-aid-system/ accessed June 17, 2026.

4.18.2 REGULATORY FRAMEWORK

Federal

National Cohesive Wildland Fire Management Strategy

The U.S. Forest Service (USFS), in coordination with other federal, tribal, state, and local partners/agencies developed the National Cohesive Wildland Fire Management Strategy (The National Strategy), which has three key components: Resilient Landscapes, Fire Adapted Communities, and Safe and Effective Wildfire Response.[14] Resilient Landscapes addresses the need for sustainable and resistant landscapes, specific to a local region's environment, to aid in recovery from wildfires. In the National Cohesive Wildland Fire Management Strategy[15], Landscape Classes are identified to help inform potential management options and/or policies to maintain fire prone landscaped areas that are specific to a particular region. Fire Adapted Communities would account for a community's ability to prepare for, respond to, and recover from a wildfire. Safe and Effective Wildfire Response addresses enhancing wildfire response preparedness, while emphasizing structural protection and wildfire prevention. The National Strategy provides various actions and activities that can be implemented at the national, regional, and local levels to achieve reduced wildfire threats to landscapes, communities, the public, and emergency responders. All of Los Angeles County is within Landscape Class A, Urban Developed Built, which is identified to have a high percent of forested area, a moderate area burned (2002-2011)[16], a moderate historical fire frequency, a moderate index of prescribed fire activity, a moderate federal ownership, a very high average of urban value, a low natural landscape percentage, and a moderate natural-mixed landscape percentage.

Federal Wildland Fire Management Policy

The Federal Wildland Fire Management Policy was developed in 1995 and updated in 2009 by the National Wildfire Coordinating Group, a federal multi-agency group that establishes consistent and coordinated fire management policy across multiple federal jurisdictions.[17] The Federal Wildland Fire Management Policy provides policy direction to state and local agencies for the safety of emergency responders and the public during wildfire events, activities for the purposes of fire management (i.e. vegetation maintenance) and ecosystem sustainability, responding to wildfires, protection of life and community infrastructure, and measures to prevent wildfire events.

National Fire Plan

The National Fire Plan was a Presidential directive in 2000 as a response to severe wildland fires throughout the United States. The National Fire Plan focuses on reducing fire impacts on rural communities and ensuring sufficient fire-fighting capacity in the future. The plan addresses five key points: Firefighting,

Rehabilitation, Hazardous Fuels Reduction, Community Assistance, and Accountability. The plan provides technical, financial, and resource guidance and support for wildland fire management across the United States. The U.S. Forest Service and the Department of the Interior work to implement the key points outlined in the plan.

These five key points would address and focus on needs such as preparing for wildfires, the capacity to take prompt action when responding to wildfires; restoration, rehabilitation, and protection of communities after a wildfire occurs; potential programs that would help with reducing the risk of wildfires, including continued management from of wildfire fuel sources, potential hazard mitigation, and restoration of ecosystems; working directly with communities for adequate planning and action to increase protections for people and property; and providing for continued accessible information regarding the goals of the National Fire Plan.[18]

National Fire Protection Association Codes, Standards, Practices, and Guides

The National Fire Protection Association (NFPA) develops codes, standards, recommended practices, and guides through a consensus standards development process approved by the American National Standards Institute (ANSI). The consensus standards development process brings together various professionals to achieve consensus on fire and other safety issues. NFPA standards are recommended guidelines and nationally accepted good practices in fire protection but are not law or codes, unless adopted or referenced as such by the California Fire Code or Local Fire Agency. Typical standards would include Standard for Portable Fire Extinguishers, Standards for Installation of Sprinkler Systems, National Electrical Code, National Fire Alarm and Signaling Code, Standards for Fire Doors and Other Opening

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14 United States Forest Service National Cohesive Wildland Fire Management Strategy, The National Strategy. Available online at: https://www.forestsandrangelands.gov/documents/strategy/strategy/CSPhaseIIINationalStrategyApr2014.pdf, accessed June 17, 2026.

15 United States Forest Service National Cohesive Wildland Fire Management Strategy, The National Strategy. Available online at: https://www.forestsandrangelands.gov/documents/strategy/strategy/CSPhaseIIINationalStrategyApr2014.pdf, accessed June 17, 2026.

16 United States Forest Service National Cohesive Wildland Fire Management Strategy, *The National Strategy*. Available online at: https://www.forestsandrangelands.gov/documents/strategy/strategy/CSPhaseIIINationalStrategyApr2014.pdf, accessed June 17, 2026.

17 United States Forest Service, *Guidance for Implementation of Federal Wildland Fire Management Policy*, February 2009, Available online at: https://www.frames.gov/documents/c5/files/Guidance_implementation_fed_fire_2009.pdf , accessed July 2026

18 U.S. Department of the Interior and USDA Forest Service, *Managing the Impact of Wildfires on Communities and the Environment*, September 2000.

Protectives, Life Safety Code, as well as a number of other standards and codes specific to a building's use and/or occupancy.

Robert T. Stafford Disaster Relief and Emergency Assistance Act, as Amended, and Related Authorities

The Robert T. Stafford Disaster Relief and Emergency Assistance Act,[19] signed into law on November 23, 1988, amended the Disaster Relief Act of 1974.[20] The Stafford Act constitutes the statutory authority for most federal disaster response activities especially as they pertain to the Federal Emergency Management Agency (FEMA) and FEMA programs.

Disaster Mitigation Act (DMA) of 2000

DMA 2000 provides the legal basis for FEMA mitigation planning requirements for state, local and Indian Tribal governments as a condition of mitigation grant assistance. [21]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 7 percent of HMGP funds available to a state for development of state, local, and Indian Tribal mitigation plans.

Presidential Policy Directive 8: National Preparedness

The National Response Framework (NRF) is an essential component of the National Preparedness System mandated in Presidential Policy Directive 8: National Preparedness (PPD-8). PPD-8 is aimed at strengthening the security and resilience of the United States through systematic preparation for the threats that pose the greatest risk to the security of the Nation. PPD-8 defines five mission areas— Prevention, Protection, Mitigation, Response, and Recovery—and mandates the development of a series of policy and planning documents to explain and guide the Nation's collective approach to ensuring and enhancing national preparedness. The NRF presents the guiding principles that enable all response partners to

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19 FEMA, Stafford Act, available at: https://www.fema.gov/disaster/stafford-act , accessed July 7, 2026

20 FEMA, Stafford Act, available at: https://www.fema.gov/disaster/stafford-act , accessed July 7, 2026

21 FEMA, Disaster Mitigation Act, available at: https://www.fema.gov/sites/default/files/2020-11/fema_disaster-mitigation-act-of-2000_10-30-2000.pdf , accessed July 7, 2026.

prepare for and provide a unified national response to disasters and emergencies. It establishes a comprehensive, national, all-hazards approach to domestic incident response.

The NRF defines the principles, roles, and structures that organize response protocols as a nation. The NRF:

- Describes how communities, tribes, states, the federal government, private-sectors, and nongovernmental partners work together to coordinate national response;
- Describes specific authorities and best practices for managing incidents; and
- Builds upon the National Incident Management System (NIMS), which provides a consistent template for managing incidents.

Federal Emergency Management Agency (FEMA) Regulation

FEMA's mission is to reduce the loss of life and property and protect communities nationwide from all hazards, including natural disasters, acts of terrorism, and other man-made disasters. FEMA leads and supports the nation in a risk-based, comprehensive emergency management system of preparedness, protection, response, recovery and mitigation.

In March 2003, the Federal Emergency Management Agency (FEMA) became a department of the U.S. Department of Homeland Security (DHS), pursuant to 44 CFR, Chapter 1 Part 201. 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 project 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.

Wildland Fire Mitigation and Management Commission

The Wildland Fire Mitigation and Management Commission was established under the Infrastructure Investment and Jobs Act to develop recommendations for improving the nation's approach to wildfire prevention, mitigation, preparedness, response, and recovery. In 2023, the Commission issued a comprehensive report containing recommendations to strengthen community wildfire resilience, expand hazardous fuels management, improve interagency coordination, modernize wildfire response, and promote fire-adapted communities. The report serves as a framework for advancing wildfire resilience across federal, state, Tribal, and local jurisdictions.

State

California Fire Code

The 2025 CFC, written by the California Building Standards Commission, is based on the 2024 International Fire Code. The International Fire Code (IFC) is a model code that regulates minimum fire safety requirements for new and existing buildings. The IFC addresses fire prevention, fire protection, life safety, and safe storage and use of hazardous materials in new and existing buildings, facilities, and processes.

The California Fire Code (CFC), Chapter 9 of Title 24 of the California Code of Regulations (CCR), was created by the California Building Standards Commission based on the International Fire code and is updated every three years. The overall purpose of the CFC is to establish the minimum requirements to safeguard the public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations. It works in tandem with the new California Wildland-Urban Interface Code.

California Wildland-Urban Interface Code

The 2025 California Wildland-Urban Interface Code (CWUIC) works in tandem with the CFC and is based on the 2024 International Fire Code. The CWUIC establishes statewide regulations to reduce wildfire risks to structures and infrastructure located where urban development meets or intermingles with wildland areas. Its purpose is to ensure fire-resistant building design, defensible space, access, and water supply standards in designated FHSZs, thereby protecting life, property, and natural resources from wildland fires. The new Chapter 4 in CWUIC sets standards for access, water supply, and fire protection plans for all occupancies in WUI areas, tied to designated fire hazard severity zones, consistent with the minimum development standards established under Public Resources Code Section 4290. Chapter 5 handles the location, design, and construction requirements of buildings in designated fire hazard zones—

incorporating the structural ignition-resistance rules formerly codified in Chapter 7A of the California Building Code, which was deleted from the California Building Code and relocated into CWUIC Chapter 5 as part of the same code adoption cycle. Chapter 6 codifies requirements for defensible space, fuel modification, and mitigation measures to prevent fire spread from wildland to structure and vice versa, including maintenance obligations, consistent with the defensible space requirements established under Public Resources Code Section 4291 (State Responsibility Areas) and Government Code Section 51182 (Very High Fire Hazard Severity Zones in Local Responsibility Areas). These CWUIC provisions incorporate the fire hazard mitigation measures as referenced in Government Code Section 65913.4(a)(6)(D)(i)-(iii) and other housing streamlining statutes, which provide an exception for sites that have adopted such measures from these housing streamlining statutes' restrictions on streamlined ministerial approval within a Very High Fire Hazard Severity Zone or State Responsibility Area.

California Building Code

Title 24, Part 7 of the 2025 California Building Code (CBC) establishes a unified WUI code addressing wildfire hazards from building through land use and defensible space requirements for developments in Fire Hazard Severity Zones. The Code consolidates the requirements of Chapter 7A of the 2022 CBC, which regulated building materials, systems, and/or assemblies used in the exterior design and construction of new buildings located within a wildland urban interface fire area. Chapter 7A also established minimum standards for the protection of life and property by increasing the ability of a building located in any Fire Hazard Severity Zone within State Responsibility Areas or a wildland-urban interface fire area to resist the intrusion of flames or burning embers projected by a vegetation fire and contributes to a systematic reduction in conflagration losses.

Title 24, Part 7 of the CBC includes provisions governing fire-resistant construction—such as ember-resistant roof and vent systems, noncombustible exterior walls, tempered glass windows, and ignition-resistant decks—designed to reduce ignition from embers and wildfire flame. The Code also mandates defensible space and fuel modification requirements, specifying vegetation treatment zones, clearance distances, and long-term maintenance protocols around buildings in high and very high severity zones. For properties sited within CAL FIRE-designated Very High Fire Hazard Severity Zones in State Responsibility Areas (SRAs), the Code requires both structural and landscape-level mitigation approaches that link to PRC §4291 defensible space. Accessibility and fire flow provisions in Part 7 also outline minimum standards for emergency access, water supply, and building setbacks in new or redeveloped projects in wildfire-prone zones.

California Department of Forestry and Fire (CAL FIRE) Protection

CAL FIRE is tasked with reducing wildfire-related impacts, enhancing California's resources, and conducting emergency response. CAL FIRE is also responsible for the protection of approximately 31 million acres of state responsibility area (SRA) consisting of privately-owned wildlands along with administration of private and public forests within the state. At the local level, CAL FIRE provides a variety of services including serving via contract as fire department staff for jurisdictions throughout California. CAL FIRE is responsible for enforcing State of California fire safety codes included in the CCR and California Public Resources Code throughout the SRA. Per Public Resources Code 4291 generally states that any person operating any structure located on brush-covered lands or land covered with flammable materials is required to maintain defensible space around the structure, regardless of whether it is in or adjacent to SRA.

CAL FIRE also inspects utility facilities and makes recommendations regarding improvements in facility design and infrastructure. CAL FIRE recommends a joint inspection between the utility owner and CAL FIRE so that each entity may assess the current state of the facility, to successfully implement fire prevention techniques and policies. Violations of state fire codes discovered during the inspections are required to be brought into compliance with the established codes. If a CAL FIRE investigation reveals that a wildfire occurred as a result of a violation of a law or negligence, the responsible party could face criminal and/or misdemeanor charges. In cases where a violation of a law or negligence has occurred, CAL FIRE has established the Civil Cost Recovery program, which requires parties liable for wildfires to pay for wildfire-related damages.

California Code of Regulations: Title 24 Division 1.5. Title 14 of the CCR, Division 1.5, establishes minimum fire safety standards applicable to SRAs under CAL FIRE's authority. Pursuant to Public Resources Code Section 4290, these standards were extended, effective July 1, 2021, to apply to lands classified and designated as Very High Fire Hazard Severity Zones (VHFHSZ), as defined in Government Code 51177(i), regardless of whether such VHFHSZ lands are located within an SRA or an LRA. Since the Southwest Valley CPAs contain VHFHSZ lands within LRAs but are not located within an SRA, the minimum standards established under Title 14, Division 1.5, and Public Resources Code Section 4290 apply to the VHFHSZ areas of the Southwest Valley CPAs on this basis.

Fire Hazard Severity Zones. CAL FIRE uses Fire Hazard Severity Zones (FHSZs) to classify the anticipated fire-related hazard for SRAs. The classifications include Non-Wildland Non-Urban, Moderate, High, and Very High. These fire hazard measurements account for vegetation, topography, weather, crown fire production, and ember production and movement.

Fire Hazard Severity Zone Maps (SRA and LRA). CAL FIRE prepares two distinct categories of Fire Hazard Severity Zone (FHSZ) maps, reflecting the state's and local jurisdictions' respective wildfire protection responsibilities. Pursuant to Public Resources Code Section 4202, CAL FIRE classifies FHSZ within SRA and these SRA classifications take legal effect upon adoption by the Board of Forestry and Fire Protection and do not require a separate local ordinance. Pursuant to Government Code Sections 51178 and 51179, CAL FIRE separately prepares recommended FHSZ maps for LRAs, which local jurisdictions, including the City of Los Angeles, are required to adopt by ordinance following receipt of CAL FIRE's recommendations, as discussed above.

As previously discussed in this section, the Southwest Valley CPAs are not located within an SRA. All Fire Hazard Severity Zone designations applicable within the Plan Areas are LRA designations. In 2025, CAL FIRE released updated recommended LRA FHSZ maps for Los Angeles County, including the City of Los Angeles. These maps identify Moderate, High, and Very High Fire Hazard Severity Zones within the hillsides of Bell Canyon and the Santa Monica Mountains portions of the Canoga Park-Winnetka-Woodland Hills-West Hills and Encino-Tarzana CPAs, as well as within a segment of the Ventura Boulevard corridor in Encino, and identifies Pierce College as being located in a Moderate Fire Hazard Severity Zone.

Assembly Bill 3074 (AB 3074), which amended Government Code Sections 51182, 51186, and 51189 and passed in 2021, introduced a five-foot ember-resistant zone around all structures. This area, referred to as **Zone Zero**, acts as a defensible barrier intended to protect buildings from flying embers. Once adopted by the State Fire Marshall (California Board of Forestry and Fire Protection), the law will require a five-foot ember-resistant zone around all structures located in a State Responsibility Area (SRA) or in a Very High Fire Hazard Severity Zone in a Local Responsibility Area. The California Board of Forestry and Fire Protection approved the regulations on August 19, 2026. While the law is expected to take effect in September 2026 for new construction, it includes a phased implementation timeline that gives existing property owners additional time to comply with the new regulations.

Assembly Bill 747

Assembly Bill (AB) 747, which became effective January 1, 2020, amended Government Code Section 65302 to require cities and counties, upon the next revision of their Safety Element after January 1, 2020, to identify residential developments in hazard areas that do not have at least two emergency evacuation routes. Where feasible, jurisdictions are required to identify evacuation route improvements or mitigation strategies to enhance emergency access and evacuation.

Senate Bill 63

Senate Bill (SB) 63 (2021), codified as Chapter 382, Statutes of 2021, amended Government Code Sections 51177, 51178, 51178.5, 51182, and 51189, along with related provisions of the Public Resources Code and Health and Safety Code, to require the State Fire Mashal to identify and map Moderate, High, and Very High Fire Hazard Severity Zones within LRAs using updated wildfire hazard modeling criteria, including fuel loading, slope, fire weather, and wind-driven fire spread. The legislation also requires local jurisdictions to adopt Very High Fire Hazard Severity Zone maps by ordinance following CAL FIRE's recommendations, pursuant to Government Code Section 51179. The updated LRA Fire Hazard Severity Zone maps released by CAL FIRE in 2025 were prepared pursuant to these statutory requirements.

Executive Order N-05-19

Due to the severe wildfires that California experienced in 2018, the Governor signed Executive Order N-05-19, directing CAL FIRE, in consultation with other State agencies and departments, to provide a written report with recommendations necessary to mitigate and prevent wildfires. The report includes recommendations for immediate, medium-term, and long-term actions to prevent the impacts of destructive and deadly wildfires. CAL FIRE completed this report on February 22, 2019.

The Community Wildfire Prevention & Mitigation Report identifies priority projects that can be immediately implemented to help protect the most vulnerable communities, as well as broader solutions for state government to consider in the immediate, near, and longer terms. Immediate actions that would be taken include addressing priority fuel reduction and treatment projects throughout the state, addressing the housing needs of staff needed for completing this work, and assessing funding, personnel, and administrative needs to maximize the workforce effectiveness, as well as aligning community education campaigns across state and local entities. Medium-term actions would include: execute State Agency MOU for fuels reduction, identify options for retrofitting homes to new wildland urban interface standards, create incentives for fuels reduction on private lands, continue to develop the methodology to assess communities at risk, jumpstart the workforce development for forestry and fuels work, develop mobile data collection tool(s) for project reporting, coordinate with air quality regulators to enable increased use of prescribed fire, and develop technology tools to enable real time prescribed fire information sharing. Long-term actions include certifying the California Vegetation Treatment Program Environmental Impact Report, developing a scientific research plan regarding management and mitigation with funding recommendations, providing technical assistance to local governments to enhance or enable fire hazard planning, updating codes governing defensible space and forest and rangeland protections, and requesting the Board of Forestry and Fire Protection review the Forest Practice Act and Rules and make recommendations on changes needed to restore forest health.

Senate Bill 209

Senate Bill (SB) 209, codified at Government Code Section 8586.7, was approved by the Governor on October 2, 2019 (Chapter 405, Statutes of 2019), establishing the Wildfire Forecast and Threat Intelligence Integration Center which is composed of representatives from specified state and other entities. This bill requires the center to serve as the state's integrated central organizing hub for wildfire forecasting, weather information, and threat intelligence gathering, analysis, and dissemination and to coordinate wildfire threat intelligence and data sharing, as provided. The bill also requires the center to, among other things, develop a statewide wildfire forecast and threat intelligence strategy, as provided, and protect and safeguard sensitive information.

Senate Bill 901

Senate Bill (SB) 901, codified in relevant part at Public Resources Code Section 4213.05 and related provisions, was approved by the Governor on September 21, 2018 (Chapter 626, Statutes of 2018), and revised the Budget Act of 2018 appropriated $99,376,000 to the Office of Emergency Services for the purposes of local assistance. Senate Bill (SB) 901, approved by the Governor on September 21, 2018, revises the Budget Act of 2018, allowing for $25,000,000 of those appropriated funds to be applied to support activities directly related to regional response and readiness. Such activities related to regional response and readiness would include pre-deployment of Office of Emergency Services fire and rescue, and local government resources that are part of the California Fire and Rescue Mutual Aid System or additional resources upon the authority and approval of the Office of Emergency Services to meet the requirements for state resources called up for pre-disaster and disaster response.

Assembly Bill 1054

Assembly Bill (AB) 1054, codified at Public Utilities Code Section 326.1, approved by the Governor on July 12, 2019 (Chapter 79, Statutes of 2019), establishes the California Wildfire Safety Advisory Board, which consists of seven members appointed by the Governor, Speaker of the Assembly, and Senate Committee on Rules. The Board is required to advise and make recommendations related to wildfire safety to the Wildfire Safety Division, or on and after July 1, 2021, to the Office of Energy and Infrastructure Safety.

Senate Bill 9

Senate Bill (SB) 9, codified in Government Code Sections 65852.21 and 66411.7, requires local agencies to ministerially approve qualifying housing developments consisting of up to two residential units on a parcel zoned for single-family residential use and qualifying urban lot splits, provided specified eligibility criteria are met. Although SB 9 limits a local agency's ability to deny qualifying by-right residential development,

projects developed pursuant to SB 9 remain subject to applicable objective building, fire, and public safety standards. Within the City of Los Angeles, development proposed pursuant to SB 9 must comply with the California Building Code, California Fire Code, Los Angeles Municipal Code, and other applicable wildfire protection requirements, including ignition-resistant construction, emergency access, and other fire and life safety standards where applicable.

California Strategic Fire Plan

In January 2024, CAL FIRE released the 2024 California Strategic Fire Plan (California Strategic Plan).[22] The California Strategic Plan's purpose is to guide departmental actions across fire prevention, mitigation, suppression, and natural resource stewardship—centered on protecting life, property, and the environment. It reaffirms CAL FIRE's mission while embracing core values of Integrity, Service, Community, and Diversity, encouraging accountability, collaboration, and equity. A key component is enhancing wildfire preparedness through investments in workforce readiness, community outreach, predictive technologies, fuel reduction strategies, and defensible space enforcement. The California Strategic Plan emphasizes building public partnerships, improving pre-fire planning, and using risk-based fire modeling to identify vulnerable areas. Annual operational plans support the strategy through measurable goals, timelines, and performance metrics that improve coordination and field-level implementation. The planning process involved broad internal and external engagement, including fire personnel, public agencies, and communities at risk.

Local

Local Responsibility Area Maps

Government Code 51175-51189 directs CAL FIRE to identify areas of very high fire hazard severity zones within Local Responsibility Areas (LRA).[23] CAL FIRE released updated recommended Local Responsibility Area Fire Hazard Severity Zone maps for the City of Los Angeles on March 24, 2025. Pursuant to Government Code Sections 51178 and 51179(a), the City must consider and adopt the recommended maps, or maps with equal or greater hazard severity designations and/or expanded boundaries, by ordinance. Where the State Fire Marshal's recommended map boundaries bisect individual legal parcels, placing only a portion of a lot within a mapped VHFHSZ, the City intends to adopt boundary modifications encompassing the entirety of affected legal lots. Such modifications are consistent with the City's authority under Government Code Section 51179(b)(3) to increase, but not decrease, the fire hazard

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22 CAL FIRE. CAL FIRE Strategic Plan 2024. Available online at: https://www.fire.ca.gov/about/cal-fire-strategic-plan-2024 , accessed June 17, 2026.

23 CAL FIRE, Office of the State Fire Marshal, Los Angeles Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE.

severity zone boundaries recommended by the State Fire Marshal. Adoption of the City's ordinance is anticipated prior to certification of this EIR. In the interim, the 2025 CAL FIRE recommended maps represent, at minimum, the wildfire hazard designation for the City and are used in this analysis to characterize existing wildfire conditions. These areas are referred to as Very High Fire Hazard Severity Zones (VHFHSZ). VHFHSZs are based on data and models of potential fuels over a 30-to-50-year time horizon, their associated expected fire behavior, and expected burn probabilities, which are used to quantify the likelihood and nature of vegetation fire exposure to buildings. In late 2005, the California Building Commission adopted California Building Code Chapter 7A, which became effective in 2008 and requires new buildings in VHFHSZs to use ignition resistant construction methods and materials. These new codes include provisions to improve the ignition resistance of buildings, especially from firebrands. VHFHSZs are used by building officials for new building permits in LRAs whose owners must comply with natural hazards disclosure requirements at the time of property sale and 100-foot defensible space clearance requirements. [24]

Los Angeles Fire Department 2023-2026 Strategic Plan

The LAFD 2023-2026 Strategic Plan aims to protect lives, property, and the environment across over four million residents through enhanced wildfire and natural hazard preparedness. Central goals include delivering exceptional public safety and emergency services, promoting a safe work environment, and embracing diversity, equity, and inclusion within the department. A third pillar emphasizes improving collaboration and leadership, with performance-based management systems aligned across operations and prevention units. Goal 5 focuses on workforce development, career advancement, and succession planning to sustain resilience and expertise. Moreover, Goal 6 calls for adopting technological innovations—such as predictive fire behavior modeling and data-driven decision support tools—to strengthen wildfire preparedness. Under Goal 7, the department prioritizes community resilience, disaster recovery, and environmental sustainability, explicitly expanding fuel management programs, prescribed burns, and wildfire mitigation outreach in coordination with other agencies and communities at risk. The City of Los Angeles Fire Department also supports pre-fire planning initiatives, working with CAL FIRE, local water agencies, and municipalities as part of the Community Wildfire Protection Plan framework. The plan integrates performance leadership and stakeholder engagement, drawing input from internal staff, local jurisdictions, and community groups to ensure preparedness and coordination city- and countywide.[25] To

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24 Los Angeles Fire Department, Fire Zone Map. Available online: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones , accessed June 10, 2026.

25 Los Angeles Fire Department, 2023-2026 Strategic Plan, https://lafd.org/sites/default/files/pdf_files/LAFD-2023-2026-STRATEGIC-PLAN-04042023%20.pdf , accessed June 18, 2026.

date, the 2023-2026 Strategic Plan remains LAFD's most recently adopted strategic plan. LAFD has described the plan as a living document subject to continual reassessment.

City of Los Angeles Emergency Operations Plan

The Emergency Management Department (EMD) leads the City's effort in the development of citywide emergency plans, revises and distributes the Emergency Operations Master Plan and Master Procedures and Annexes and updates and disseminates guidelines for the emergency response and recovery plans. The department also reviews and tests departmental emergency plans to ensure City departments are ready to fulfill their respective emergency missions. The Brush Fire Hazard Specific Annex was developed in cooperation and with input from the City departments with primary response/support activities, as well as input from appropriate non-City agencies with identified activities related to brush fire emergencies and is reviewed every other year. This Annex details the City's responsibilities for response to brush fires. It identifies roles and responsibilities for appropriate departments, procedures for rapid notification to City departments and the public in the event of brush fire related emergencies, and ensures consistency with federal, state, county, and other local governments' emergency response plans and operations.

Community Wildfire Protection Plan (CWPP)

Los Angeles County is currently preparing its first Countywide Community Wildfire Protection Plan (CWPP), intended to identify wildfire mitigation priorities, fuel reduction strategies, home hardening, public education, and community resilience measures for wildfire-prone unincorporated communities within the County, organized around the Los Angeles County Fire Department's fire weather forecast zones, including a Santa Monica Mountains zone. While the County's CWPP is limited to unincorporated County areas, the City of Los Angeles is developing its own CWPP, led by MySafe:LA in coordination with the City, intended to identify wildfire mitigation priorities and community resilience strategies specific to the City of Los Angeles, including areas within the Southwest Valley CPAs located in or adjacent to designated Fire Hazard Severity Zones.

Mulholland Scenic Parkway Specific Plan

The Mulholland Scenic Parkway Specific Plan is a land use regulatory document designed to preserve the scenic, environmental, and cultural integrity of the Mulholland Drive corridor in Los Angeles. It regulates development by requiring that grading be minimized and shaped to blend with natural terrain and mandates the use of fire-resistant landscaping to reduce wildfire risk and maintain a natural appearance. The plan also requires all utilities to be installed underground and enforces design guidelines for roads, signage, and infrastructure to ensure minimal visual and environmental impact. While the plan primarily focuses on scenic preservation, these standards also function as wildfire prevention measures, especially important in this high fire hazard hillside area. Overall, the Specific Plan balances environmental protection, aesthetic preservation, and wildfire resilience through its design and development standards.

City of Los Angeles General Plan Safety Element

The Safety Element of the City's General Plan provides a broad framework for understanding the relationship between hazard mitigation, response to a natural disaster and initial recovery from a natural disaster. Included in the Safety Element are goals, objectives, policies, and programs, as well as a map of Selected Wildfire Hazard Areas within the City of Los Angeles. The programs outlined are those of the City Emergency Operations Organization (EOO), the city agency/program that implements the Safety Element. In addition, the Safety Element also designates disaster routes. See **Table 4.9-3, Relevant General Plan Hazardous Materials Goals, Objectives, and Policies** for policies from the Safety Element related to wildfire.

City of Los Angeles Wildfire Resilience Initiatives

In response to the January 2025 Palisades Fire and other significant wildfire events affecting the region, the City of Los Angeles has undertaken several initiatives to strengthen wildfire preparedness, emergency response, and long-term community resilience. These efforts include preparation of after-action evaluations to assess emergency response and evacuation procedures, implementation of recovery and rebuilding programs, and consideration of City Council actions to improve wildfire planning, infrastructure resilience, emergency communications, and coordination among local, state, and federal agencies. Collectively, these initiatives supplement the City's existing regulatory framework and are intended to improve the City's ability to prepare for, respond to, and recover from future wildfire events.[26][27]

Los Angeles Municipal Code

The City of Los Angeles Fire Code, Article 7, Chapter V of the Los Angeles Municipal Code (LAMC), consists of the California Fire Code with Los Angeles–specific amendments that are further restrictive. The Fire Code establishes the minimum requirements consistent with nationally recognized good practices for providing a level of life safety and property protection for the hazards of fire, explosion, panic, or dangerous conditions in new and existing buildings, structures, or premises. The Fire Code also establishes requirements to provide a reasonable level of safety to firefighters and emergency responders during emergency operations.

Section 57.11.8 of the LAMC establishes the LAFD authority and obligations to conduct fire/life safety plan reviews and inspections for specified new construction projects. Section 57.118.1.1 requires that specified project types (such as high-rise structures over 75 feet, or any developments with defined State Fire Marshal occupancies) must undergo plan review by LAFD for compliance with city, state, and national fire safety codes before a building permit is issued. Section 57.118.1.2 authorizes LAFD to perform additional inspections or re-inspections beyond the initial review, either requested by the client or required by the Department, to verify corrections. Section 57.118.3 requires that the Los Angeles Board of Fire Commissioners, in coordination with the City Administrative Officer, annually review costs and adjust the fee schedule to ensure full cost recovery for plan review and inspection services; changes must be transmitted to the Mayor and City Council for approval. The Los Angeles Fire Code also includes requirements related to fire access roads, fire hydrants, emergency water supply, hazardous vegetation

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26 City of Los Angeles Fire Department. January 2025 Palisades Fire After-Action Review Report. Available online at: https://lafd.org/alert/lafd-releases-january-2025-palisades-fire-afteraction-review-report-10082025 . Accessed July 7, 2026.

27 City of Los Angeles Mayor Karen Bass. Mayor Bass Issues Statement Regarding LAFD After Action Report. Available online at: https://mayor.lacity.gov/news/mayor-bass-issues-statement-regarding-lafd-after-action-report . Accessed July 7, 2026.

management, brush clearance, fire protection systems, and fire/life safety features for new development. Collectively, these standards are intended to reduce wildfire risk and facilitate emergency response throughout the City.

The Los Angeles Municipal Code incorporates Wildland-Urban Interface requirements across two components. As part of the 2025 California Building Standards Code, effective January 1, 2026, the state relocated the exterior wildfire-exposure construction standards previously codified in Chapter 7A of the California Building Code into a newly created, standalone code known as the California Wildland-Urban Interface Code (CWUIC), Title 24, Part 7, with the ignition-resistant construction and material requirements now housed in CWUIC Chapter 5. Consistent with this statewide restructuring, LAMC Chapter IX Chapter 7A consists of an amendment chapter that references and modifies the CWUIC, requiring development to comply with CWUIC Chapter 5 subject to further restrictive, City-specific modifications set forth therein. The Los Angeles Fire Code (LAMC Article 7, Chapter V) governs site-level and operational Wildland-Urban Interface requirements, including defensible space, hazardous vegetation management, and brush clearance, as discussed above.

The Los Angeles Fire Code establishes minimum standards for fire apparatus access roads. Los Angeles Fire Code Section 503.1.4 requires that any building with first-story exterior walls located more than 150 feet from the edge of an approved street be served by an approved fire lane. Fire apparatus access roads must have an unobstructed width of not less than 20 feet, exclusive of shoulders, except where the building is equipped with an approved automatic sprinkler system, in which case the Fire Code Official is authorized to increase this dimension. Since many hillside areas and older neighborhoods within the Southwest Valley CPAs, as discussed in **Section 4.15, Transportation & Traffic**, are served by Hillside Collector Street, Hillside Local Street, Hillside Street Standard, and Hillside Street Limited roadways narrower than current Fire Code requirements, new development on parcels served by such substandard-width streets may be required to implement alternative means and methods of fire protection to maintain adequate life safety and emergency access, as determined necessary by LAFD. These alternative measures may include, but are not limited to, mandatory installation of automatic fire sprinkler systems throughout proposed structures, localized parking restrictions to preserve required clear roadway width, right-of-way dedications and street improvements along the project frontage, and installation of designated fire apparatus turnarounds.

Housing Element, CHIP, and Development Potential within VHFHSZs

The City's Citywide Housing Incentive Program (CHIP) Ordinance, adopted as part of the 2021-2029 Housing Element RHNA Rezoning Program (Program 121), generally excludes properties classified as both VHFHSZs and Hillside, within the Coastal Zone, and areas vulnerable to sea level rise from eligibility for the Mixed Income Incentive Program (MIIP). Because properties on Ventura Boulevard are not classified as Hillside, an exception allows parcels on Ventura Boulevard within a VHFHSZ, or parcels abutting, across the street or alley from, or sharing a common corner with a non-VHFHSZ property, to remain eligible for MIIP incentives. This exception applies to approximately 1,100 parcels citywide, predominantly at the periphery of the City's hillsides, including portions of Ventura Boulevard within the South Valley.[28] The certified Housing Element EIR analyzed potential housing development within VHFHSZs in a general sense, but not via a specific targeted incentive mechanism. As such, the City evaluated this policy through an Addendum pursuant to *State CEQA Guidelines* Section 15164, concluding that wildfire-related impacts associated with the Ventura Boulevard exception would remain consistent with, and no more severe than, those already disclosed as significant and unavoidable in the certified Housing Element EIR. Consistent with this approach and the Addendum's conclusions, this section continues to analyze the potential for future development on VHFHSZ-designated parcels along Ventura Boulevard, notwithstanding CHIP's general VHFHSZ exclusion, because such parcels remain eligible for MIIP benefits, base Chapter 1A zoning entitlements, and other applicable state streamlining laws.

4.18.3 THRESHOLD OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Proposed Plans:

- 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; or
- 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
- Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes; or

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28 *City of Los Angeles, Addendum to the Final Environmental Impact Report for the Citywide 2021-2029 Housing Element Update and Safety Element Update, Case No. ENV-2020-6762-EIR-ADD2, November 2024.*

- Expose people or structures either directly or indirectly to a significant risk of loss, injury, or death involving wildland fire.

The following Threshold is included and analyzed in **Section 4.9 Hazards and Hazardous Materials.**

- Substantially impair an adopted emergency response plan or emergency evacuation plan

Further, a similar threshold related to inadequate emergency access is addressed in **Section 4.15 Transportation and Traffic**. Lastly, **Section 4.14 Public Services and Recreation** addresses impacts associated with the need for new or expanded fire facilities.

4.18.4 METHODOLOGY

This impact analysis addresses the potential of future build out of the Southwest Valley Community Plans Update to create a significant risk of wildfires. The evaluation was performed based on current environmental conditions in the Southwest Valley CPAs, specifically in SRA lands and VHFHSZs, information in environmental databases, including CAL FIRE's Fire Hazard Severity Zones Maps, applicable regulations and guidelines, and consideration of the potential for housing development accommodated by the Proposed Plans to be built in areas designated as SRA lands or VHFHSZs.

4.18.5 IMPACTS

Threshold 4.18-2 **Would implementation of the Proposed Plans exacerbate wildfire risks, due to slope, prevailing winds, and other factors, thereby expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

This impact would be significant and unavoidable.

The Southwest Valley CPAs are not located within SRA. As discussed in Section 4.18.1, above, all FHSZ designations applicable within the Plan Areas are LRA designations. **Figure 4.18-2, Fire Hazard Severity Zones**, which depicts the 2025 CAL FIRE recommended LRA FHSZ designations, shows that portions of the Southwest Valley CPAs are located within Moderate, High, and Very High FHSZs. The hillsides of Bell Canyon within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA and the Santa Monica Mountains within the Canoga Park-Winnetka-Woodland Hills-West Hills and Encino-Tarzana CPAs contain VHFHSZs. In addition, the 2025 CAL FIRE recommended LRA Fire Hazard Severity Zone maps identify portions of the developed urban interface adjacent to these hillside areas as VHFHSZs, including a segment of the Ventura Boulevard corridor in Encino, which was not identified as a VHFHSZ under the

City's previously adopted 1999 maps.[29] As discussed in **Section 4.4, Biological Resources**, the hillsides of Bell Canyon and the Santa Monica Mountains within the Southwest Valley CPAs contain various vegetation susceptible to wildfire, including chaparral and coastal sage scrub. These hillsides have experienced repeated wildfire events over the past several decades (see **Figure 4.18-5, Burn Frequency within the Southwest Valley CPAs**). Historical wildfire occurrence demonstrates that these landscapes remain susceptible to wildfire ignition and spread. In addition, the steep topography, Mediterranean climate, and seasonal Santa Ana wind events increase the Southwest Valley CPAs' susceptibility to wildfire spread.

The Proposed Plans do not propose an increase in development density or intensity in the existing single-family residential neighborhoods located within the hillside areas of the Southwest Valley CPAs. Additionally, the Proposed Plans would not implement land use changes or policies that would allow future development within the open space areas of Bell Canyon or the Santa Monica Mountains. Instead, the potential for future development is primarily limited to two scenarios. First, additional housing may occur on existing privately owned residential zoned parcels within developed hillside neighborhoods where by-right development is permitted under existing zoning and State law, including SB 9 where applicable. Second, redevelopment and infill development may occur in existing urbanized areas located adjacent to wildfire-prone open space, particularly along portions of Ventura Boulevard that are identified within a recommended VHFHSZ under the 2025 CAL FIRE recommended maps, and other areas near the wildland-urban interface.

Although the Proposed Plans would accommodate additional infill development within portions of the Southwest Valley CPAs located in or adjacent to mapped Fire Hazard Severity Zones, this development would primarily occur within existing urbanized areas rather than expanding the urban footprint into previously undeveloped wildlands. More developed areas are generally less susceptible to wildfire than undeveloped wildlands.[30] Furthermore, redevelopment and infill development would replace older development with structures that comply with current building and fire codes, including ignition-resistant construction, fire protection systems, and other wildfire resilience measures. Accordingly, while the Proposed Plans would accommodate additional development within portions of the wildland-urban interface, they would not increase wildfire risk by expanding the urban-wildland interface or encouraging development into previously undeveloped hillside areas.

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29 See also Los Angeles Fire Department, Fire Zone Map, available at: https://lafd.org/fire-prevention/brush/fire-zone/fire-zone-map, which references the 2025 CAL FIRE recommended Fire Hazard Severity Zone designations.

30 Keeley, J.E. and A.D. Syphard. 2018. Human ignition of wildland fires in California. International Journal of Wildland Fire, Vol. 27, pp. 606–617.

Additionally, with the passage of SB 9, the City does not have the authority to restrict private by-right development in hillsides or in other VHFHSZs. By-right development must still comply with applicable federal, State, and local building and fire code requirements intended to reduce wildfire risk. The Plan does include regulations related to setbacks and hours of construction.

Per Chapter 49 of the CFC, new development in WUI areas during the life of the Proposed Plans would be required to follow all the applicable provisions to minimize wildfire hazards during construction and operation. Title 24, Part 7 of the 2025 CBC is the unified code for WUI area and mandates defensible space and fuel modification requirements, specifying vegetation treatment zones, clearance distances, and long-term maintenance protocols around structures within a VHFHSZ, regardless of whether the VHFHSZ is located within an SRA or an LRA, as established by CAL FIRE and codified pursuant to Public Resources Code Section 4290. Future development within hillsides of Bell Canyon and the Santa Monica Mountains must demonstrate these requirements if they are located in this zone to ensure wildfire risks are minimized. These plan review requirements, along with the CBC and CWUIC standards discussed above, apply equally to development on parcels within the Ventura Boulevard corridor newly identified as VHFHSZ, regardless of their urbanized, non-hillside location. At the local level, the LAMC adopts both the CFC and 2025 CBC and requires specific development (i.e., high rise structures over 75 feet, R-1 and R-2 (residential occupancy classifications according to the International Building Code) uses with three or more stories or any developments with defined State Fire Marshal occupancies) must undergo plan review by LAFD for compliance with city, state, and national fire safety codes.

The Proposed Plans incorporate policies and design standards that are consistent with state and local regulatory requirements for development in fire hazard zones and/or in WUI areas. However, these regulatory requirements do not prevent development activities from occurring in these areas, as the City does not have the authority to restrict by-right development. As such, construction activities, such as demolition and grading in hillsides/VHFHSZ could occur within close proximity to natural landscapes, increasing the risk of ignition and exposure to wildfires hazards. However, as described above, the Proposed Plans would not exacerbate these risks as the City does not have the authority to restrict these developments and the Proposed Plans emphasize development in urban areas. Further, homes that do not meet the requirements in the Proposed Plans, for example, large homes that do not meet the setback or exceed the density standards would be required to go through a discretionary process where the City would have the ability to apply conditions of approval to the project.

Mitigation Measure WF-1 would further require, for any discretionary development in hillside areas, a Hillside Construction Staging and Parking Plan, which requires review and approval from LAFD. Discretionary developments complying with the requirements of the LAMC and the Community Plan, including MM WF-1, would not be expected to exacerbate wildfire risk in hillside areas; however, as discussed further below, this mitigation cannot be applied to ministerial, by-right development in these same areas.

The Proposed Plans would implement land use policies and development standards that would accommodate additional residential, commercial, and mixed-use development within the CPAs. Portions of the Southwest Valley CPAs are located in or adjacent to mapped Very High Fire Hazard Severity Zones. Most notably, portions of the Ventura Boulevard corridor are identified within or immediately adjacent to a Very High Fire Hazard Severity Zone on the 2025 CAL FIRE recommended Local Responsibility Area Fire Hazard Severity Zone maps.

Although the Proposed Plans would accommodate additional infill development within these urbanized areas, research has found that human-caused wildfires are generally negatively correlated with population density, indicating that more developed areas are generally less susceptible to wildfire ignition than undeveloped wildlands.[31] In addition, redevelopment would replace older structures with buildings designed in accordance with current building and fire codes, including ignition-resistant construction, fire protection systems, and other wildfire resilience measures. However, climate change is contributing to longer fire seasons, increased temperatures, reduced fuel moisture, and more frequent extreme fire weather conditions, increasing wildfire exposure even within developed portions of the City. As a result, while infill development is generally less susceptible to wildfire than development that expands into previously undeveloped wildlands, the combination of increased development and outside factors described above, could result in increased fire risk exposing people or structures to increased pollutant concentrations.

The Proposed Plans would increase allowable development intensity within portions of the Ventura Boulevard corridor, resulting in additional residents, employees, visitors, and structures in areas susceptible to wildfire. However, the Proposed Plans aim to increase development primarily in areas that are 1) well served by existing infrastructure and 2) near transit or jobs. As wildfire risk grows throughout the City, even areas that are considered urbanized, such as portions of Ventura Boulevard, are now within VHFHSZs under the 2025 CAL FIRE recommended maps, which, as discussed in Section 4.18.2, represent the wildfire hazard designation pending the City's formal adoption. As stated above, new construction would comply with the most recent building standards and fire code, which require sprinkler systems, defensible space and similar methods for reducing risk and spread of wildfire.

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31 Keeley, J.E. and A.D. Syphard. 2018. Human ignition of wildland fires in California. International Journal of Wildland Fire, Vol. 27, pp. 606–617.

New development will comply with the applicable state and local regulatory standards; however, the Proposed Plans would increase development in areas that are known to be at risk for wildfires. It should be noted that this is not a result of the Proposed Plans encouraging development into previously undeveloped or hillside areas but rather is a result of the wildfire zones extending further into urbanized areas such as portions of Ventura Boulevard. While the buildings themselves would be designed to reduce wildfire spread, the Proposed Plans could exacerbate wildfire risks, due to slope, prevailing winds, and other factors, thereby exposing occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would remain ***potentially significant***.

Mitigation Measures

MM WF-1 For any discretionary development project located within a Very High Fire Hazard Severity Zone (VHFHSZ) where the Los Angeles Fire Department (LAFD) determines that existing regulations are not adequate based on unusual site-specific conditions, roadway conditions, or project characteristics, the Applicant shall prepare a Hillside Construction Staging and Parking Plan, subject to review and approval by the Department of Building and Safety and the LAFD. The plan shall identify where construction materials, equipment, and vehicles will be stored during construction and where contractor, subcontractor, and employee vehicles will park so as not to impede emergency access or evacuation routes. The plan shall include, but not be limited to, the following:

- No construction equipment or material shall be stored within the public right-of-way.
- On designated Red Flag days, if the project fronts a Red Flag Restricted Parking street, construction workers shall be shuttled from an off-site location to maintain emergency access.
- During excavation and grading, only one truck hauler shall be permitted on-site at any one time unless otherwise approved by the City.
- Truck deliveries shall occur during off-peak traffic hours, Monday through Friday.
- Deliveries shall be coordinated so only one delivery vehicle is present on-site at a time unless otherwise approved.
- A construction supervisor or designated traffic coordinator shall be present during major deliveries to maintain emergency access.
- Construction vehicle parking and queuing shall comply with the approved Construction Staging and Parking Plan and all applicable requirements of the Department of Building and Safety and LAFD.

Significance after Mitigation

Implementation of **MM WF-1**, together with the existing state and local regulations, would ensure that future discretionary development located within wildfire hazard areas undergoes project-specific review by the LAFD and complies with applicable fire protection requirements, including emergency access, defensible space, fuel modification, fire flow, and building design standards, substantially reducing the potential for such development to exacerbate wildfire risk. However, it is not feasible to impose **MM WF-1** on ministerial, by-right development, including development permitted under SB 9, because such development is not subject to discretionary review or conditions of approval. Development on hillside or VHFHSZ parcels proceeding under these by-right pathways would remain subject only to existing building and fire code requirements, without the additional project-specific review **MM WF-1** provides. In addition, even for discretionary projects subject to **MM WF-1**, unusual site-specific conditions, roadway constraints, or project characteristics may limit the effectiveness of available mitigation. Furthermore, climate change is expected to contribute to longer fire seasons, increased temperatures, reduced fuel moisture, and more frequent extreme fire weather conditions, increasing wildfire exposure independent of the Proposed Plans' land use policies. Since **MM WF-1** cannot be applied to all future development within wildfire hazard areas, and because the underlying wildfire hazard cannot be eliminated through project-level design measures alone, impacts would remain ***significant and unavoidable***.

Threshold 4.18-3 **Would implementation of the Proposed Plans 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?**

This impact would be significant and unavoidable.

As stated above, portions of the CPAs are within VHFHSZs, implementation of the Proposed Plans would accommodate future residential, commercial, mixed-use, institutional, and public facility development throughout the Southwest Valley CPAs. The Proposed Plans aim to increase development in transit served areas and primarily outside of hillsides and other areas identified as VHFHSZs. However, new development would be expected to occur in those areas that have been identified as VHFHSZs such as portions of Ventura Blvd. identified as being in VHFHSZs. Nonetheless, the Proposed Plans would not encourage development in low density areas, such as hillsides, that are subject to wildfire risk. Generally, development would occur in areas well served by existing roadways and utilities infrastructure. Development in urbanized areas would not be expected to require additional roads, fuel breaks, emergency water sources, powerlines or other utilities that would exacerbate fire risk. Because the Proposed Plans would generally accommodate future growth within existing developed areas already served by roadway,

utility, and emergency service infrastructure, most future development would not require substantial new infrastructure that could increase wildfire risk. However, where future development occurs on existing legal parcels located within or adjacent to Very High Fire Hazard Severity Zones, site-specific infrastructure improvements may be required depending on the location, scale, and characteristics of the proposed development.

Nonetheless, development remains a possibility on portions of the CPAs within VHFHSZs that are currently zoned for low-density, single-family residential use. Recent changes to State law, including Senate Bill (SB) 9, provide additional opportunities for residential development on legal lots in single-family residential areas, including in the hillsides of the CPAs. However, implementation of SB 9 does not exempt future development from applicable wildfire protection requirements. Future development within wildfire-prone areas would continue to be required to comply with applicable California Building Code, California Fire Code, Los Angeles Fire Code, defensible space requirements, emergency access standards, and other applicable wildfire protection regulations intended to reduce wildfire risk. Accordingly, while additional residential development may occur on legal lots within VHFHSZ or WUI portions of the CPAs, such development would continue to be subject to current wildfire protection standards. These areas could require supporting infrastructure, including roadway improvements, utility upgrades and extensions, water distribution facilities, emergency water supply infrastructure, electrical facilities, telecommunications infrastructure, and other public services, as appropriate to serve future growth. In wildfire-prone areas, future development may also require fuel modification, vegetation management, emergency access improvements, or other fire protection features consistent with applicable State and local requirements. In addition, utility infrastructure and associated maintenance activities within wildfire-prone areas have the potential to contribute to wildfire risk through equipment failures, vegetation management activities, or other ignition sources. As such, infrastructure development and ongoing use of new infrastructure could introduce human-caused ignition sources, such as the sparking of power utilities or the operation of construction equipment or other vehicles.

Although much of the future infrastructure growth would occur within previously developed and urbanized areas, portions of the Southwest Valley CPAs contain Moderate, High, and Very High Fire Hazard Severity Zones, particularly within and adjacent to the Santa Monica Mountains and Bell Canyon. Future infrastructure associated with development in these areas could require vegetation removal, fuel modification, utility installation, roadway improvements, or ongoing maintenance activities that may temporarily disturb natural habitats or increase the potential for wildfire ignition if not properly designed, constructed, and maintained.

Future infrastructure would be required to comply with applicable federal, State, and local regulations, including the California Fire Code, California Building Code, Los Angeles Fire Code, and applicable utility

design standards intended to reduce wildfire ignition potential, maintain adequate emergency access, and provide sufficient fire protection infrastructure. These regulations include California Public Resources Code Section 4290, which establishes minimum fire safety standards for development within State Responsibility Areas and Fire Hazard Severity Zones, including emergency access, road standards for fire equipment, signage, emergency water supplies, fuel breaks, and vegetation modification. In addition, California Public Resources Code Sections 4292 and 4431 establish requirements for vegetation clearance around electrical utility facilities and operation of power equipment in areas covered by forest, brush, or grass to minimize wildfire ignition. Government Code Section 66474.02 (Subdivision Map Act) further requires that new subdivisions within Very High Fire Hazard Severity Zones demonstrate compliance with defensible space requirements, adequate emergency access for fire equipment, and availability of public fire protection services prior to approval. The California Building Code (Chapter 7A) and California Fire Code establish ignition-resistant construction requirements, emergency access, defensible space, fire apparatus roads, and fire protection measures for development within wildfire-prone areas, while the Los Angeles Fire Code establishes requirements related to fire access roads, fire hydrants, fire flow, Fire/Life Safety Plan review, and other fire protection features. In addition, the Los Angeles Fire Department Fire Life Safety Plan Review process would evaluate future development proposals, as appropriate, to determine whether additional fire hydrants, emergency water supplies, roadway improvements, fire apparatus access, or other fire protection infrastructure would be necessary to adequately serve future development within wildfire-prone areas. Although applicable regulations substantially reduce wildfire ignition potential associated with utility infrastructure, overhead electrical facilities may continue to represent a potential ignition source where underground installation is not feasible or required. To further reduce this risk, **MM WF-2** would require the undergrounding of new electrical distribution and service lines for discretionary development located within, adjacent to, or within one mile of a Very High Fire Hazard Severity Zone or State Responsibility Area, as discussed further below.[32] Collectively, these requirements and **MM WF-2** reduce the potential for future infrastructure installation and maintenance activities to increase wildfire ignition potential. Future discretionary development projects would also be subject to project-level environmental review, as appropriate, to evaluate site-specific impacts associated with infrastructure improvements and identify additional mitigation where necessary.

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[32] Undergrounding of new electrical distribution and service lines is not otherwise mandated as a blanket requirement under existing state law for development based solely on VHFHSZ status. Existing state requirements under Public Resources Code Sections 4292 and 4293 establish vegetation clearance standards around overhead electrical facilities but do not require conversion to underground installation. California Public Utilities Commission's Undergrounding Program, established pursuant to Senate Bill 884 (2023), directs utility-scale, utility-initiated undergrounding planning in high fire-threat districts, but does not impose a project-level obligation on individual discretionary development applicants. **MM WF-2**, therefore, establishes an independent project-level requirement beyond what is otherwise required by existing law.

Most development accommodated by the Proposed Plans would occur as infill development within previously developed portions of the CPAs and generally would not require substantial new infrastructure capable of exacerbating wildfire risk. However, future development within or adjacent to Moderate, High, and Very High Fire Hazard Severity Zones could require new or expanded infrastructure, including roadway improvements, emergency water facilities, utility infrastructure, or aboveground electrical facilities. Although existing State and local regulations would substantially reduce wildfire risks associated with such infrastructure, unusual site-specific conditions or project characteristics could result in temporary or ongoing environmental impacts or increased wildfire risk. Therefore, implementation of the Proposed Plans could require associated infrastructure that may exacerbate fire risk or result in temporary or ongoing environmental impacts. Impacts would be ***potentially significant***.

Mitigation Measures

MM WF-2 For all discretionary development projects located within or adjacent to a Very High Fire Hazard Severity Zone, or within one mile of a Very High Fire Hazard Severity Zone or State Responsibility Area, new electrical distribution and service lines shall be placed underground to the maximum extent feasible unless underground installation is determined by the responsible utility to be infeasible or would conflict with other public safety or engineering requirements.

Significance After Mitigation

Implementation of **MM WF-1** and **MM WF-2** would reduce wildfire risks associated with future infrastructure improvements by ensuring compliance with applicable fire protection standards and minimizing wildfire ignition potential associated with new utility infrastructure. However, because future infrastructure needs and wildfire conditions cannot be fully predicted at the program level, impacts would remain ***significant and unavoidable***.

Threshold 4.18-4 **Would implementation of the Proposed Plans 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?**

This impact would be significant and unavoidable.

Implementation of the Proposed Plans would accommodate future residential, commercial, mixed-use, institutional, and public facility development throughout the Southwest Valley CPAs, primarily within existing urbanized areas but also within limited portions of the Community Plan Areas located in or adjacent to Moderate, High, and Very High Fire Hazard Severity Zones (FHSZs) (see **Figure 4.18-2, Fire**

Hazard Severity Zones). These areas include the hillsides of Bell Canyon within the Canoga Park–Winnetka–Woodland Hills–West Hills CPA, the Santa Monica Mountains within the Canoga Park–Winnetka–Woodland Hills–West Hills and Encino–Tarzana CPAs, and portions of the Ventura Boulevard corridor located adjacent to the wildland–urban interface (WUI). In addition, portions of these areas are subject to the Los Angeles Fire Department's Brush Clearance Program, which requires the establishment and ongoing maintenance of defensible space around structures to reduce wildfire risk.[33]

Following a wildfire, burned landscapes can become susceptible to increased runoff, erosion, debris flows, flooding, and slope instability due to the loss of vegetation, reduced soil infiltration, destabilized slopes, and changes in watershed hydrology. Wildfire can remove vegetative cover and consume organic ground litter that intercepts rainfall and stabilizes soils. In addition, intense wildfire may create hydrophobic (water-repellent) soil conditions that reduce infiltration and increase the rate and volume of surface runoff during subsequent storm events.[34] These changes can increase erosion, mobilize sediment and woody debris, and generate debris flows capable of affecting downstream roadways, utilities, public infrastructure, and developed properties. The severity of these hazards depends on numerous site-specific factors, including burn severity, slope gradient, soil characteristics, watershed configuration, rainfall intensity, and the proximity of development to downstream drainage systems.

Although the majority of the Southwest Valley CPAs are urbanized and relatively flat, portions of the Community Plan Areas adjacent to the Santa Monica Mountains and Bell Canyon contain steeper terrain where post-fire hazards may occur. Future development accommodated by the Proposed Plans within or adjacent to these areas could increase the number of people and structures exposed to post-fire flooding, debris flows, landslides, or altered drainage conditions following a wildfire event. Runoff originating from burned hillside watersheds may be conveyed through existing natural drainages, storm drain facilities, and tributary channels before reaching developed portions of the Community Plan Areas. If runoff volumes or sediment loads exceed the capacity of existing drainage infrastructure, localized flooding, debris deposition, or slope failures could affect downstream development and public infrastructure.

The Proposed Plans are intended to accommodate future population and employment growth by directing higher-density residential, mixed-use, and commercial development toward existing urbanized areas, transit corridors, employment centers, and other areas with existing infrastructure and public services. The Proposed Plans generally prioritize infill and redevelopment opportunities within already developed areas

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33 Los Angeles Fire Department, Brush Clearance Program, available at: https://lafd.org/fire-prevention/brush/brush-clearance-requirements , accessed July 7, 2026.

34 U.S. Geological Survey, Wildfires: Burned Areas and Debris Flows, June 2014, available at: https://www.usgs.gov/centers/new-mexico-water-science-center/science/prewildfire-assessments-postwildfire-debris-flow, accessed July 7, 2026.

rather than expansion into undeveloped open space or hillside areas. Accordingly, the Proposed Plans would maintain and expand the existing Open Space land use designations within the Santa Monica Mountains and Bell Canyon and would not redesignate these environmentally sensitive areas for future urban development.

The Proposed Plans would not alter the underlying topography, watershed characteristics, or natural drainage patterns that influence post-fire hazards. Additionally, the Proposed Plans would not alter the extent of Fire Hazard Severity Zones, modify existing topography or drainage patterns, or introduce new development into previously undeveloped hillside areas solely as a result of the proposed land use designations. However, future infill development and redevelopment may continue to occur on existing legal parcels located within or adjacent to Fire Hazard Severity Zones. As discussed in **Section 4.9, Hazards and Hazardous Materials**, implementation of the Proposed Plans would not substantially impair an adopted emergency response plan, consistent with the less than significant conclusion in **Section 4.15, Transportation & Traffic,** future development would continue to be subject to applicable emergency access and evacuation requirements, including those imposed through **MM WF-1**. Accordingly, while the Proposed Plans would not increase the physical susceptibility of the landscape to post-fire flooding or slope instability, they could increase the number of residents, employees, visitors, structures, transportation facilities, and public infrastructure exposed to these hazards over the planning horizon. Because the impact results from increased exposure rather than the creation of new wildfire hazards, implementation of the Proposed Plans would not inherently increase the likelihood of post-fire flooding, debris flows, or landslides, but could increase the number of receptors potentially affected should such an event occur.

In addition, future development within or adjacent to Fire Hazard Severity Zones would be subject to ongoing wildfire management and emergency preparedness programs implemented by the City, including LAFD and the City's Emergency Management Department, and would benefit from regional coordination frameworks such as the Los Angeles County Multi-Hazard Mitigation Plan, in which the City participates. As discussed above, development located within Very High Fire Hazard Severity Zones is required to minimize wildfire risks through hazardous vegetation clearance, fuel modification, emergency vehicle access, fire-resistant building materials, and compliance with specific provisions of the California Fire Code and Los Angeles Fire Code, discussed further below, that set forth these requirements. Fuel modification and hazardous vegetation clearance requirements establish permanent vegetation management standards surrounding structures to reduce combustible fuel loads and improve defensible space, particularly for development located within or adjacent to State Responsibility Areas (SRAs), Very High Fire Hazard Severity Zones (VHFHSZs), and designated Brush Clearance Zones. These requirements are intended to reduce wildfire intensity in developed areas, improve firefighter access, and minimize the potential for structure-to-structure fire spread.

Section 4.9, Hazards and Hazardous Materials also discusses that the City's Emergency Operations Center, LAFD, and mutual aid agreements provide coordinated emergency response capabilities. Furthermore, future discretionary development would be designed and constructed in accordance with applicable provisions of the Los Angeles Fire Code and would be subject to review and approval by the LAFD. Through its Fire Development Services Division, the LAFD conducts Fire Life Safety Plan Reviews, Fire Life Safety Plan Checks, Fire Life Safety Inspections, and other project-specific reviews to verify compliance with applicable fire protection, emergency access, and life safety requirements prior to construction and occupancy. Collectively, these ongoing vegetation management programs, emergency response procedures, and project-level fire protection reviews would reduce the potential for future development accommodated by the Proposed Plans to increase exposure to post-fire flooding, debris flows, landslides, runoff, and drainage-related hazards following a wildfire event.

Future development would be required to comply with applicable federal, State, and local regulations governing grading, erosion control, stormwater management, slope stability, and fire protection. Future development within or adjacent to Fire Hazard Severity Zones would be required to comply with applicable provisions of the California Building Code, California Fire Code, California Wildland-Urban Interface Code, Public Resources Code Sections 4290 through 4292, the Los Angeles Fire Code, and the Los Angeles Municipal Code. These regulations establish requirements for emergency vehicle access, fire apparatus road design, defensible space and hazardous vegetation clearance, fuel modification, fire-resistant building materials, ignition-resistant construction, automatic fire sprinkler systems where required, water supply for fire protection, and ongoing vegetation management to reduce wildfire risk. Specifically, Los Angeles Fire Code Section 503 establishes standards for fire apparatus access roads, Sections 3301 through 3317 establish fire safety requirements for construction and demolition activities, Section 4908 regulates activities within Very High Fire Hazard Severity Zones, and Section 57.322 requires property owners within designated brush clearance areas to remove or modify hazardous vegetation around structures. In addition, Government Code Section 66474.02, also known as the Subdivision Map Act, limits subdivision of land within a VHFHSZ unless the subdivision design and location are consistent with defensible space requirements, adequate public fire protection services would be available, and roads meet applicable fire equipment ingress and egress standards. Development proposals would also be subject to review by the Los Angeles Department of Building and Safety and the Los Angeles Fire Department to verify compliance with applicable fire protection, life safety, geotechnical, grading, and drainage requirements prior to construction.

In addition, future discretionary development projects would be subject to project-level review to evaluate site-specific geotechnical, hydrologic, and wildfire-related hazards, as appropriate. Future projects may also require project-specific geotechnical investigations, hydrology and hydraulic studies, drainage analyses, and erosion control plans to evaluate slope stability, runoff characteristics, drainage capacity, and potential post-fire hazards. Where warranted, additional design measures, including drainage improvements, slope stabilization, erosion control best management practices, and other engineering measures, would be incorporated into project design. Based on this regulatory framework and project-level review process, impacts associated with post-fire flooding, runoff, debris flows, landslides, slope instability, and drainage changes would generally be minimized.

Collectively, implementation of the Proposed Plans would not alter watershed characteristics, increase wildfire frequency, or create new post-fire hazards. Rather, the Proposed Plans could increase the number of people, structures, transportation facilities, and public infrastructure located within areas that may be susceptible to post-fire hazards following a wildfire event. Consequently, the potential impact is associated with increased exposure to existing hazards rather than changes to the physical environment that would increase the hazards themselves.

However, the Proposed Plans are program-level planning documents and do not identify the precise location, design, grading, drainage improvements, or geotechnical characteristics of future discretionary development projects. Likewise, the occurrence, timing, severity, burn extent, and hydrologic response of future wildfire events cannot be predicted at this programmatic level because they depend on future weather conditions, vegetation characteristics, fire behavior, and post-fire storm events. Consequently, it cannot be determined with certainty that all future development within or adjacent to Fire Hazard Severity Zones would avoid exposure to post-fire flooding, debris flows, landslides, runoff, slope instability, or drainage changes. Therefore, implementation of the Proposed Plans could expose people or structures to significant post-fire hazards. Impacts would be ***potentially significant***.

Mitigation Measures

The Proposed Plans would implement **MM WF-1** and **MM WF-2**.

Significance After Mitigation

Implementation of **MM WF-1** and **MM WF-2** would reduce wildfire-related impacts to the extent feasible. However, because future development may continue to occur within or adjacent to wildfire-prone areas, and the occurrence, timing, severity, and behavior of future wildfire events cannot be predicted with certainty, impacts would remain ***significant and unavoidable***.

Threshold 4.18-5 **Would implementation of the Proposed Plans expose people or structures either directly or indirectly to a significant risk of loss, injury, or death involving wildland fire?**

This impact would be significant and unavoidable.

Implementation of the Proposed Plans would accommodate future residential, commercial, mixed-use, institutional, and public facility development throughout the Southwest Valley CPAs. As shown in **Figure 4.18-2**, portions of the Community Plan Areas are located within Moderate, High, and Very High Fire Hazard Severity Zones, primarily in the hillsides of Bell Canyon within the Canoga Park–Winnetka–Woodland Hills–West Hills CPA, the Santa Monica Mountains within the Canoga Park–Winnetka–Woodland Hills–West Hills and Encino–Tarzana CPAs, and adjacent areas along the wildland–urban interface. The majority of the Southwest Valley CPAs, however, consist of previously developed urban neighborhoods located outside of Fire Hazard Severity Zones.

The Proposed Plans are intended to accommodate future population and employment growth by directing higher-density residential, mixed-use, commercial, and institutional development toward existing urbanized areas, transit corridors, employment centers, and areas with existing public infrastructure and services. The Proposed Plans generally prioritize infill and redevelopment opportunities within developed portions of the Community Plan Areas and would not redesignate open space areas within the Santa Monica Mountains or Bell Canyon for future urban development. Consequently, the majority of future development accommodated by the Proposed Plans would be expected to occur outside of Fire Hazard Severity Zones.

Nevertheless, future development may continue to occur on existing legal parcels located within or adjacent to Fire Hazard Severity Zones where the applicable land use designation permits development. Existing single-family residential neighborhoods located within hillside areas would retain their existing land use designations, and redevelopment of these properties could occur during the life of the Proposed Plans. In addition, limited redevelopment and public facility improvements could occur within other developed portions of the Community Plan Areas located adjacent to the wildland–urban interface. Accordingly, while the Proposed Plans would generally direct future growth away from wildfire-prone hillsides, implementation of the Proposed Plans could increase the number of residents, employees, visitors, and structures located within areas exposed to wildfire hazards.

To the extent future development occurs within or adjacent to Fire Hazard Severity Zones, State and local regulations would require development to minimize wildfire risks through hazardous vegetation clearance, fuel modification, emergency vehicle access, ignition-resistant construction, use of approved building materials, automatic fire sprinkler systems where required, and compliance with applicable California Building Code, California Fire Code, California Wildland–Urban Interface Code, Public Resources Code, Los Angeles Fire Code, and Los Angeles Municipal Code requirements. Specifically, Part 9 of the California Fire Code establishes minimum fire protection requirements applicable to the construction, alteration, operation, occupancy, maintenance, and demolition of buildings and structures to safeguard life, property, and emergency responders. Public Resources Code Section 4290 establishes minimum standards for emergency vehicle access, roadway design, street and building identification, emergency water supplies, fuel breaks, and greenbelts, while Sections 4292, 4427, 4428, and 4431 establish requirements intended to reduce wildfire ignition sources within wildfire-prone areas. In addition, Government Code Section 66474.02 (Subdivision Map Act) limits subdivision of land within Very High Fire Hazard Severity Zones unless adequate emergency access, fire protection services, and defensible space requirements can be demonstrated. The Los Angeles Fire Code further establishes standards for fire apparatus access roads (Section 503), construction and demolition fire safety (Sections 3301 through 3317), activities within Very High Fire Hazard Severity Zones (Section 4908), and hazardous vegetation clearance within designated Brush Clearance Zones (Section 57.322). As discussed in Section 4.9, Hazards and Hazardous Materials, future development would also be subject to review and approval by the Los Angeles Fire Department through the Fire Life Safety Plan Review process to verify compliance with applicable fire protection and emergency access requirements. Any future development located within hillside areas or adjacent to Fire Hazard Severity Zones would be required to comply with these requirements, including applicable wildfire protection, defensible space, emergency access, and ignition-resistant construction standards. In addition, future discretionary development would be subject to the Los Angeles Fire Department Fire Life Safety Plan Check review process and approval, as applicable, to ensure compliance with all applicable fire protection requirements prior to construction.

As demonstrated during the January 2025 Palisades Fire, structures incorporating older or legacy construction features were generally more susceptible to wildfire damage due to vulnerabilities such as ember intrusion and combustible building materials.[35] Future development accommodated under the Proposed Plans would be required to comply with current California Building Code Chapter 7A, the California Fire Code, and the Los Angeles Fire Code, which incorporate ignition-resistant construction materials, ember-resistant building features, defensible space requirements, and emergency access standards intended to improve structural resilience during wildfire events.

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35 Los Angeles Fire Department, *Palisades Fire After Action Report*, December 2025, available at: https://lafd.org/news/palisades-afteraction-review-report-drafts-and-final

The Proposed Plans would accommodate a variety of future development types, including residential, commercial, mixed-use, institutional, and public facility development. The development type most likely to occur within or adjacent to Fire Hazard Severity Zones would generally consist of redevelopment of existing single-family residential properties and accessory structures within established hillside neighborhoods, rather than large-scale urban development. Larger mixed-use and higher-density residential projects would generally be concentrated within existing commercial corridors and transit-served areas outside of wildfire-prone hillsides, although isolated projects could occur near the wildland–urban interface where permitted by the applicable land use designation.

Most development accommodated by the Proposed Plans would occur as infill development within previously developed portions of the Community Plan Areas, as mentioned above. Some urban areas, such as small portions of Ventura Boulevard in Encino, are now identified within a High or Very High Fire Hazard Severity Zones based on CAL FIRE's 2025 updates to the recommended LRA FHSZ maps, consistent with the discussion in Section 4.18.1. New development in these urbanized areas now identified as being in Very High Fire Hazard Severity Zones will be subject to the same requirements described above. In addition, future redevelopment may also continue to occur on existing legal parcels located within or adjacent to Fire Hazard Severity Zones where wildfire hazards cannot be completely eliminated despite compliance with applicable regulations. Because this is a program-level analysis and the precise location, design, and site-specific characteristics of future development are unknown, it cannot be determined with certainty that future development within these areas would avoid wildfire-related hazards. Furthermore, the January 2025 Palisades Fire demonstrated that wildfire behavior in the Santa Monica Mountains can be driven by extreme Santa Ana wind events, prolonged drought, topography, and available fuels. While implementation of the Proposed Plans would not alter these underlying environmental conditions that influence wildfire occurrence and spread, it may increase the number of people and structures located within wildfire-prone areas. Therefore, implementation of the Proposed Plans could expose people or structures to a significant risk of loss, injury, or death involving wildland fire, and impacts would be ***potentially significant***.

Mitigation Measures

The Proposed Plans would implement **MM WF-1** and **MM WF-2**.

Significance After Mitigation

Implementation of Mitigation Measures **MM WF-1** through **MM WF-2** would reduce wildfire-related impacts to the extent feasible. However, because future development may continue to occur within or adjacent to wildfire-prone areas, and the occurrence, timing, severity, and behavior of future wildfire events cannot be predicted with certainty, impacts would remain ***significant and unavoidable.***

4.18.6 CUMULATIVE IMPACTS

Wildfire hazards are inherently cumulative because wildfire behavior and risk are influenced by regional factors including climate, prolonged drought, vegetation conditions, topography, wind patterns, and the extent of development within and adjacent to the wildland-urban interface (WUI). Development throughout Los Angeles County and neighboring jurisdictions has increased the number of people, structures, and infrastructure located within wildfire-prone areas. In addition, climate change is expected to contribute to longer fire seasons, increased temperatures, reduced fuel moisture, and more frequent extreme fire weather conditions, which may increase the frequency and severity of wildfire events.

Implementation of the Proposed Plans, when considered together with other past, present, and reasonably foreseeable future development within the City of Los Angeles and surrounding jurisdictions, would contribute to cumulative wildfire-related impacts by accommodating additional development and associated infrastructure within portions of the Southwest Valley CPAs located in or adjacent to Fire Hazard Severity Zones. These impacts correspond to the significant and unavoidable impacts identified above, exacerbated wildfire risk exposure due to slope, wind, and other factors (**Threshold 4.18-2**), infrastructure that may exacerbate fire risk or result in environmental impacts (**Threshold 4.18-3**), exposure to post-fire flooding, debris flows, or landslides (**Threshold 4.18-4**), and direct or indirect risk of loss, injury, or death involving wildland fire (**Threshold 4.18-5**). Although future development would be required to comply with applicable federal, State, and local regulations governing wildfire protection, emergency access, fire-resistant construction, and vegetation management, the Proposed Plans would incrementally contribute to the cumulative increase in people, structures, and infrastructure exposed to wildfire hazards.

Implementation of **MM WF-1** through **MM WF-2** would reduce the Proposed Plans' contribution to cumulative wildfire impacts by requiring project-level wildfire review and implementation of wildfire protection measures, where applicable. However, because wildfire occurrence, intensity, and behavior are influenced by factors beyond the control of the Proposed Plans, and because future development within wildfire-prone areas cannot be entirely avoided or fully mitigated at the program level, the Proposed Plans would result in a cumulatively considerable contribution to wildfire impacts. Therefore, cumulative wildfire impacts would remain ***significant and unavoidable.***

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5.0 ALTERNATIVES

5.1 INTRODUCTION

This section analyzes alternatives to the proposed Southwest Valley Community Plans Update which includes the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys-Lake Balboa Community Plan, hereinafter, collectively referred to as the "Southwest Valley Community Plans" or "Proposed Plans."

As required by Section 15126.6 of the *State CEQA Guidelines*, an EIR must examine a range of reasonable alternatives to the proposed project that would attain most of the basic project objectives but would avoid or substantially lessen any of its significant environmental effects. The purpose of analyzing alternatives for a project is to identify and disclose ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1). Per Section 15126.6(b) of the *CEQA Guidelines*:

> *"... the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly".*

While an EIR need not consider every conceivable alternative to a project, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. The focus is on alternatives that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR needs to examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project (*State CEQA Guidelines* Section 15126.6(f)).

5.2 PURPOSE AND OBJECTIVES

CEQA requires an EIR to include a statement of the objectives sought by a project proponent, in this case the City of Los Angeles. The statement of objectives should include the underlying purpose of the project.

Underlying Purpose of Proposed Plans

The underlying purpose of the Proposed Plans is to plan for and accommodate foreseeable growth in the City, including the Southwest Valley Community Plan Areas (CPAs), consistent with the growth strategies of the City as provided in the Framework Element, as well as the policies of SB 375 and the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to direct the highest levels of intensity and development near transit corridors and stations, job centers, and neighborhood services and amenities.

Project Objectives

In accordance with *CEQA Guidelines* Section 15124, the project objectives identified below support the underlying purpose of the Proposed Plans, assist the City as Lead Agency in developing a reasonable range of alternatives to evaluate in this EIR, and will ultimately aid the decision maker in preparing findings and overriding considerations, if necessary.

The primary and secondary objectives of the Proposed Project are the following:

The **Primary Objectives** of the Proposed Project are to:

- Accommodate projected population, housing, and employment growth forecasted through the planning horizon year of 2050 consistent with the policies of the City of Los Angeles General Plan Framework Element and Housing Element;
- Strengthen connections between land use and transportation in a manner that is consistent with the City's General Plan, including the Framework Element, the Mobility Plan 2035, the Housing Element, and the Plan for a Healthy Los Angeles, and various sustainability policies;
- Bolster the City's goals, policies, objectives and programs that reduce greenhouse gas emissions and promote climate resiliency;
- Meet the housing needs for all income levels and minimize displacement of existing residents by increasing the availability of affordable housing and the variety of housing options within the Plan Areas;
- Encourage mixed-use and equitable transit-oriented development at key locations;
- Preserve appropriate industrial districts and improve their function and visual character through new zoning regulations for improved street frontage, screening and quality building design;

- Enhance commercial areas through zoning regulations for improved street frontage and pedestrian-oriented design standards and by promoting a diversity of uses;
- Direct growth away from low-density neighborhoods, including hillside areas.

The **Secondary Objectives** of the Proposed Project are to:

- Update existing zoning and land use designations to reflect on the ground uses;
- Encourage and promote a variety of mobility options; make streets walkable;
- Develop new standards that create a cohesive design with the surrounding built environment;
- Implement the new zoning code districts and rules as applicable to this geography, through the adoption of the Southwest Valley Community Plans;
- Preserve existing and expand open space in the Southwest Valley CPAs and increase access to open space by incorporating active frontages, building breaks, and outdoor amenity space where appropriate;
- Support public infrastructure improvements consistent with other City departments and public agencies;
- Protect identified eligible historic resources through new zoning regulations.

5.3 SELECTION OF ALTERNATIVES

The EIR alternatives analysis is required to focus on alternatives that avoid or substantially reduce the significant environmental impacts of the Proposed Plans and feasibly attain the underlying purpose of the project and most of the Proposed Plans' primary and secondary objectives. Implementation of the Proposed Plans would result in the following significant and unavoidable impacts:

- **Air Quality, Threshold 4.3-2**: Cumulatively considerable net increase of criteria pollutant (construction volatile organic compound (VOC), nitrogen oxide (NOX), carbon monoxide (CO), fine particulate matter (PM10), and respirable particulate matter (PM2.5) emissions and operational/long-term VOC, NOx, CO, PM10, and PM2.5 under applicable air quality standards; **Threshold 4.3-3**: toxic air contaminant (TAC) impacts related to distribution centers and warehouses during operation.
- **Cultural Resources, Threshold 4.5-1**: Historic resources (project and cumulative).

- **Noise, Threshold 4.12-1**: Increase in ambient noise levels in excess of standards (construction/short-term and cumulative); **Threshold 4.12-2**: Excessive ground-borne vibration or ground-borne noise levels (construction/short-term and cumulative).

- **Public Services and Recreation, Threshold 4.14-5**: Substantial physical deterioration of parks and recreational facilities due to increase in use (operational/long-term and cumulative).

- **Transportation and Traffic, Threshold 4.15-3**: Safety impacts related to off-ramp queuing (operational/long-term and cumulative).

- **Wildfire, Threshold 4.18-2**: Exacerbate wildfire risks, exposing occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire; **Threshold 4.18-3**: requiring the installation or maintenance of associated infrastructure that may exacerbate fire risk or result in temporary or ongoing environmental impacts; **Threshold 4.18-4**: 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 change; **Threshold 4.18-5**: expose people or structures either directly or indirectly to a significant risk of loss, injury, or death involving wildland fire.

The following resource areas were found to have impacts identified as significant, but that can be reduced to a less than significant level with proposed mitigation measures:

- **Air Quality, Threshold 4.3-3**: Expose sensitive receptors to substantial pollutant concentrations during construction.

- **Biological Resources, Threshold 4.4-1**: Have a substantial adverse effect, either directly or through habitat modifications, on a species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

- **Cultural Resources, Threshold 4.5-2**: Impact to archaeological resources (construction/short-term).

- **Geology and Soils, Threshold 4.7-8**: Destroy a unique paleontological resource or unique geological feature (construction/short-term).

- **Hazards and Hazardous Materials, Threshold 4.9-1**: Transport, use or disposal of hazardous materials; **Threshold 4.9-2**: Upset or accident conditions involving release of hazardous materials into the environment; **Threshold 4.9-3**: Emit hazardous emissions/materials within one-quarter mile of an existing/proposed school; **Threshold 4.9-4**: Located on a site of hazardous materials.

- **Tribal Cultural Resources, Threshold 4.16-1**: Cause a substantial adverse change of a tribal/cultural resource.

See **Table 2.0-2, Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation**, in the Executive Summary for all proposed mitigation measures.

Outside of a moratorium or regulations to slow or stop development, which would not meet the Proposed Plans' underlying purpose or basic objectives to accommodate forecasted growth, none of the significant unavoidable impacts identified in this Draft EIR related to air quality, noise, cultural resources, parks, transportation, and wildfire can be reduced to less than significant. Certain impacts (e.g., operational air quality, deterioration of parks) are not location specific and can only be addressed by reducing the overall amount of new development, which would not accommodate foreseeable growth. Other impacts (e.g., construction-related air quality, noise, and vibration impacts) cannot be meaningfully addressed because they would occur regardless of the location, size, or nature of new development. Still, other impacts (e.g., historical resources, traffic safety related to off-ramp queuing) are location specific, but the lack of available information about individual sites at this stage of planning makes developing an alternative to address these impacts infeasible. Even limiting development to avoid significant impacts to one resource may simply divert more growth and development to other areas of the City, thus increasing the potential for similar impacts in other areas of the City. Diverting growth and development to other areas that have fewer transit options may even increase overall regional air pollutant emissions and VMT.

For the above reasons, the range of alternatives that could meaningfully address the Proposed Plans' significant environmental impacts and still meet the underlying purpose and basic project objectives is limited. The following alternatives are identified to reduce significant impacts:

- Alternative 1: No Project
- Alternative 2: Exclude Select Single-Family Rezoning Alternative
- Alternative 3: Proposed Project and proposed Mobility Network Changes

Because the three plans are being considered simultaneously, each of the alternatives apply across all Community Plan Areas. Each of these alternatives are described in greater detail in Section 5.5 below.

Table 5.0-1, Growth Projection Comparison per Alternative in the Southwest Valley CPAs, shows the housing, population, and employment projections under each alternative and the percentage of growth projected through 2050, over existing baseline conditions, for each alternative.

Table 5.0-1
Growth Projection Comparison per Alternative
in the Southwest Valley CPAs

Scenario	Total Summary			Percent Growth 2024-2050		
	Population (persons)	Housing (du)	Employment (job)	Population (person)	Housing (du)	Employment (job)
Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan						
2024 Existing/Baseline Conditions	190,815	72,286	93,342	-	-	-
SCAG 2024 RTP/SCS (2050)	209,356	88,543	116,376	9.7%	22.5%	24.7%
Proposed Plan	324,860	137,362	138,871	70.2%	90.0%	48.8%
Alternative 1 – No Project	234,864	99,309	117,366	23.1%	37.4%	25.7%
Alternative 2 – Proposed Project w/o SF rezoning	311,658	131,780	133,057	63.3%	82.3%	42.5%
Alternatives 3 Proposed Project and Changes to Mobility Networks	324,860	137,362	138,871	70.2%	90.0%	48.8%
Encino-Tarzana Community Plan						
2024 Existing/Baseline Conditions	77,533	33,270	47,648	-	-	-
SCAG 2024 RTP/SCS (2050)	80,852	37,313	62,447	4.3%	12.2%	31.1%
Proposed Plan	113,566	52,577	64,380	46.5%	58.0%	35.1%
Alternative 1 – No Project	107,861	49,936	36,522	39.1%	50.1%	-23.3%
Alternative 2 – Proposed Project w/o SF rezoning	106,751	49,422	58,720	37.7%	48.5%	23.2%
Alternative 3 Proposed Project and Changes to Mobility Networks	113,566	52,577	64,380	46.5%	58.0%	35.1%
Reseda-West Van Nuys-Lake Balboa Community Plan						
2024 Existing/Baseline Conditions	108,296	37,939	37,722	-	-	-
SCAG 2024 RTP/SCS (2050)	117,498	44,845	48,031	8.5%	18.2%	27.3%
Proposed Plan	171,173	65,333	58,686	58.1%	72.2%	55.6%
Alternative 1 – No Project	144,213	55,043	49,766	33.2%	45.1%	31.9%
Alternative 2 – Proposed Project w/o SF rezoning	150,404	57,406	55,951	38.9%	51.3%	48.3%
Alternative 3 Proposed Project and Changes to Mobility Networks	171,173	65,333	58,686	58.1%	72.2%	55.6%

	Total Summary			Percent Growth 2024-2050		
Add Area – Van Nuys-North Sherman Oaks Community Plan						
2024 Existing/Baseline Conditions	17,985	6,682	6,627	-	-	-
SCAG 2024 RTP/SCS (2050)	17,889	6,928	7,362	-0.5%	3.7%	11.1%
Proposed Plan	26,689	10,187	8,711	48.4%	52.5%	31.4%
Alternative 1 – No Project	22,949	8,759	8,107	27.6%	31.1%	22.3%
Alternative 2 – Proposed Project w/o SF rezoning	24,146	9,216	8,673	34.3%	37.9%	30.9%
Alternative 3 Proposed Project and Changes to Mobility Networks	26,689	10,187	8,711	48.4%	52.5%	31.4%
Add Area – Mission Hills-Panorama City-North Hills Community Plan						
2024 Existing/Baseline Conditions	0	0	217	-	-	-
SCAG 2024 RTP/SCS (2050)	0	0	176	-	-	-18.9%
Proposed Plan	0	0	128	-	-	-41.0%
Alternative 1 – No Project	0	0	128	-	-	-41.0%
Alternative 2 – Proposed Project w/o SF rezoning	0	0	128	-	-	-41.0%
Alternative 3 Proposed Project and Changes to Mobility Networks	0	0	128	-	-	-41.0%
Add Area – Northridge Community Plan						
2024 Existing/Baseline Conditions	0	0	103	-	-	-
SCAG 2024 RTP/SCS (2050)	0	0	69	-	-	-33.0%
Proposed Plan	0	0	48	-	-	-53.4%
Alternative 1 – No Project	0	0	48	-	-	-53.4%
Alternative 2 – Proposed Project w/o SF rezoning	0	0	48	-	-	-53.4%
Alternative 3 Proposed Project and Changes to Mobility Networks	0	0	48	-	-	-53.4%
Southwest Valley Community Plans (combined)						
2024 Existing/Baseline Conditions	394,629	150,177	185,659	-	-	-
SCAG 2024 RTP/SCS (2050)	425,595	177,629	234,461	7.8%	18.3%	26.3%
Proposed Plan	636,288	265,459	270,824	61.2%	76.8%	45.9%
Alternative 1 – No Project	509,887	213,047	211,937	29.2%	41.9%	14.2%

	Total Summary			Percent Growth 2024-2050		
Alternative 2 – Proposed Project w/o SF rezoning	592,959	247,824	256,577	50.3%	65.0%	38.2%
Alternative 3 Proposed Project and Changes to Mobility Networks	636,288	265,459	270,824	61.2%	76.8%	45.9%

Notes: du = dwelling unit; SCAG = Southern California Association of Governments; RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy
Sources: SCAG 2024 RTP/SCS; Los Angeles Department of City Planning, 2026

5.4 ALTERNATIVES CONSIDERED BUT REJECTED

Section 15126.6(c) of the *State CEQA Guidelines* requires that an EIR identify those alternatives that were considered but rejected by the lead agency because they either did not meet the objectives of the project, were considered infeasible, or would not avoid or substantially lessen one or more significant effects of the proposed project. While no other alternatives were identified that would feasibly attain most of the basic project objectives and would also avoid or substantially lessen the significant effects of the project, the City considered several configurations of land uses within the CPAs, based on the many years of outreach, engagement, and stakeholder feedback.

One alternative considered and rejected from further evaluation was to maintain the existing land use regulations of the Ventura-Cahuenga Boulevard Specific Plan, which has localized land use regulations that override the underlying zoning on Ventura Boulevard as well as parcels on adjacent boulevards, including Topanga Canyon Boulevard in Woodland Hills, and Reseda Boulevard in Tarzana. This includes strict limits on height, Floor Area Ratio (FAR), lot coverage, and mandatory setbacks. This alternative would reduce the development potential in the Encino-Tarzana and the Canoga Park - Winnetka - Woodland Hills - West Hills Community Plans, further limiting new development in the future. Given this reduction in development potential, new construction would be less likely to occur under this alternative than under the Proposed Plans, which would reduce construction and population-related impacts. However, this alternative would not meet plan objectives to accommodate more housing and employment in the CPAs. This alternative foreseeably could lead to development pressure on other neighborhoods and other commercial corridors to accommodate housing and job growth.

There were several other alternatives identified in response to the Notice of Preparation from 2019, which were considered and rejected, since the components of those Alternatives were features of Project Alternative 3 (Proposed Project with Changes to the Mobility Networks.) The first request was to analyze an alternative where Mulholland Drive east of Saltillo Street, also referred to as "Dirt Mulholland", would remain unpaved in perpetuity, in order to support recreational uses. Project Alternative 3 does not propose

any Network enhancements to Mulholland Drive, thus there are no proposed future changes to its current unpaved condition. The second identified alternative was to analyze a comprehensive greenway habitat and watershed improvements along the Mulholland Drive right-of-way west of the intersection with Ensenada Drive and Topanga Canyon Boulevard. This was not included as an alternative because right of way and drainage regulations and improvements are governed by other agencies, including the Board of Public Works, rather than the Department of City Planning. The third identified alternative was to analyze current and future pedestrian access to the Los Angeles River and tributaries on all parcels where such future pedestrian access is feasible. Alternative 3 includes Network enhancements, specifically additions to the Neighborhood Enhanced Networks (NEN) and the Bicycle Enhanced Network (BEN), along streets that connect to the Los Angeles River and tributaries. The Mobility Plan 2035 states that the NENs are local streets that benefit from pedestrian and bicycle-related safety enhancements while preserving connectivity of local streets to other networks. In order to achieve this, the Mobility Plan outlines design features including mini round-abouts, stop signs on cross streets, and curb bulb-outs, among others. The third identified Alternative was thus concluded to be sufficiently analyzed in Project Alternative 3.

As discussed below, there are no alternatives that the City can identify that would substantially lessen the identified significant and unavoidable impacts identified in this EIR that would meet the underlying purpose of the Project to plan for and accommodate foreseeable City growth in the Southwest Valley CPAs, consistent with the growth strategies and statutory requirements provided in the City's Framework Element, the Housing Element's Citywide Housing Implementation Program (CHIP), the policies of State Senate Bill 375, and SCAG's Regional Transportation Plan/Sustainable Communities Strategy.

5.5 ANALYSIS METHODOLOGY

The alternatives analysis compares the impacts of the Proposed Plans to those of each alternative, concluding whether the alternative's impact would be less than, similar to, or greater than that of the Proposed Plans. The analysis also concludes whether the alternative would either create or avoid a significant impact and discusses what, if any, mitigation would be required for the alternative.

5.6 COMPARATIVE IMPACT ANALYSIS

Alternative 1 – No Project

Alternative Description

The No Project Alternative assumes the continued implementation of the existing 1998 Encino-Tarzana Community Plan, the existing 1999 Reseda-West Van Nuys Community Plan, and the existing 1999 Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan. Under this alternative, the current Community Plans would continue to apply, and existing plans and policies, including the existing zoning, would continue to accommodate development in accordance with existing General Plan Land Use designations. Density, Floor Area Ratio (FAR), and height bonuses accessible under the State's Density Bonus Law and the local Citywide Housing Incentive Program (CHIP) would continue to be available to parcels currently eligible for these programs in the Plan Areas. Similarly, FAR, density, and height above what is allowed through the base zoning accessible through the program established by Senate Bill (SB) 79 would also continue to be available to eligible parcels within specified distances of TOD stops in the Plan Areas. This alternative would assume that the Proposed Plans, and new zoning and land use designations, are not adopted for the Southwest Valley CPAs.

As shown in **Table 5.0-1**, under the current plans (No Project Alternative), the Southwest Valley CPAs are collectively projected to accommodate a population of 509,887 residents, 213,047 housing units, and 211,937 jobs by 2050. SCAG projects growth of the Southwest Valley CPA to reach 425,595 residents, 177,629 housing units, and 234,461 jobs by 2050. Therefore, population and housing growth in the CPAs would exceed SCAG's forecasts even without the Proposed Plans, though the CPAs would not be able to accommodate SCAG's projected job growth. Current land use patterns limit population and housing growth in the Plan Areas when compared with the Proposed Plans (for example, density, height, and FAR are currently limited along Ventura Boulevard by the existing plans and overlays, which limits residential and non-residential development) and would likely cause development to occur elsewhere in the region. This may increase regional emissions of air pollutants and greenhouse gases as well as increased regional energy consumption, VMT, and population displacements.

Alternative 1 is included because the State CEQA Guidelines require the analysis of a "no project" alternative. The analysis of Alternative 1 treats the alternative as a "new" project similar to the other alternatives and discusses potentially "significant" impacts. It should be recognized that Alternative 1 would not require any new discretionary approval from the City and, therefore, would not technically have any new impacts under CEQA, nor would the City have a mechanism for imposing the mitigation measures proposed for the Proposed Plans and other project alternatives.

Due to limitations placed on development in the Southwest Valley CPAs under the existing plans, overlays, and policies, Alternative 1 would not be consistent with several primary objectives, such as: accommodate projected employment growth forecasted through the planning horizon year of 2050; strengthening connections between land use and transportation in a manner that is consistent with the City's General Plan; meeting the housing needs for all income levels and minimizing displacement of existing residents by increasing the availability of affordable housing and the variety of housing options within the Plan Areas; encouraging mixed-use and equitable transit-oriented development at key locations; enhancing commercial areas through zoning regulations for improved street frontage and pedestrian-oriented design standards and by promoting a diversity of uses; and, implementing the New Zoning Code Districts and rules as applicable to this geography, through the adoption of the Proposed Plans. It would also not fulfill the following secondary objectives: updating existing zoning and land use designations to reflect existing on the ground uses; encouraging and promoting a variety of mobility options; making streets walkable; increasing access to open space in new developments by incorporating active frontages, building breaks, and outdoor amenity space where appropriate; and, preserving existing and expanding open space in the Southwest Valley CPAs.

Although Alternative 1 would partially fulfill some objectives, it would meet the following objectives to a lesser degree than the Proposed Plans: accommodating projected population and housing, (but not employment) growth forecasted through the planning horizon year of 2050 consistent with the policies of the City of Los Angeles General Plan Framework Element; and, preserving appropriate industrial districts and improving their function and visual character through new zoning regulations for improved street frontage, screening, and quality building design.

Impact Analysis

Aesthetics

Identified scenic views and vistas in the Southwest Valley CPAs include:

- The Warner Center skyline from the hillsides;
- Limited views of the Santa Monica Mountains and the Sepulveda Basin;
- Publicly accessible panoramic views of the Southwest Valley CPAs from the hillsides within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area and the Encino-Tarzana Community Plan Area;
- Mulholland Drive, Valley Circle Boulevard, and Ventura Boulevard.

Under Alternative 1, development would continue under current planned land use patterns in the CPAs. The CPAs are largely comprised of single-family residential neighborhoods bordered by commercial corridors comprised of multifamily residential, small-scale neighborhood-serving commercial uses, public facilities, and corporate office parks. The Southwest Valley CPAs are relatively flat land, surrounded by hillsides, ridgelines, and open canyons, with open space making up approximately 13.6 percent of the combined CPAs.

The current General Plan Land Use designations would accommodate development with less overall height, scale, and intensity, as compared to the Proposed Plans, and thus may result in fewer changes in visual character, or obstruction of scenic views. Development under existing plans would be implemented in accordance with applicable state and local plans, policies, and guidelines including, but not limited to, the City's General Plan Framework, Conservation Element, Mobility Plan 2035, and provisions of the existing Los Angeles Municipal Code (LAMC) as it relates to development standards, and visual character. Like the Proposed Plans, Alternative 1 could introduce new sources of light and glare in the CPAs, and while future development in the CPAs would follow the existing land use designations, nighttime lighting and glare could still increase with new development permitted under the existing land use and zoning designations. Nonetheless, any additional effects would be incremental. In addition, future development would comply with applicable regulations regarding permitted light and glare. However, Alternative 1 would not implement design standards to revitalize commercial corridors and create a cohesive character. As a result, similar to the Proposed Plans, Alternative 1 would have a ***less than significant impact*** on aesthetic resources. However, impacts would be incrementally greater overall than the Proposed Plans.

Agriculture and Forestry Resources

Under Alternative 1, development would continue under current planned land use patterns in the CPAs. The Southwest Valley CPAs contain a total of 159.15 acres of Prime Farmland and a total of 65.61 acres of Unique Farmland. The CPAs do not contain any forestland. Potential impacts related to the conversion of farmland to non-agricultural use occur through changes in land use designation, zoning changes, or development capacity increases that facilitate the redevelopment or rezoning of land currently mapped as agricultural. This includes land classified as Prime Farmland or Unique Farmland by the California Department of Conservation's Farmland Mapping and Monitoring Program. Many of the sites zoned for agricultural use are around the Sepulveda Basin or on the campus of Los Angeles Pierce College (Pierce College). These sites would not be affected by either the Proposed Plan or the No Project Alternative. In the case of residential uses zoned for agriculture, the zoning changes under the Proposed Plans would not occur with the No Project. As the sites would remain zoned for agricultural use, no changes would be expected. However, the Proposed Plans include policies that encourage development in urbanized areas and away from areas zoned for farmland use. Without these policies, it is possible that additional

development pressure occurs around the farmland sites. Many of these sites are ranches, vacant land, or nursery sites. Nonetheless, as no changes to the zoning would occur, impacts would be ***less than significant*** and similar to the Proposed Project.

Air Quality

Alternative 1 would accommodate less overall development and associated growth than the Proposed Plans. Alternative 1 would result in 52,412 fewer housing units (-20 percent), 126,401 fewer residents (-20 percent), and 58,887 fewer jobs (-22 percent) through 2050 than would be anticipated under the Proposed Plans. Like the Proposed Plans, Alternative 1 would not increase reasonably anticipated development in a way that would be inconsistent with SCAG's growth forecasts and, therefore, would not conflict with the Air Quality Management Plan (AQMP). However, the reduced level of growth in the CPAs under Alternative 1 would likely mean that more growth would occur elsewhere in the City or the region. This may increase regional impacts related to air quality as a function of VMT if growth occurs in areas with fewer transit options and longer distances between jobs, housing, and services. However, even though Alternative 1 would accommodate less overall growth in the CPAs than the Proposed Plans, it would still attain the policy goals of the RTP/SCS, the Southern California Air Quality Management District (SCAQMD) AQMP, and the City's General Plan Framework Element and Air Quality Element goals related to concentrating development in areas with access to transit and reducing emissions, although to a lesser degree than the Proposed Plans. Therefore, impacts related to conflicting with or obstructing implementation of an applicable air quality plan would be greater than the Proposed Plans but would remain ***less than significant***.

As with the Proposed Plans, it is reasonable to assume that development would result in increased construction emissions of NOx, respirable particulate matter (PM10), and fine particulate matter (PM2.5). Although less construction may occur overall under Alternative 1 (i.e., a 20 percent reduction in the anticipated number of housing units) compared to the Proposed Plans, maximum daily emissions would be similar to what would occur under the Proposed Plans since the nature and magnitude of individual construction projects would be similar. Similarly, because less development would occur under Alternative 1, it is reasonable to assume that overall operational emissions would be less than the Proposed Plans. Nevertheless, because VOC emissions under the Proposed Plan would need to be substantially reduced to meet the SCAQMD significance threshold, the level of development accommodated by Alternative 1 in the Southwest Valley CPAs would still result in daily VOC 5However, because EPMs are implemented as Community Plans are

adopted, this No Project Alternative would not be subject to EPMs included in the Proposed Plans, and therefore, criteria pollutant emissions could be potentially higher in the No Project Alternative than in the Proposed Plans.[1] Additionally, exposure of sensitive receptors to temporary construction emissions could be significant and unavoidable without the mitigation measures. Impacts from toxic air contaminants (TACs) from distribution center truck activity would be greater than that of the Proposed Plans without EPMs. Large individual projects would likely be subject to additional environmental review, which may impose mitigation measures addressing temporary construction emissions. Exposure to odors would also be similar to the less than significant impact identified for the Proposed Plans. Under the No Project Alternative, impacts related to construction, operational emissions, and exposure of sensitive receptors to temporary construction would be significant and greater than the Proposed Plan. While the No Project Alternative would reduce the amount of development potential compared to the Proposed Plans, it would not include EPMs and therefore emissions could be potentially higher than in the Proposed Plans.

Biological Resources

The majority of the Southwest Valley CPAs are developed with urban uses or are substantially degraded, and as such would not support threatened or endangered species. However, portions of the Southwest Valley CPAs consist of open spaces in the Bell Canyon area, the Sepulveda Basin Wildlife Reserve, and a number of open spaces within the Santa Monica Mountains that have grasslands and vegetation that could potentially be suitable habitat for these endangered species, especially the endangered bird species. Additionally, portions of both the Santa Monica Mountains and Bell Canyon, and the adjacent Upper Las Virgenes Open Space Preserve, are identified as Significant Ecological Areas (SEAs) in the City of Los Angeles, and some of these species, particularly birds, may find refuge there. Additionally, there are several riverine and floodway channels within the CPAs that could potentially support habitats, such as headwater streams and channels that converge with wetland and other riparian habitats (i.e., shrub wetland, freshwater pond). There are numerous special status species that have historically been reported in the area, but it should be noted that there have been no recent observations recorded of any listed species within the CPAs.

The Proposed Plans prioritize infill development, thus aiming to minimize development in potential native biological habitats and wildlife corridors. Similar to the Proposed Plans, the No Project Alternative would not foreseeably result in modification of the areas where these species were historically found, notably, Bell Canyon and the Santa Monica Mountains. Furthermore, neither the Proposed Plans nor the No Project Alternative include components that would affect the existing use, zoning, or land use designations of these

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1 EPMs could still be implemented on a project-by-project basis as mitigation measures, but would not be imposed across the CPAs uniformly as would occur with the Proposed Plans

areas, including along the Mulholland Scenic Parkway where development is subject to the Mulholland Scenic Parkway Specific Plan. Any future development would require adherence with the federal Migratory Bird Treaty Act (MBTA), the California Fish and Game Code (CFGC), and the LAMC Tree Preservation Ordinance (177,404).

Alternative 1 would not interfere with natural resources, degrade the sustainability of natural resources in the region, disrupt existing open space, or encroach upon any natural settings. Therefore, Alternative 1 would not conflict with goals, policies, and programs of the General Plan Framework or the City Conservation Element. However, without the EPMs that would apply throughout the CPAs with the Proposed Plans, the City would have to rely on project-by-project implementation of the proposed mitigation measures. As such, although impacts to biological resources would be similar to those of the Proposed Plans, impacts under the No Project Alternative could be greater due to the lack of uniformly applied EPMs.

Cultural Resources

Four buildings located within the Southwest Valley CPAs are listed in the National Register and/or the California Register. Two buildings are located within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, one building is located within the Encino-Tarzana CPA, and one building is located within the Reseda-West Van Nuys-Lake Balboa CPA. The Proposed Plans do not include any changes to these properties. However, the Southwest Valley CPAs contain properties that either have or will pass the age threshold (50 years of age) generally signaling the need for evaluation, which would occur through the 2050 Horizon Year of the Proposed Plan. As with the Proposed Plans, Alternative 1 may result in demolition or alteration of historical resources or their settings, or the disturbance of areas that may potentially contain archaeological resources and/or human remains. Alternative 1 would accommodate development consistent with current land use designations and patterns and, as such, may result in slightly reduced impacts to historical resources and associated settings as compared to the Proposed Plans. All future development projects would continue to be subject to existing federal, state, and local requirements with respect to cultural resources, and discretionary projects may be subject to project-specific mitigation requirements under CEQA. With the Proposed Plans, implementation of **Mitigation Measures CR-1** and **CR-2** as EPMs would reduce the potential to disturb archaeological resources and human remains. However, because Alternative 1 would not be subject to the EPMs proposed in the Proposed Plans, the potential for disturbance would be greater than under the Proposed Plans and would be significant and unavoidable since the EPMs may not be required of every project that may impact cultural resources. In addition, although existing regulations provide certain protections for significant historical resources, individual developments allowed by Alternative 1 could potentially cause a substantial adverse change in or disturbance of historical resources as defined in *CEQA Guidelines* Section 15064.5. While overall

development would be lower under Alternative 1, the lack of uniformly applied EPMs or mitigation measures could lead to a greater disturbance of cultural resources than the Proposed Plans, resulting in ***significant and unavoidable impacts***.

Energy

Development under Alternative 1 would result in less residential development and population growth than under the Proposed Plans. Consequently, overall transportation energy, electricity, and natural gas consumption would be less than the Proposed Plans in 2050. However, on a per capita basis, Alternative 1 would result in more natural gas consumption than the Proposed Plans for year 2050. Similar to the Proposed Plans, Alternative 1 would result in higher 2050 per capita transportation energy, electricity, and natural gas consumption compared to baseline conditions. **Section 4.6, Energy**, **Table 4.6-7** through **Table 4.6-9** compares existing (2024) transportation energy, electricity, and natural gas consumption to 2050 transportation energy, electricity, and natural gas consumption. Implementation of the Proposed Plans would result in a 30 percent increase in annual transportation energy use, a 21 percent increase in annual electricity consumption, and a 36 percent increase in natural gas consumption from baseline conditions. Implementation of Alternative 1 would also result in increases in energy consumption, but to a lesser degree when compared to the Proposed Plans (a 10 percent increase in annual transportation energy use, a 0.05 percent decrease in annual electricity consumption, and a 21 percent increase in natural gas consumption from baseline conditions). Alternative 1 would result in lower total energy use than the Proposed Plans but the Proposed Plans would result in lower annual per capita energy use (59.81 MMBtu per capita compared to 63.40 MMBtu per capita transportation energy use and 6.93 MWh and 13.67 MMBtu per capita electricity and natural gas consumption compared to 7.15 MWh and 15.14 MMBtu for electricity and natural gas for the No Project).

Because Alternative 1 would consume less energy overall, but more energy than the Proposed Plans on a per capita basis, it may result in incrementally greater impacts with respect to the inefficient, unnecessary, or wasteful direct or indirect consumption of energy as compared to the Proposed Plans. Nevertheless, as with the Proposed Plans, Alternative 1 would not result in energy demand that exceeds the existing or planned capacity for the service area or the wider Southern California region. In addition, neither Alternative 1 nor the Proposed Plans would conflict with applicable federal, state, or local energy regulations. Overall, impacts would be ***less than significant*** under Alternative 1, but incrementally greater than the Proposed Plans.

Geology and Soils

Implementation of the No Project Alternative and the Proposed Plans would generally accommodate development in the same footprints as existing structures in the Southwest Valley CPAs. Any new development in the CPAs under Alternative 1 and the Proposed Plans would be exposed to existing geologic and soil hazards; however, this development would not increase the potential for such hazards or create new hazards. Compliance with existing regulatory requirements and policies, including the LAMC and the California Building Code (CBC) would reduce impacts from adverse effects related to seismic activity and ground shaking, liquefaction, on or off-site landslides, ground failure; or adverse effects related to expansive soil, or to a geologic unit or soil that is unstable or would become unstable as a result of the project and result in landslide, lateral spreading, liquefaction, or collapse. In some cases, future development in the Southwest Valley CPAs may reduce the potential for property damage and/or safety concerns by replacing older structures with new structures built to current seismic standards. For all geological impacts except paleontological, as discussed below, impacts would remain less than significant under Alternative 1.

Similar to the Proposed Plans, Alternative 1 would have the potential to disturb paleontological resources. Implementation of **Mitigation Measures GEO-1** through **GEO-3** would reduce the potential to disturb or damage paleontological resources. However, because this alternative would not be subject to the mitigation measures proposed for the Proposed Plans, the potential for disturbance of paleontological resources would be greater than under the Proposed Plans and would be ***significant and unavoidable***.

Greenhouse Gas Emissions

Development accommodated by Alternative 1 or the Proposed Plans would generate greenhouse gas (GHG) emissions through individual project construction and operation. GHG emissions would be generated by direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation. **Section 4.8, Greenhouse Gas Emissions**, **Table 4.8-8** compares existing (2024) annual GHG emissions for the Southwest Valley CPAs to 2050 emissions with and without the Proposed Plans. Compared to 2024 baseline conditions, Alternative 1 would result in a 5 percent decrease in total GHG emissions and a 22 percent reduction in per capita GHG emissions by 2050. Implementation of the Proposed Plans would result in a 13 percent increase in total GHG emissions and a 28 percent decrease in per capita GHG emissions in the Southwest Valley CPAs by 2050. Under Alternative 1 and the Proposed Plans, future per capita emissions would be lower than 2024 baseline emissions due to improved energy efficiency and reduced per capita VMT. The per capita reduction in GHG emissions demonstrates compliance with regional, state, and federal efforts to reduce climate impacts from development and transportation. Impacts associated with the implementation of

applicable GHG reduction plans under Alternative 1 would be less than the Proposed Plans and remain ***less than significant***.

Although Alternative 1 would result in fewer total GHG emissions than the Proposed Plans, it would accommodate less development and associated growth, which may result in more population and housing growth elsewhere in the City and region where fewer transit options are available and the distances between residences, jobs, and services are greater. As a result, overall citywide and regional GHG emissions as a function of VMT may increase and Alternative 1 would not be as consistent with climate goals outlined in AB 32, SB 32, SB 375 (through demonstration of conformance with the RTP/SCS), and the City's Green New Deal (the Sustainable City pLAn and GreenLA) and Mayor Bass's Climate Action Plan for Los Angeles, resulting in a significant impact. Overall citywide and regional GHG emissions would be incrementally greater under Alternative 1 than under the Proposed Plans.

Hazards and Hazardous Materials

Development under Alternative 1 would continue under the current planned land use patterns and feature less overall development capacity and associated growth than would occur under the Proposed Plans. Similar to the Proposed Plans, operational activities associated with development under Alternative 1 do not have the potential to create a hazard to the public from the routine transport, use, or disposal of hazardous materials because both the Proposed Plans and Alternative 1 would be subject to state and local requirements. Moreover, similar to the Proposed Plans, Alternative 1 has the potential for upset or accident conditions involving hazardous materials release from transport, use, or disposal of hazardous materials and development may occur on a site which is included on a list of hazardous materials sites. However, Mitigation Measures HAZ-1 through HAZ-3 related to unanticipated hazards would not be implemented under this alternative.

The Proposed Plans include a boundary change that would extend the Reseda-West Van Nuys-Lake Balboa CPA boundary to include the entirety of the Van Nuys Airport, including the Van Nuys Airport Plan boundaries, and adjacent uses located east of the Van Nuys Airport. As such, the land uses around the airport would comply with the land use policies and design standards within the Proposed Plans. Under the No Project Alternative, there would be no applicable policies implemented in the vicinity of Van Nuys Airport. Impacts would likely remain less than significant, however, they would be greater than under the Proposed Plan.

Under the Proposed Plans or the No Project Alternative, redevelopment, renovation, or demolition of structures built before 1979 could potentially include disturbing asbestos containing materials and/or lead based paint, but compliance with existing regulations would ensure that these materials would not be

released into the atmosphere. In addition, future development would potentially occur in Methane Zones and Methane Buffer Zones and near oil wells, however compliance with applicable regulations would reduce such impacts to a less than significant level. As with the Proposed Plans, grading and construction activity could potentially result in the release of soil and/or groundwater contamination. This could affect schools or include a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment. Overall impacts associated with Alternative 1 would be similar to, but slightly less than those of the Proposed Plans since the overall level of development would be lower. As with the Proposed Plans, impacts related to the potential disturbance of contaminated soils would be significant. Adherence to **Mitigation Measures HAZ-1** through **HAZ-3**, as discussed in **Section 4.9, Hazards and Hazardous Materials**, would reduce impacts related to contaminated soils. Consistent with the analysis for the Proposed Plans (discussed in **Section 4.18, Wildfire**), Alternative 1 would result in significant and unavoidable impacts regarding the exposure of people or structures, to a significant risk of loss, injury, or death involving wildland fires. However, because this alternative would not be subject to the mitigation measures proposed in the Proposed Plans, the potential for exposure to contaminants to the public due to possible construction on hazardous sites and release of hazardous emissions would be greater than the Proposed Plans and would be ***potentially significant***.

Hydrology and Water Quality

Alternative 1 would accommodate development in a manner consistent with current land use patterns and, therefore, would not substantially alter drainage patterns or result in substantial erosion, siltation, or flooding on- or off-site. Development accommodated by Alternative 1 and the Proposed Plans would be subject to federal, state, and local requirements that prevent violations of water quality standards or waste discharge requirements and support the preservation and expansion of pervious surfaces. In addition, new development projects under Alternative 1 and the Proposed Plans would be required to incorporate Best Management Practices to manage stormwater and reduce runoff during construction and operation, and industrial sources would be subject to additional stormwater management and discharge requirements under the National Pollutant Discharge Elimination System (NPDES) program for industrial uses. Compliance with the City's Low Impact Development (LID) Ordinance would further ensure that any future development resulting from either Alternative 1 or the Proposed Plans would not require construction of new stormwater drainage facilities and/or expansion of existing facilities beyond specific improvements needed for individual development projects. In the long-term, redevelopment of sites in the Southwest Valley CPAs under Alternative 1 and the Proposed Plans would improve surface water quality by replacing older developments with new developments that incorporate LID methods. Therefore, similar

to the Proposed Plans, Alternative 1 would not adversely affect conditions with respect to hydrology and water quality and impacts would be ***less than significant***.

Land Use and Planning

Under Alternative 1, development would continue under current planned land use patterns in the Plan Areas. This alternative would not accommodate the greater building heights, scale, and intensity that could occur in portions of the Southwest Valley CPAs under the Proposed Plans, especially in areas located near transit or along major corridors. As a result, Alternative 1 would be less consistent with RTP/SCS policies related to the provision of high intensity and transit-oriented development as well as with the City's General Plan and Framework Element. It would also be inconsistent with the 2021-2029 Housing Element, which directs CPAs undergoing updates to accommodate the City's Regional Housing Needs Assessment (RHNA) allocation through rezoning focused on increasing housing development capacity as specified by programs like the RHNA Rezoning Program (Program 121). As discussed under Air Quality, Alternative 1 may implement RTP/SCS, the SCAQMD AQMP, and the City's General Plan Framework Element and Air Quality Element policies related to concentrating development near transit and reducing per capita GHG emissions to a lesser degree than the Proposed Plans since the lower overall development totals may result in increased development elsewhere in the City and incrementally higher per capita GHG emissions, as travel times would increase. Like the Proposed Plans, Alternative 1 would not physically divide an established community or conflict with an applicable habitat conservation plan or natural community conservation plan. Overall, like the Proposed Plans, this alternative would not conflict with existing land use plans and policies or divide a community. Impacts related to land use would be greater under Alternative 1 than the Proposed Plans but would remain ***less than significant***.

Noise

Similar to the Proposed Plans, Alternative 1 would include construction activity that would result in temporary increases in ambient noise levels on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Sensitive receptors are located throughout the Southwest Valley CPAs and could be exposed to noise associated with construction activities related to reasonably anticipated development from the Proposed Plans.

Construction activities occurring in the CPAs are subject to the Regulatory Compliance Measures adopted pursuant to the City's noise ordinances. These measures include:

- Compliance with the City's Noise Regulation, codified in LAMC Chapter XI and amended by Ordinance No. 161,574, adopted July 30, 1986, which prohibits the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

- Compliance with LAMC Chapter IV, Section 41.40, which restricts construction activities to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday and federal holidays, and prohibits activities on Sundays.

- Compliance with the City's Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City's telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the Los Angeles Department of Building and Safety (LADBS).

- LAMC Chapter XI, Section 112.05 establishes performance standards for powered equipment or tools. The maximum allowable noise level for most construction equipment within 500 feet of any residential zone is 75 A-weighted decibels (dBA) measured at 50 feet from the noise source. This restriction holds unless compliance is not technically feasible even with the use of noise "mufflers, shields, sound barriers, and/or other noise reduction devices or techniques."

Compared to the Proposed Plans, duration of construction and use of heavy-duty equipment in the Alternative 1 scenario would be incrementally reduced compared to the Proposed Plans due to reduced overall development potential. Although the overall impact generated by temporary construction noise under Alternative 1 would be less than that of the Proposed Plans, the impact would remain potentially significant due to the amount of total development that could occur.

All construction would be required to comply with the appropriate Regulatory Compliance Measures as well as LAMC Chapter XI, Section 112.05. Nevertheless, maximum noise levels generated by construction equipment under Alternative 1 could potentially involve two or more subterranean levels, construction durations of 18 months or more, use of large, heavy-duty equipment rated 300 horsepower or greater, or impact pile driving. In addition, **Mitigation Measure NOI-1** through **MM NOI-6** for the Proposed Plans would not apply in Alternative 1. Although individual projects requiring additional environmental review may be subject to mitigation measures, the overall impacts from temporary construction noise resulting from implementation of Alternative 1 would be significant and unavoidable and be greater than that of the Proposed Plans.

Any future construction activity, specifically pile driving, could potentially generate vibration exceeding the 90 VdB (decibel notation) threshold for buildings extremely susceptible to building damage (e.g., historical structures). Although mitigation is available to minimize the potential effects of vibration, it cannot be assured that construction-related vibration would not result in building damage. **Mitigation Measure NOI-7** through **NOI-9** would not apply and thus, construction-related vibration under Alternative 1 would be greater than under the Proposed Plans and would result in a significant and unavoidable impact.

Alternative 1 would not be expected to increase operational stationary and mobile noise levels by 3 dBA Community Noise Equivalent Level (CNEL) or more into the "normally unacceptable" or "clearly unacceptable" categories, or by 5 dBA CNEL or more. A 3 dBA increase in noise requires a doubling of noise from the source (i.e., doubling of traffic volume). Under Alternative 1, impacts related to operational noise levels would be incrementally less than under the Proposed Plans due to less population growth, and operational noise impacts would be less than significant.

It is not anticipated that new development in the CPAs would involve activities that would result in substantial operational vibration levels (e.g., blasting operations). Like the Proposed Plans, operational ground-borne vibration in the vicinity of new development associated with Alternative 1 would be primarily generated by vehicular travel on the local roadways. According to the Federal Transit Authority Transit Noise and Vibration Impact Assessment guidance document, rubber tires and suspension systems dampen vibration levels from trucks to a level that is rarely perceptible. Accounting for additional vehicle trips that would be accommodated by Alternative 1, traffic vibration levels would be similar to existing conditions and not perceptible.

Similar to the Proposed Plans, Alternative 1 would have ***less than significant*** impacts related to airport noise.

Population and Housing

The population and housing growth for Alternative 1 exceeds SCAG's RTP/SCS forecast; however, Alternative 1 would continue to concentrate forecasted growth in areas with existing zoning that allows for a mix of jobs and housing and with access to transit in some of these areas. As such, it would not result in significant impacts related to population or housing growth. Alternative 1 would have less potential to displace housing than the Proposed Plans but would also include less replacement housing. However, to address potential displacement and to comply with State law, in 2025, the City adopted a citywide Resident Protections Ordinance (PRO) to provide existing occupants of protected units the right to remain for six months before the start of construction, the Right to Return if demolition does not proceed, and some

relocation assistance for qualifying occupants. Lower Income tenants are also provided with the Right to Return to a unit in the new development, as well as an enhanced Right to Relocation benefit. As such, similar to the Proposed Plans, Alternative 1 would result in an overall increase in housing that would offset any housing displacement that may occur. However, continuing to limit housing development in the CPAs to areas with existing zoning that can accommodate multi-family development as would occur under Alternative 1 may result in increased housing development elsewhere in the City, which could potentially increase temporary displacement of existing housing in other Los Angeles neighborhoods. Moreover, Alternative 1 would not be consistent with multiple programs of the 2021-2029 Housing Element, such as Program 121 (RHNA Rezoning Program) and Program 124 (Affirmatively Furthering Fair Housing Program), which focus on prioritizing additional housing capacity citywide and direct DCP's 16 active Community Planning update programs, which includes the update to the Southwest Valley CPAs, to develop land uses and zoning that, when adopted and implemented, will provide more housing development opportunities, particularly lower-income capacity, in Higher Opportunity Areas and near transit and jobs. Like the Proposed Plans, Alternative 1 would not induce substantial population growth inconsistent with the regional growth plans. Overall, impacts related to population and housing would be ***less than significant*** under Alternative 1, and similar to the Proposed Plans.

Public Services

Implementation of Alternative 1 would involve less overall development and associated growth than the Proposed Plans. Nevertheless, the increased growth under either scenario may require additional public facilities to serve new residents. With respect to fire and police services, Alternative 1 and the Proposed Plans would accommodate new development that would increase demand for fire and police protection services. This may result in the need for new or expanded fire and police facilities. Based on the urbanized character of the Southwest Valley CPAs, it is anticipated that new or expanded facilities could be built without creating significant environmental impacts. Depending on the location or nature of new facilities, the construction of needed new facilities could potentially result in impacts; however, like the Proposed Plans, those impacts would be consistent with those already identified in this Draft EIR for construction or operations of infill development. Project-specific environmental analysis under CEQA would be required to address any site-specific environmental concerns.

With respect to schools, as summarized in **Table 5.0-2**, residential and non-residential development accommodated by Alternative 1 would result in approximately 115,761 new students in the Southwest Valley CPAs by 2050. Of this total, an estimated 40,781 would enroll in elementary school, 11,247 would enroll in middle school, 22,378 would enroll in high school, and 3,100 would enroll in special day classes. Overall, Alternative 1 would result in approximately 20 percent fewer students as compared to the Proposed Plans. As such, Alternative 1 would result in development that would increase the student

population of the Southwest Valley CPAs, but to a lesser extent than the Proposed Plans. As with the Proposed Plans, developers would be required to pay applicable school impact fees while LAUSD monitors growth and school capacity. Further, many LAUSD schools are experiencing declining enrollments. As with the Proposed Plans, any impacts associated with new school construction would be similar to those analyzed and identified in this Draft EIR for other types of development, and any site-specific impacts would be speculative and would be addressed by the LAUSD as part of a project-level CEQA review.

Table 5.0-2
Alternative 1 Anticipated Student Generation in the Southwest Valley CPAs

Land Use	Dwelling Units/Jobs	Student Generation				
		Elementary School (TK-5)	Middle School (6-8)	High School (9-12)	SDC	Total Students Generated
Residential[1]	213,047 du	40,781	11,247	22,378	3,100	77,506
Non-Residential[2]	211,937 jobs	–	–	–	-	38,255
Total Students Generated by Alternative 1						**115,761**

Note: du = dwelling units; sf. = square feet; TK = Transitional Kindergarten; SDC = Specialized Day Care
Non-residential uses include commercial, industrial, and public facilities.
1 Student generation rates for residential use is based on the 2026 School Impact Fee Justification Study for the LAUSD (LAUSD, March 2026). Residential Generation Rates: Elementary: 0.19142/du, Middle School: 0.05279/du, High School: 0.10504/du, SDC: 0.01455/du
2 Non-residential uses can generate increases in student enrollment when local employees opt to send their children to schools in the area of their employment. Student generation rates for non-residential use is based on the net ratio of students per employee in the School District (0.1805 students per employee), taken from the 2026 School Impact Fee Justification Study for the LAUSD (LAUSD, March 2026). The student to employee rate does not break down the student generation to different school types (Elementary, Middle, High, SDC), so the rate is directly multiplied by the total job value for one total.

With respect to libraries, both Alternative 1 and the Proposed Plans would increase demand for library facilities. However, the City of Los Angeles is well served by library facilities and would not require the construction of new or expanded facilities.

Overall, impacts related to public services would be ***less than significant*** under Alternative 1, and less than the Proposed Plans due to the reduction in population compared to the Proposed Plans.

Public Services and Recreation

Implementation of Alternative 1 would involve less overall development and associated population increases than the Proposed Plans. However, any new development would increase the use of existing park and recreational facilities throughout the City, including in and adjacent to the Southwest Valley CPAs.

The City of Los Angeles Public Recreation Plan states that in order to meet long-range local recreational standards, the City should maintain a minimum of two acres of neighborhood facilities and two acres of community recreational facilities for every 1,000 persons, or a combination of neighborhood and community facilities adding up to four acres. As shown in **Table 4.14-14 in Section 4.14 Public Services and Recreation**, the Southwest Valley CPAs contain a total of 3,551.40 acres of parks, open space and recreational facilities, including: 5.27 acres of state historic parks, 3,299.49 acres of regional park facilities, 97.61 acres of recreational facilities, 83.35 acres of community parks, 70.13 acres of neighborhood parks, and 0.82 acres of pocket parks. Based on the City's standards, there is a deficit of 718.9 acres of neighborhood parks, a deficit of 705.45 acres of community parks, and a surplus of 931.49 acres of regional parks in the Southwest Valley CPAs. The City's parkland acres-to-population goal is a ratio of 4.23 acres per 1,000 residents; the Southwest Valley CPAs currently meets this goal with an overall parkland acres-to-population ratio of approximately 9.00 acres per 1,000 residents

Under Alternative 1, the Southwest Valley CPAs population is projected to increase by approximately 115,258 residents, thereby reducing the ratio of parks to residents, assuming no new parks are developed. Developers of residential projects would be required to pay park impact fees, dedicate land, include outdoor amenity spaces, or pay in-lieu Quimby fees to fund new park and recreational facilities. This would partially mitigate impacts related to deterioration of facilities. However, due to the population growth that would result from future development and lack of development capacity for new parks in the Southwest Valley CPAs, implementation of Alternative 1 or the Proposed Plans could accelerate the deterioration of existing parks in and around the CPAs. This potential would be incrementally less for Alternative 1. As with the Proposed Plans, Alternative 1 would not be expected to result in the construction of substantial new park acreage. As with the Proposed Plans, impacts related to deterioration of parks would remain ***significant and unavoidable*** for Alternative 1, but less than the Proposed Plans due to the reduction in population compared to the Proposed Plans.

Transportation and Traffic

With respect to transportation, a significant impact would occur if the total daily VMT per service population under the Proposed Plans, or a proposed alternative, were to increase above the 2024 Baseline Condition or if the Citywide land use growth (including the growth under the Proposed Plans, or proposed alternatives) would result in total VMT per service population that exceeds 15% below the regional average VMT per service population for 2024. **Table 5.0-3, Comparison between Existing Traffic Conditions (Southwest Valley CPAs and Alternative 1)** shows VMT for the 2024 Baseline conditions and 2050 Alternative 1 conditions. As shown in **Table 5.0-3**, compared to the 2024 Baseline conditions, Alternative 1 would result in a decrease in VMT per service population in the Southwest Valley CPAs (from 26.0 to 23.1). The service population VMT for Alternative 1 is also more than 15 percent below the 2024 SCAG Region.

Accordingly, Alternative 1 would have a less than significant impact with respect to VMT, but VMT is even further reduced with implementation of the Proposed Plans.

Table 5.0-3
Comparison between Existing Traffic Conditions (Southwest Valley CPAs and Alternative 1)

Transportation Metric	Threshold		Proposed Plans (2050)	Alternative 1 (2050)
	2024 SCAG Region Conditions	2024 Plan Baseline Conditions		
Total Daily VMT	802,007,200	15,601,300	20,296,200	17,238,500
Total Daily VMT per Service Population	**28.3**	**26.0**	**21.8**	**23.1**

Source: Fehr & Peers, SCAG 2024 RTP Model, 2024; City of Los Angeles Southwest Community Plans Subarea TDF Model, 2026.

Similar to the Proposed Plans, under Alternative 1, freeway safety impacts related to off-ramp queuing would continue to occur as the overall population and trips would increase and impacts would be significant and unavoidable, although less than the Proposed Plans. Although it is anticipated that the City and Caltrans would address any such issues as they arise, it cannot be determined with certainty that queuing-related safety issues would not occur. As a result, Alternative 1 could exacerbate freeway safety impacts related to off-ramp queuing. Similar to the Proposed Plans, due to the programmatic nature of the analysis, feasible mitigation cannot be determined at this time. Due to the slightly reduced total daily VMT under Alternative 1, impacts would be incrementally less than the Proposed Plans but would remain significant and unavoidable for ramp queuing.

Similar to the Proposed Plans, Alternative 1 would not result in significant impacts related to increased hazards due to a design feature or incompatible uses, or result in inadequate emergency access. Due to the reduced total daily VMT under Alternative 1, impacts to emergency services would be less than the Proposed Plans and would remain ***less than significant***.

Tribal Cultural Resources

As described in **Section 4.16, Tribal Cultural Resources**, Los Angeles was traditionally Native American land, and any development activities that include ground disturbance have the potential to significantly impact tribal cultural resources. Effects on tribal cultural resources are only known once a specific development has been proposed because the effects are highly dependent on both the individual development site conditions and the characteristics of the proposed activity. Development accommodated by Alternative 1 and the Proposed Plans may disturb areas that potentially contain tribal resources. Similar

to the Proposed Plans, all future development projects under Alternative 1 would continue to be subject to existing federal, state, and local requirements and discretionary projects, subject to CEQA review would be required to comply with AB 52, which for projects relying on an EIR or a Mitigated Negative Declaration (MND), would require consultation with California Native American tribes. Certain tribal consultation requirements also exist for projects seeking exemptions under new state laws. Implementation of **Mitigation Measures TCR-1** and **TCR-2** in Section **4.16, Tribal Cultural Resources,** would reduce the potential to disturb tribal cultural resources. However, Alternative 1 would not be subject to mitigation measures proposed in the Proposed Plans. Therefore, the potential for disturbance of tribal cultural resources would be greater under Alternative 1 than the Proposed Plans and ***potentially significant***. Individual projects that would be subject to additional environmental review may impose mitigation measures to address impacts to tribal cultural resources.

Utilities and Service Systems

Alternative 1 would result in 52,412 fewer housing units (-20 percent), 126,401 fewer residents (-20 percent), and 58,887 fewer jobs (-22 percent) through 2050 than the Proposed Plans. Similar to the Proposed Plans, growth under Alternative 1 would generate increased wastewater. As development occurs in the Southwest Valley CPAs, upgrades to water conveyance systems may be required. Local water delivery lines may need to be replaced and upgraded in the vicinity of new development that is substantially more dense than existing development, and it is possible that the construction of new water lines may be necessary to serve new development under Alternative 1. However, if new facilities are determined to be necessary at some point in the future, the construction of such infrastructure would not be expected to result in significant environmental impacts since it typically involves replacement of lines in the same locations as existing lines. Routine infrastructure projects involving replacing or upgrading water distribution facilities, such as trunk lines, generally include the preparation of a Negative Declaration (ND) or MND, and in some cases may possibly qualify for a Categorical Exemption or Statutory Exemption. The environmental impacts of the construction and operation of these new or upgraded facilities are consistent with the impacts that have been evaluated throughout this Draft EIR for other infill development. Specifically, this Draft EIR analyzes anticipated effects of citywide growth related to air quality, noise, traffic, and other environmental impact areas. Any such upgrades would be subject to subsequent environmental review, wherein potential impacts, if any, would be addressed. Therefore, since development under Alternative 1 would be lower than the Proposed Plans, impacts related to the construction of new water conveyance infrastructure and wastewater treatment facilities or expansion of existing facilities under Alternative 1 would be incrementally lower and impacts would be ***less than significant.***

Similarly, development under Alternative 1 would reduce the amount of solid waste produced compared to the Proposed Plans. As a result, solid waste impacts would be less than the Proposed Plans and remain ***less than significant***.

Based on City policy, new water demand is to be met by expanding water recycling and conservation. As under the Proposed Plans, all new development under Alternative 1 would be required to implement applicable water conservation measures. These measures include Water Efficiency Requirements Ordinance, Los Angeles Green Building Code, the most current California Green Building Standard Code, and all applicable regulations in the future. As discussed in **Section 4.17, Utilities and Service Systems**, under the Proposed Plans, adequate supply would be available to meet estimated demand of the Southwest Valley CPAs during normal and single dry year conditions and multiple dry years up to the year 2050. Therefore, due to the lower development under Alternative 1, there would be lower impacts to overall water supplies and impacts would be ***less than significant***.

Electrical and natural gas supplies are not expected to be adversely affected by development under Alternative 1, but improvements to Southwest Valley CPAs' distribution and telecommunication facilities may be needed. Temporary traffic, air quality, and noise impacts associated with construction of such improvements would be within the parameters described for the Proposed Plans. Overall, impacts related to utilities and service systems would be ***less than significant*** under Alternative 1, and incrementally less than the Proposed Plans.

Wildfire

The Southwest Valley CPAs are not located within a State Responsibility Area (SRA). As discussed in Section 4.18 Wildfire, all Fire Hazard Severity Zone (FHSZ) designations applicable within the Plan Areas are Local Responsibility Area (LRA) designations. As shown in **Figure 4.18-1, Fire Hazard Severity Zones**, which depicts the 2025 CAL FIRE recommended LRA FHSZ designations, portions of the Southwest Valley CPAs are located within Moderate, High, and Very High FHSZs (VHFHSZ). The hillsides of Bell Canyon within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA and the Santa Monica Mountains within the Canoga Park-Winnetka-Woodland Hills-West Hills and Encino-Tarzana CPAs contain VHFHSZs. In addition, the City's 2025 CAL FIRE recommended LRA Fire Hazard Severity Zone maps identify portions of the developed urban interface adjacent to these hillside areas as VHFHSZs, including a segment of the Ventura Boulevard corridor in Encino, which was not identified as a VHFHSZ under the City's previously adopted 1999 maps. As discussed in **Section 4.4, Biological Resources**, the hillsides of Bell Canyon and the Santa Monica Mountains within the Southwest Valley CPAs contain various vegetation susceptible to wildfire, including chaparral and coastal sage scrub. These hillsides have experienced repeated wildfire events over the past several decades.

Under Alternative 1, development would continue to occur throughout the CPAs. Additionally, with the passage of Senate Bill (SB) 9, the City does not have the authority to restrict private by-right development in hillsides or in other VHFHSZs. This law provides for a ministerial process, without discretionary review or a public hearing, to streamline the approval of two-unit developments and urban lot split projects on lots zoned for single-family residential uses that meet certain eligibility criteria, allowing for a potential of up to four housing units on eligible single-family zone lots. However, by-right development must still comply with applicable federal, State, and local building and fire code requirements intended to reduce wildfire risk. The Proposed Plan does include regulations related to setbacks and hours of construction, which would not occur with Alternative 1. Further, **Mitigation Measure WF-1** would not apply under this Alternative. While less development would occur overall with this alternative, there could still be development in the hillside areas, especially since the Plan's policies related to focusing growth in urbanized areas would not be implemented. Under Alternative 1, impacts would be ***significant*** and would be similar to the Proposed Plan.

Conclusion

Alternative 1 would include less development capacity overall and thus less growth in the Southwest Valley CPAs, as compared to the Proposed Plans. Nevertheless, as with the Proposed Plans, Alternative 1 would result in significant impacts to: cumulatively considerable net increase of criteria pollutants (VOC, PM10, and PM2.5), historic and tribal resources, ambient and ground-borne noise levels, deterioration of parks and recreational facilities, wildfire, and safety impacts related to off-ramp queuing. Because this alternative would not be subject to mitigation measures included in the Proposed Plans, the level of impact would be greater than the Proposed Plans despite the lower overall intensity of development in the Southwest Valley CPAs and would have additional significant and unavoidable impacts to archaeological resources, paleontological resources, conformance with state climate action goals, hazardous (contaminated sites), tribal cultural resources, and wildfire.

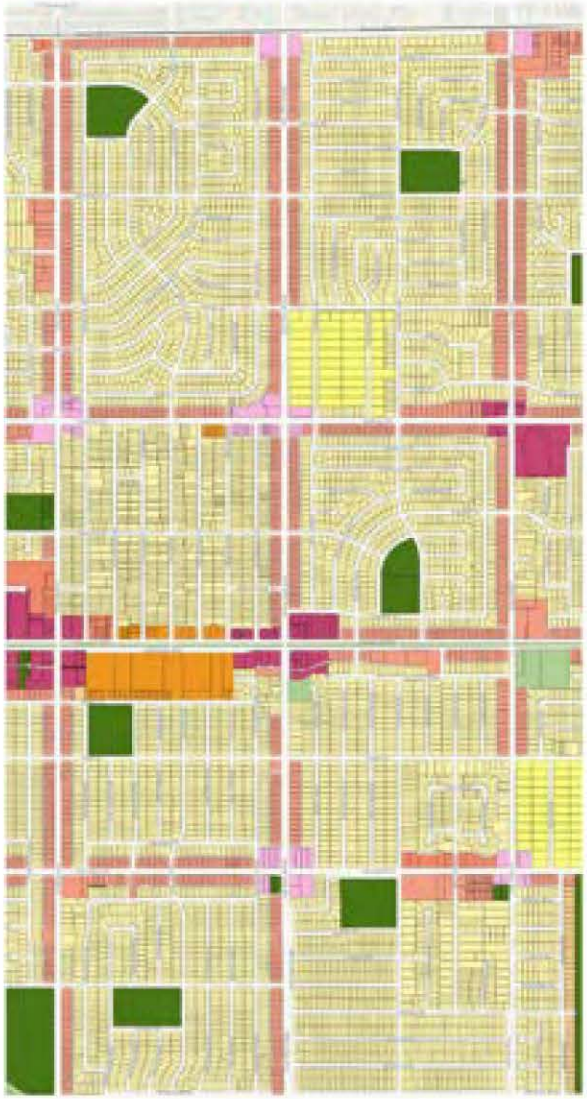
5.6.2 Alternative 2 – Exclude Single-Family Rezoning Alternative

Alternative Description

Alternative 2 would not include the Proposed Plans' rezoning of existing single-family zoned residential areas, which include alley-loaded lots located on major corridors, and lots in proximity to transit. In comparison to the Proposed Plans, Alternative 2 would apply land use designations (Minimum Residential, Very Low Residential, and Low Residential) that are comparable to the existing land use designations (Very Low I Residential, Very Low II Residential, Low I Residential, and Low II Residential) along these residential corridors. This alternative would apply zoning districts with allowable FAR ranging

from 0.35:1 to 0.47:1 (depending on the size of the lot), a maximum height of 33 feet, and a density of one unit per lot in lieu of the Proposed Plans' proposed Low Neighborhood Residential and Low Medium Residential land use designations, which correspond to FAR ranging from 0.45:1 to 2.0:1, a maximum height of 33 to 36 feet or up to three stories, and density allowing up to four units per lot or one unit per 1,500 square feet of lot area. This alternative would not include the introduction of small-scale commercial uses limited to 2,000 square feet in these select residential areas. FAR, density, and height above what is allowed through the base zoning accessible through the program established by SB 79 would continue to be available to existing single-family zoned parcels within specified distances of TOD stops in the Plan Areas. Alternative 2 reduces the expected development of existing single-family zoned areas not eligible for SB 79. This alternative reduces the reasonably anticipated development compared to the Proposed Plans, specifically in areas that include alley-loaded single-family-zoned corridors, such as Victory Blvd., Vanowen St., Sherman Way, Saticoy St., Roscoe Blvd, Fallbrook Ave., Shoup Ave., Lindley Ave., White Oak Ave., and Louise Ave.; and select residential areas in proximity to transit. For example, Alternative 2 would not rezone the existing single-family zoned lots along corridors such as Lindley Ave., White Oak Ave., Louise Avenue, Roscoe Blvd., and Saticoy St., as demonstrated in **Figure 5.0-1, Low Neighborhood Residential GPLU along Lindley, White Oak, and Louise Avenues in Reseda and Lake Balboa**. As previously noted, Alternative 2 would not rezone the existing single-family zoned lots in proximity to Metro G Line Stations, designated as Low Residential, as shown in **Figure 5.0-2, Sherman Way Metro G Line station area**.

Proposed Project – Low Neighborhood Land Use in Lake Balboa



- Community Center
- Villages
- Neighborhood Center
- Medium Neighborhood Residential
- Medium Residential
- Low Neighborhood Residential
- Low Medium Residential
- Low Residential
- Very Low Residential
- Light Industrial
- Production
- Industrial
- Open Space
- Public Facilities
- Public Facilities - Freeways

Alternative 2 – No Single Family Rezoning in Lake Balboa



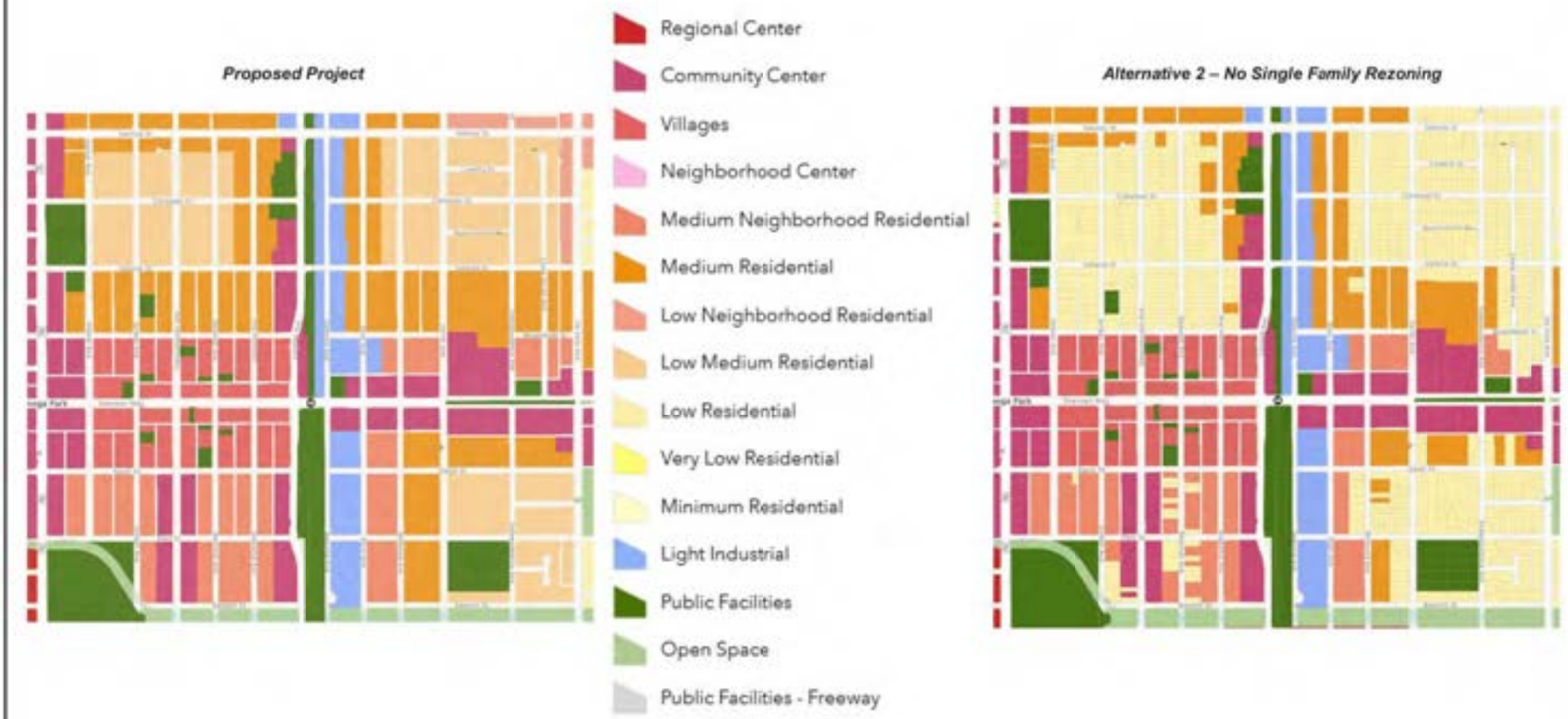
SOURCE: City of Los Angeles, 2026

FIGURE **5.0-1**

IMPACT SCIENCES

Low Neighborhood Residential GPLU along Lindley, White Oak, and Louise Avenues in Reseda and Lake Balboa

1264.015•9/26



SOURCE: City of Los Angeles, 2026

FIGURE **5.0-2**

IMPACT SCIENCES

Sherman Way Metro G Line Station in Canoga Park

1264.015•9/26

As shown in **Table 5.0-1 Growth Projection Comparison per Alternative in the Southwest Valley CPAs,** under Alternative 2, the Southwest Valley CPAs are collectively projected to accommodate a population of 592,959 residents, 247,824 housing units, and 256,577 jobs by 2050. SCAG projects growth of the Southwest Valley CPA to reach 425,595 residents; 177,629 housing units; and 234,461 jobs by 2050. Therefore, population and housing growth in the CPAs is anticipated to exceed SCAG's forecasts under Alternative 2 but would also be less than the Proposed Project projections. Current land use regulations limit housing opportunities along existing alley-loaded single-family corridors in the CPAs as compared with the Proposed Plans and would likely cause development to occur elsewhere in the CPAs and region, where the zoning would allow for housing development. This alternative's projected jobs number exceeds the SCAG 2050 jobs projection by only 9.4%, whereas the Proposed Plan's projected jobs number exceeds the SCAG projection by 15.5%. The lower jobs number in this alternative scenario may decrease regional emissions of air pollutants and greenhouse gases, regional energy consumption, and VMT, but increase the housing-jobs imbalance and the displacement of existing residents relative to the Proposed Plan scenario.

Therefore, Alternative 2 would only partially meet the Primary Objectives: increasing the availability of a variety of housing options and affordability levels throughout the plan areas; creating complete neighborhoods; and accommodating projected population and housing growth forecasted through the planning horizon year of 2050. Alternative 2 would not meet the Primary Objectives to: bolster the City's goals, policies, objectives and programs that reduce greenhouse gas emissions and promote climate resiliency. This alternative would only partially meet the Proposed Plans Secondary Objective of encouraging and promoting a variety of mobility options and making streets walkable. The reduction in Alternative 2's projected growth would:

- Reduce the creation of complete neighborhoods; and,
- Reduce sustainable, equitable, and inclusive residential development; affordable housing units; and range of housing typologies and income levels to discourage the displacement of existing residents and communities.

Alternative 2 was selected for analysis due to the anticipation that excluding zoning changes to select existing single-family zoned corridors from the Proposed Project would reduce significant and unavoidable impacts associated with the Proposed Project, such as air quality, noise, and recreation in the Southwest Valley Community Plan Areas.

Impact Analysis

Aesthetics

Identified scenic views and vistas in the Southwest Valley CPAs include:

- The Warner Center skyline from the hillsides;
- Limited views of the Santa Monica Mountains and the Sepulveda Basin;
- Publicly accessible panoramic views of the Southwest Valley CPAs from the hillsides within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area and the Encino-Tarzana Community Plan Area; and
- Mulholland Drive, Valley Circle Boulevard, and Ventura Boulevard.

Compared to existing conditions, both Alternative 2 and the Proposed Plans would generally allow buildings of greater height, scale, and intensity. Both Alternative 2 and the Proposed Plans include height limits in certain areas to promote context-sensitive development. Compared to the Proposed Plans, Alternative 2 reduces the development potential within single-family zoned parcels along existing alley-loaded single-family corridors in the CPAs. Similar to the Proposed Plans, Alternative 2 would still involve substantial visual changes to existing neighborhoods. Building heights would be similar with the exception of the single-family parcels that would be excluded. Under the Proposed Plans, the single-family parcels would be rezoned to allow for greater FAR and increased heights (36 feet compared to 33 feet). Overall, impacts to scenic vistas would be similar and less than significant. In addition, by restricting development in portions of the CPAs, increased density may occur in other parts of the CPAs and the City, intensifying the existing urban character in portions of the CPAs and adding new sources of light and glare. Any new development would be implemented in accordance with applicable state and local plans, policies, and guidelines, including but not limited to the City's General Plan Framework to the extent its policies are included in the Proposed Plans, Conservation Element, Mobility Plan 2035, and provisions of the LAMC as it relates to development standards and visual character. As with the Proposed Plans, development accommodated by Alternative 2 could introduce new sources of light and glare in the CPAs. Future development would comply with applicable regulations regarding permitted lighting and glare. Similarly, development in the CPAs accommodated by Alternative 2 may intensify the urban character in specific locations; however, it would be typical of highly urbanized neighborhoods. Overall, as the majority of the CPAs would be subject to the City's modular zoning code and its form, frontage and density requirements, development accommodated by Alternative 2 would largely benefit, and would generally enhance, the

visual character of the CPAs. Therefore, as with the Proposed Plans, impacts related to aesthetics within the Southwest Valley CPAs would be less than significant and similar to the Proposed Plans.

Agriculture and Forestry Resources

The Southwest Valley CPAs contain a total of 159.15 acres of Prime Farmland and a total of 65.61 acres of Unique Farmland. The CPAs do not contain any forestland. Potential impacts related to the conversion of farmland to non-agricultural use occur through changes in land use designation, zoning changes, or development capacity increases that facilitate the redevelopment or rezoning of land currently mapped as agricultural. This includes land classified as Prime Farmland or Unique Farmland by the California Department of Conservation's Farmland Mapping and Monitoring Program. Many of the sites zoned for agricultural use are around the Sepulveda Basin or on the campus of Pierce College. These sites would not be affected by either the Proposed Plan or Alternative 2. In the case of residential uses zoned for agriculture, the zoning changes under the Proposed Plans would still occur with Alternative 2. As the site would continue to be rezoned as with the Proposed Plans, impacts would be similar and less than significant.

Air Quality

Alternative 2 would result in 17,635 fewer housing units, 43,329 fewer residents and 14,247 fewer jobs through 2050 than the Proposed Plans. As such, Alternative 2 would attain to a lesser degree the policy goals of the RTP/SCS, the SCAQMD AQMP, and the City's General Plan Framework Element and Air Quality Element; specifically, the policies and goals related to concentrating development in areas with access to transit. Like the Proposed Plans, Alternative 2 would not increase reasonably anticipated development in the Southwest Valley CPAs in a way that would be inconsistent with SCAG's growth forecasts for the City; therefore, Alternative 2 would not conflict with the AQMP.

Less construction may occur overall under Alternative 2, as compared to the Proposed Plans. Therefore, Alternative 2 would result in lower overall emissions of NOx, PM10, and PM2.5, but maximum daily emissions may be similar because the nature and magnitude of individual construction projects would be similar and would still exceed regional and local significance thresholds. Similarly, because overall less development would occur under Alternative 2, it is reasonable to assume that operational emissions would be less when compared to the Proposed Plans. Further, because less development would happen in single-family zoned areas, impacts to sensitive receptors may also be reduced. Nonetheless, as discussed in **Section 4.3, Air Quality,** and shown in **Table 4.3-13**, future NOx and carbon monoxide (CO) regional emissions from mobile sources under implementation of the Proposed Plans is generally expected to decrease relative to existing emissions. This is largely a result of improvements in vehicular engine efficiency technologies and fuel pollutant concentrations resulting from more stringent statewide

regulations that are projected to occur between existing conditions (2024) and 2050. Future VOC, sulfur oxides (SOx), PM10, and PM2.5 emissions would increase, and VOC, PM10, and PM2.5 emissions would exceed applicable SCAQMD thresholds.

Because increasingly stringent state regulations related to energy efficiency and emissions control will continue to apply regardless of whether a plan is adopted, it is reasonable to assume that under Alternative 2, future NOx and CO regional emissions from mobile sources would similarly decrease relative to existing emissions, but VOC, PM10, and PM2.5 emissions would remain above SCAQMD thresholds. Although these emissions would be lower than the Proposed Plans, **Mitigation Measure AQ-1** through **AQ-9** would be applied to Alternative 2 but would not be expected to reduce impacts to less than significant since emissions would remain above SCAQMD thresholds (see **Section 4.3, Air Quality**). As with the Proposed Plans, impacts related to construction emissions for VOC, PM10, and PM2.5 would remain significant and unavoidable.

Alternative 2 would accommodate 7 percent less housing and 5 percent fewer jobs than the Proposed Plans. Nevertheless, because a significant reduction from the Proposed Plans VOC emissions would be needed to reduce emissions to below the SCAQMD daily threshold, the increase in development in the CPAs accommodated by Alternative 2 would continue to result in daily emissions of VOC that would exceed the SCAQMD regional significance thresholds due to increased use of consumer products and increased energy demand, similar to the Proposed Plans (see **Section 4.3, Air Quality**). As with the Proposed Plans, impacts related to operational VOC, PM10, and PM2.5 emissions would be significant and unavoidable.

Impacts to sensitive receptors from construction would be ***potentially significant***, but application of **Mitigation Measure AQ-9**, would reduce construction impacts to less than significant, but TAC-related impacts associated with distribution centers and warehouses during operation would remain significant and unavoidable. As with the Proposed Plans, impacts related to odors would be less than significant.

Alternative 2 may result in less development in the Southwest Valley CPAs and thus, lower construction and operational emissions in the CPAs, as compared to the Proposed Plans; however, while emissions would be less overall, they would still exceed significance thresholds, as a seven percent reduction in housing would not be sufficient to substantially reduce emissions.

Biological Resources

The majority of the Southwest Valley CPAs are developed with urban uses or are substantially degraded, and as such would not support threatened or endangered species. However, portions of the Southwest Valley CPAs consist of open spaces in the Bell Canyon area, the Sepulveda Basin Wildlife Reserve, and a number of open spaces within the Santa Monica Mountains that have grasslands and vegetation that could potentially be suitable habitat for these endangered species, especially the endangered bird species. Additionally, portions of both the Santa Monica Mountains and Bell Canyon, and the adjacent Upper Las Virgenes Open Space Preserve are identified as Significant Ecological Areas (SEAs) in the City of Los Angeles, and some of these species, particularly birds, may find refuge there. Additionally, there are several riverine and floodway channels within the CPAs that could potentially support habitats, such as headwater streams and channels that converge with wetland and other riparian habitats (i.e., shrub wetland, freshwater pond). There are numerous special status species that have historically been reported in the area, but it should be noted that there have been no recent observations recorded of any listed species within the CPAs.

Both the Proposed Plans and Alternative 2 prioritize infill development in an already urbanized area of the City, thus minimizing development in native biological habitats and wildlife corridors. Although implementation of Alternative 2 would accommodate less development potential and associated growth than the Proposed Plans, development would occur within generally the same footprint as existing structures in the Southwest Valley CPAs and would not interfere with natural resources, degrade the sustainability of natural resources in the region, disrupt existing open space, or encroach upon any natural settings. Alternative 2 would not conflict with goals, policies, and programs of the General Plan Framework or the City Conservation Element. The impact of any new development that has the potential to disturb nesting birds and/or protected trees in the Southwest Valley CPAs would be reduced through application of EPMs (MM BIO-1 and MM BIO-2). However, future development would also be required to adhere to the federal MBTA, CFGC regulations, and the LAMC Tree Preservation Ordinance (177,404). Alternative 2's impacts related to biological resources would be about the same as those of the Proposed Plans and would be ***less than significant with mitigation.***

Cultural Resources

Four buildings located within Southwest Valley CPAs are listed in the National Register and/or the California Register. Two buildings are located within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA, one building is located within the Encino-Tarzana CPA, and one building is located within the Reseda-West Van Nuys-Lake Balboa CPA. The Proposed Plans do not include any changes to these properties. However, the Southwest Valley CPAs contain properties that either have or will pass the age

threshold (50 years of age) generally signaling the need for evaluation, which would occur through the 2050 Horizon Year of the Proposed Plan. Compared to the Proposed Plans, Alternative 2 would accommodate less overall development, particularly in single-family zoned areas.

Future development in the Southwest Valley CPAs would continue to be subject to existing federal, state, and local requirements regarding cultural resources and human remains and discretionary projects may be subject to project-specific mitigation requirements under CEQA. However, although these regulations would provide certain protections for significant historical resources, individual developments allowed by Alternative 2 and the Proposed Plans could potentially cause a substantial adverse change in, or disturbance of, historical resources as defined in *CEQA Guidelines* Section 15064.5. Under Alternative 2, impacts to historical resources would be less than under the Proposed Plans, but would remain significant and unavoidable.

Similar to the Proposed Plans, Alternative 2 may result in disturbance of areas that potentially contain archaeological resources and/or human remains. As with the Proposed Plans, **Mitigation Measures CR-1** and **CR-2** would be applied, and in combination with existing regulatory requirements, would reduce Alternative 2 impacts to archaeological resources to a less than significant level. Alternative 2 impacts to human remains would be less overall than the Proposed Plans, and ***less than significant*** based on compliance with existing regulations.

Energy

Alternative 2 would accommodate less development and associated growth than the Proposed Plans. Alternative 2 would result in 17,635 fewer housing units (-7 percent), 43,329 fewer residents (-7 percent), and 14,247 fewer jobs (-5 percent) than the Proposed Plans through 2050. Therefore, it is reasonable to assume that implementation of Alternative 2 would result in less overall energy consumption than the Proposed Plans commensurate with the reduction in population. As discussed in **Section 4.6, Energy,** (**Table 4.6-7** through **Table 4.6-9**) implementation of the Proposed Plans would result in a 30 percent increase in annual transportation energy use, a 20 percent increase in annual electricity consumption, and a 36 percent increase in natural gas consumption compared to baseline (2024) conditions.

Although Alternative 2 would result in less energy consumption in the Southwest Valley CPAs, the lower concentration of development in the Southwest Valley CPAs may result in higher levels of development in other areas of the City or the region where transit availability is lower and per capita VMT is higher. In this way, Alternative 2 may contribute to greater overall regional energy use than the Proposed Plans. Like the Proposed Plans, Alternative 2 would not result in inefficient, wasteful, or unnecessary consumption of energy resources. In addition, neither Alternative 2 nor the Proposed Plans would conflict with applicable

federal, state, and local energy conservation policies aimed at decreasing reliance on fossil fuels and increasing reliance on renewable energy sources. Overall, Alternative 2 impacts would be greater than the Proposed Plans but would remain ***less than significant***.

Geology and Soils

Alternative 2 would generally accommodate development within the same footprints as the Proposed Plans. Any new development in the Southwest Valley CPAs would be exposed to existing geologic and soil hazards but would not increase the potential for such hazards or create new hazards. Compliance with existing regulatory requirements and policies, including the LAMC and the CBC would reduce impacts from adverse effects related to seismic activity and ground shaking, liquefaction, on or off-site landslides, ground failure; or adverse effects related to expansive soil, or to a geologic unit or soil that is unstable or would become unstable as a result of the project and result in landslide, lateral spreading, liquefaction, or collapse. In some cases, future development in the CPAs may reduce the potential for property damage and/or safety concerns by replacing older structures with new structures built to current seismic standards. Erosion would be addressed through adherence to Best Management Practices (BMPs), as required by the NPDES Construction General Permit and the LAMC. For all geological impacts except paleontological, impacts from Alternative 2 would be the same as the Proposed Plans and would be less than significant.

Similar to the Proposed Plans, Alternative 2 would have the potential to disturb paleontological resources for projects that involve excavation or grading in previously undisturbed soils that contain paleontological resources. Although with less overall development activity under Alternative 2, such impacts would be less than under the Proposed Plans. **Mitigation Measures GEO-1**, **GEO-2**, and **GEO-3** would be applied to Alternative 2 and would reduce impacts to less than significant. Impacts from Alternative 2 related to paleontological resources would be less than the Proposed Plans and would remain ***less than significant with mitigation measures***.

Greenhouse Gas Emissions

Development under Alternative 2 and the Proposed Plans would generate GHG emissions through individual project construction and operation. GHG emissions would be generated by direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation. As shown in **Table 4.8-8** in **Section 4.8, Greenhouse Gas Emissions**, implementation of the Proposed Plans would result in a 13 percent increase in total GHG emissions in the Southwest Valley CPAs in 2050 and a 28 percent decrease in per capita GHG emissions. The decrease in per capita GHG emissions can be attributed to a combination of state-mandated GHG emission reduction strategies and the fact that implementation of the Proposed Plans would lower per capita VMT due to the location of jobs and

housing in close proximity to each other and the creation of substantial opportunities to use transportation modes such as transit, bicycling, and walking. Future emissions under Alternative 2 would be higher than the baseline and per capita emissions would also be lower. Compared to the Proposed Plans, overall emissions would be slightly lower due to the overall reduction in development potential, but per capita emissions would be slightly higher than the Proposed Plans.

It should be noted that because Alternative 2 would accommodate less overall growth in the Southwest Valley CPAs than the Proposed Plans, it may push more population growth to other areas of the City or region where fewer transit options are available and distances between housing, jobs, and services are greater. As a result, accommodating less development in the Southwest Valley CPAs under Alternative 2 may incrementally increase overall citywide or regional GHG emissions related to VMT and Alternative 2 would not be as consistent with AB 32, SB 32, SB 375 (through demonstration of conformance with the RTP/SCS), the Sustainable City pLAn, GreenLA, and Mayor Bass's Climate Action Plan for Los Angeles as the Proposed Plans.

Nevertheless, neither Alternative 2 nor the Proposed Plans would conflict with state, regional, or local plans or policies related to GHG emissions or climate change. To the contrary, Alternative 2 and the Proposed Plans would generally implement plans and policies aimed at GHG emissions reduction by accommodating relatively high density, mixed-use development in areas that are well served by transit, thus reducing per capita VMT. Alternative 2's impact would be greater than that of the Proposed Plans but would be ***less than significant***.

Hazards and Hazardous Materials

Compared to the Proposed Plans, Alternative 2 would be limited to land use differences in single-family zones and would not make any changes to industrial zoned parcels or other areas where potential for hazards and hazardous materials release is likely to occur. As a result, under this Alternative, hazardous materials would continue to be transported through the Southwest Valley CPAs. Neither Alternative 2 nor the Proposed Plans would substantially increase hazardous material risks from transport, use, or disposal based on the extensive existing regulations of hazardous materials. Consequently, as with the Proposed Plans, impacts related to the routine transport, use, or disposal of hazardous materials or upset or accident conditions involving hazardous materials would be ***less than significant***.

The Proposed Plans include a boundary change that would extend the Reseda-West Van Nuys-Lake Balboa CPA boundary to include the entirety of the Van Nuys Airport, including the Van Nuys Airport Plan boundaries, and adjacent uses located east of the Van Nuys Airport. As such, the land uses around the

airport would comply with the land use policies and design standards within the Proposed Plans. This change would continue to occur under Alternative 2.

Compliance with applicable regulations would reduce impacts related to development near oil wells to a less than significant level. Like the Proposed Plans, grading and construction activity could potentially result in the release of soil and/or groundwater contamination. This could potentially affect schools or involve a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment. However, with imposition of **Mitigation Measures HAZ-1** through **HAZ-3** to Alternative 2, impacts would be ***less than significant***. Consistent with the analysis for the Proposed Plans (discussed in Section **4.18, Wildfire**) Alternative 2 would result in ***significant and unavoidable*** impacts regarding the exposure of people or structures, to a significant risk of loss, injury, or death involving wildland fires. Overall impacts associated with Alternative 2 would be similar to, but slightly less than, those of the Proposed Plans since the overall level of development would be lower.

Hydrology and Water Quality

Alternative 2 would accommodate slightly less overall development than the Proposed Plans and would not substantially alter drainage patterns or result in substantial erosion, siltation, or flooding on- or off-site. All new development would be subject to federal, state, and local requirements that prevent violations of water quality standards or waste discharge requirements and support the preservation and expansion of pervious surfaces. In addition, any new development projects would be required to incorporate BMPs to manage stormwater and reduce runoff during construction and operation, and industrial sources would be subject to additional stormwater management and discharge requirements under the NPDES program for industrial uses. Compliance with the City's LID Ordinance would further ensure that any future development under Alternative 2 would not require construction of new stormwater drainage facilities and/or expansion of existing facilities beyond specific improvements needed for individual development projects. In the long-term, redevelopment of properties in the Southwest Valley CPAs would improve surface water quality by replacing older development with new development that incorporates LID methods. Overall, impacts associated with Alternative 2 would be similar to those of the Proposed Plans and ***less than significant***.

Land Use and Planning

Similar to the Proposed Plans, Alternative 2 would generally allow greater building heights, scale, and intensity than currently exists in portions of the Southwest Valley CPAs. Alternative 2 would reduce the development potential in certain single-family zones, including those around the Metro G line station,

although SB 9 and SB 79 would continue to be available in these areas. Alternative 2 would accommodate urban infill development, but to a lesser degree than the Proposed Plans. Like the Proposed Plans, Alternative 2 would be generally consistent with RTP/SCS policies related to the provision of urban infill development as well as with the City's General Plan and Framework Element. However, due to the exclusion in this alternative of select single-family zoned corridors proposed for rezoning in the Proposed Plan, Alternative 2 would not be entirely consistent with multiple programs of the 2021-2029 Housing Element, such as Program 121 (RHNA Rezoning Program) and Program 124 (Affirmatively Furthering Fair Housing Program), which focus on prioritizing additional housing capacity citywide and direct DCP's 16 active Community Planning update programs to develop land uses and zoning that, when adopted and implemented, will provide more housing development opportunities, including in existing single-family or lower density residential areas. Additionally, as discussed under Air Quality, Alternative 2 would attain to a lesser degree, when compared to the Proposed Plans, the policy goals of the RTP/SCS, the SCAQMD AQMP, and the City's General Plan Framework Element and Air Quality Element; specifically, related to the concentration of development near transit and reducing regional VMT. Because Alternative 2 would accommodate less development in the CPAs, growth and development may be diverted to other areas of the City, thus increasing the overall regional air pollutant emissions and VMT.

Like the Proposed Plans, Alternative 2 would not physically divide an established community or conflict with an applicable habitat conservation plan or natural community conservation plan. Overall, Alternative 2's impacts would be greater than the Proposed Plans but would be ***less than significant***.

Noise

Similar to the Proposed Plans, Alternative 2 would include construction activity that would result in temporary increases in ambient noise levels on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Sensitive receptors are located throughout the Southwest Valley CPAs and could be exposed to noise associated with construction activities related to reasonably anticipated development from the Proposed Plans.

Mitigation Measures NOI-1 through **NOI-6** generally implement the Environmental Protection Measures (EPMs) in Chapter 1A and would be applied to Alternative 2. Construction activities occurring in the CPAs are subject to the Regulatory Compliance Measures adopted pursuant to the City's noise ordinances. These measures include:

- Compliance with the City's Noise Regulation, codified in LAMC Chapter XI and amended by Ordinance No. 161,574, adopted July 30, 1986, which prohibits the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

- Compliance with LAMC Chapter IV, Section 41.40, which restricts construction activities to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday and federal holidays, and prohibits activities on Sundays.

- Compliance with the City's Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City's telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the Los Angeles Department of Building and Safety (LADBS).

- LAMC Chapter XI, Section 112.05 establishes performance standards for powered equipment or tools. The maximum allowable noise level for most construction equipment within 500 feet of any residential zone is 75 A-weighted decibels (dBA) measured at 50 feet from the noise source. This restriction holds unless compliance is not technically feasible even with the use of noise "mufflers, shields, sound barriers, and/or other noise reduction devices or techniques."

Any future construction activity, specifically pile driving, could potentially generate vibration exceeding the 90 VdB threshold for buildings extremely susceptible to building damage (e.g., historical structures). Although mitigation is available to minimize the potential effects of vibration, it cannot be assured that construction-related vibration would not result in building damage. Thus, although **Mitigation Measures NOI-7** and **NOI-8** would be imposed on Alternative 2 and would reduce impacts to the degree feasible, Alternative 2 would result in a significant and unavoidable impact related to construction vibration.

Compared to the Proposed Plans, the duration of construction and use of heavy-duty equipment in the Alternative 2 scenario would be less than the Proposed Plans due to reduced overall development potential. Therefore, although the overall impact generated by temporary construction noise under Alternative 2 would be less than that of the Proposed Plans, the impact would remain potentially significant.

Similar to the Proposed Plans, Alternative 2 would not increase operational stationary and mobile noise levels by 3 dBA CNEL or more into the "normally unacceptable" or "clearly unacceptable" categories, or by 5 dBA CNEL or more. Therefore, impacts related to operational noise levels would be less under Alternative 2 due to less development overall and operational noise impacts would be less than significant.

It is not anticipated that new development in the Southwest Valley CPAs would involve activities that would result in substantial operational vibration (e.g., blasting operations). As with the Proposed Plans, operational ground-borne vibration in the vicinity of new development under Alternative 2 would be primarily generated by vehicular travel on the local roadways. According to the FTA's Transit Noise and Vibration Impact Assessment guidance document, rubber tires and suspension systems dampen vibration levels from trucks to a level that is rarely perceptible.[2] Accounting for additional vehicle trips that would be accommodated by the Alternative 2, traffic vibration levels would be similar to existing conditions and not perceptible by sensitive receptors. Therefore, like the Proposed Plans, impacts related to operational vibration under Alternative 2 would be ***less than significant***.

Overall, operational and construction impacts from Alternative 2 would be less than those of the Proposed Plans. Similar to the Proposed Plans, Alternative 2 would have less than significant impacts related to airport noise.

Population and Housing

Anticipated growth in the Southwest Valley CPAs under Alternative 2 would exceed SCAG's 2050 forecasts by approximately 167,364 persons, 70,195 housing units, and 22,116 jobs. By comparison, projected growth under the Proposed Plans would exceed SCAG's 2050 growth projections for the Southwest Valley CPAs by 210,693 persons, 87,830 dwelling units, and 36,363 jobs. Alternative 2 would increase the development capacity of the Southwest Valley CPAs in a manner generally consistent with SCAG's housing and job projections for the Southwest Valley CPAs. Like the Proposed Plans, Alternative 2 would also concentrate forecasted growth in areas with a mix of jobs and housing and with transit access. However, this alternative would not be fully consistent with the 2021-2029 Housing Element due to its exclusion of select single-family zoned corridors proposed for rezoning in the Proposed Plan, as this alternative would not create development opportunity areas in the Plan Areas where a variety of "missing middle" low-scale housing typologies including fourplexes, townhomes/rowhouse, bungalow courts, and other contextual Los Angeles typologies could be constructed (as described and directed by the 2021-2029 Housing Element's programs, such as Program 121). While anticipated growth would exceed SCAG's forecasts for the Southwest Valley CPAs, the development reasonably expected to occur under the Proposed Plans would be consistent with SCAG's citywide growth projections, and with City, regional, and state policies for housing, economic development, air quality, and sustainability, as well as other adopted housing growth policies. Like the Proposed Plans, Alternative 2 would not induce substantial population growth.

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2 Federal Transit Administration. *Transit Noise and Vibration Impact Assessment*. September 2018.

Similar to the Proposed Plans, Alternative 2 would not directly result in physical changes that would cause the displacement of a substantial number of people or housing, necessitating the construction of replacement housing elsewhere. Alternative 2 may cause a temporary reduction in housing stock as new buildings are built in place of older ones or as existing buildings are renovated. However, to address potential displacement and to comply with State law, in 2025, the City adopted the Resident Protections Ordinance (PRO) to provide existing occupants of protected units the right to remain for six months before the start of construction, the Right to Return if demolition does not proceed, and some relocation assistance for qualifying occupants. Lower Income tenants are also provided with the Right to Return to a unit in the new development, as well as an enhanced Right to Relocation benefit. As such, these impacts would be slightly less than under the Proposed Plans due to less overall development and impacts would be ***less than significant***.

Public Services and Recreation

With respect to fire and police services, similar to the Proposed Plans, Alternative 2 would increase demand for fire and police protection services in the Southwest Valley CPAs. This may result in the need for new or expanded fire and police facilities. Based on the urbanized character of the Southwest Valley CPAs, it is anticipated that new or expanded facilities could be built without creating significant environmental impacts. Depending on the location or nature of new facilities, the construction of needed new facilities could potentially result in impacts. However, like the Proposed Plans, those impacts would be consistent with those already identified in this Draft EIR for construction or operations. Based on the urban location and the relatively small size of typical facilities, the construction of a new fire facility or expansion of an existing facility would likely qualify for an infill exemption or result in less–than-significant impacts with standard regulatory compliance measures and design features. If required, project-specific environmental analysis under CEQA would address any site-specific environmental concerns. With respect to schools, as summarized in **Table 5.0-4**, residential and non-residential development accommodated by Alternative 2 would result in approximately 136,470 new students in the Southwest Valley CPAs by 2050. This is approximately 6.2 percent fewer students than would be added under the Proposed Plans. Both Alternative 2 and the Proposed Plans would create the need for new or expanded school facilities. As with the Proposed Plans, developers would be required to pay applicable school impact fees while LAUSD monitors growth and school capacity. Further, many LAUSD schools are experiencing declining enrollments. As with the Proposed Plans, any impacts associated with new school construction would be similar to those analyzed and identified in this Draft EIR for other types of development, and any site-specific impacts would be speculative and would be addressed by the LAUSD as part of a project-level CEQA review.

Table 5.0-4
Alternative 2 Anticipated Student Generation

Land Use	Units	Student Generation				
		Elementary School (TK-5)	Middle School (6-8)	High School (9-12)	SDC	Total Students Generated
Residential[1]	247,824 du	47,438	13,083	26,031	3,606	90,158
Non-Residential[2]	256,577 jobs	--	--	--	-	46,312
Total Students Generated by Alternative 2		47,438	13,083	26,031	3,606	**136,470**

Note: du = dwelling units; sf. = square feet; TK = Transitional Kindergarten; SDC = Specialized Day Care
Non-residential uses include commercial, industrial, and public facilities.
1 Student generation rates for residential use is based on the 2026 School Impact Fee Justification Study for the LAUSD (LAUSD, March 2026). Residential Generation Rates: Elementary: 0.19142/du, Middle School: 0.05279/du, High School: 0.10504/du, SDC: 0.01455/du
2 Non-residential uses can generate increases in student enrollment when local employees opt to send their children to schools in the area of their employment. Student generation rates for non-residential use is based on the net ratio of students per employee in the School District (0.1805 students per employee), taken from the 2026 School Impact Fee Justification Study for the LAUSD (LAUSD, March 2026). The student to employee rate does not break down the student generation to different school types (Elementary, Middle, High, SDC), so the rate is directly multiplied by the total job value for one total.

With respect to libraries, both the Proposed Plans and Alternative 2 would increase demand for library facilities. The Southwest Valley CPAs are urbanized, and new facilities would not involve expansion of the urban sphere beyond current boundaries and, thus, there would be no need for new or expanded infrastructure.

As under the Proposed Plans, all existing parks and recreational facilities in the Southwest Valley CPAs would remain under Alternative 2. Demand for existing recreational facilities would increase under Alternative 2, although at a slightly lower level due to less overall development. Future development under Alternative 2 would be subject to LAMC Sections 12.33 and 17.12, which are part of the City's implementation of the Quimby Act. These ordinances require developers of residential projects (except affordable housing units and second dwelling units) to dedicate land for park and recreation purposes, or pay a fee in lieu thereof, prior to obtaining a permit. The dedication of land for park and recreation purposes or payment of fees would help to offset the demand created by future development. Impacts related to Alternative 2 resulting in substantial physical deterioration of parks and recreational facilities would be less than the Proposed Plans but would remain significant and unavoidable as the increased population would still increase demand for existing recreational facilities; impacts related to providing new parks and park facilities would be less than significant. For all public service and recreation impacts, the impact from Alternative 2 would be less than the Proposed Plans and would remain less than significant; except for deterioration of parks, where the impact would be less but would remain ***significant and unavoidable.***

Transportation and Traffic

With respect to transportation, a significant impact would occur if the total daily VMT per service population under the Proposed Plans, or a proposed alternative, were to increase above the 2024 Baseline Condition or if the Citywide land use growth (including the growth under the Proposed Plans, or proposed alternatives) would result in total VMT per service population that exceeds 15 percent below (i.e., does not meet the target of 15 percent below) the regional average VMT per service population for 2024. Alternative 2 reduces the reasonably anticipated development compared to the Proposed Plans, specifically in areas that include alley-loaded single-family-zoned corridors, such as Victory Blvd., Vanowen St., Sherman Way, Saticoy St., Roscoe Blvd, Fallbrook Ave., Shoup Ave., Lindley Ave., White Oak Ave., and Louise Ave.; and select residential areas in proximity to transit. **Table 5.0-5, Existing Traffic Conditions Comparison between the Proposed Plans and Alternative 2**, shows vehicle trips and VMT for the Proposed Plans (2050) and Alternative 2 (2050). As shown in **Table 5.0-5**, Alternative 2 has a lower VMT per service population (22.2) than the per service population from the 2024 SCAG Region (28.3). VMT per service population under Alternative 2 would result in a decrease from the 2024 Plan Baseline VMT, although incrementally greater than the Proposed Plans.

The VMT per Service Population of both Alternative 2 and the Proposed Plans would result in a total VMT per service population that exceeds 15 percent below the 2024 SCAG Region and less than the 2024 Plan Baseline Conditions. Thus, both Alternative 2 and the Proposed Plans would not exceed the City's threshold to determine significant impacts for community plans. However, implementation of Alternative 2 would result in a lower daily VMT but greater VMT per Service Population than the Proposed Plans. That being said, Alternative 2 would not have a significant impact with respect to VMT or VMT per service population, but when compared to the Proposed Plans, Alternative 2 is incrementally more impactful than the Proposed Plans.

Table 5.0-5
Existing Traffic Conditions Comparison between the Proposed Plans and Alternative 2

Transportation Metric	Threshold		Proposed Plans (2050)	Alternative 2 (2050)
	2024 SCAG Region Conditions	2024 Plan Baseline Conditions		
Total Daily VMT	802,007,200	15,601,300	20,296,200	19,366,100
Total Daily VMT per Service Population	**28.3**	**26.0**	**21.8**	**22.2**

Source: Fehr & Peers, City of Los Angeles Southwest Community Plans Subarea TDF Model, 2024.

Regarding freeway queuing and safety, the specific concern relates to the possibility that the speed differential between vehicles traveling on a freeway mainline (the US 101 and the I-405, in particular) and vehicles queuing at freeway off-ramps may create the potential for collisions if drivers on the freeway mainline lack sufficient time to slow or stop once they are aware of a queuing situation. Alternative 2 would result in less population growth than the Proposed Plans, and fewer total VMT. As a result, Alternative 2 may result in less vehicles traveling on freeways. As such, Alternative 2 would result in less impacts with regard to transportation safety impacts related to freeway off-ramp queuing. Impacts would also be significant, but slightly less than the Proposed Plans. Additionally, Alternative 2 does not propose any new or altered road configurations that would affect emergency services. Alternative 2 would result in less trips overall compared to the Proposed Plans, reducing road congestion, and decreasing the impact to emergency services. Impacts would be less than the Proposed Plans and would remain ***less than significant***.

Tribal Cultural Resources

Development activities that include ground disturbance have the potential to significantly impact tribal cultural resources. Effects on tribal cultural resources are only known once a specific development has been proposed because the effects are highly dependent on both the individual development site conditions and the characteristics of the proposed activity. Alternative 2 would generally accommodate development in the same areas that could be developed under the Proposed Plans, although less development is expected under this Alternative, which could result in incrementally fewer impacts. Although neither Alternative 2 nor the Proposed Plans includes specific development projects, new development accommodated by either scenario may disturb areas that potentially contain tribal cultural resources. Similar to the Proposed Plans, all future development projects would continue to be subject to existing federal, state, and local requirements and discretionary projects, subject to CEQA review would be required to comply with AB 52, which for projects relying on an EIR or a Mitigated Negative Declaration (MND), would require consultation with California Native American tribes. Certain tribal consultation requirements also exist for projects seeking exemptions under new state laws. **Mitigation Measures TCR-1** and **TCR-2** in **Section 4.16, Tribal Cultural Resources**, would be imposed on Alternative 2 and would reduce Alternative 2 impacts to a less than significant level. Therefore, Alternative 2's impact would be less than the Proposed Plans and would be ***less than significant with mitigation incorporated***.

Utilities and Service Systems

Alternative 2 would result in 17,635 fewer housing units, 43,329 fewer persons, and 14,247 fewer jobs through 2050 than the Proposed Plans. Similar to the Proposed Plans, growth under Alternative 2 would generate increased wastewater. As development occurs in the Southwest Valley CPAs, upgrades to water

conveyance systems may be required. Local water delivery lines may need to be replaced and upgraded in the vicinity of new development that is substantially more dense than existing development, and it is possible that the construction of new water lines may be necessary to serve new development under Alternative 2. However, if new facilities are determined to be necessary at some point in the future, the construction of such infrastructure would not be expected to result in significant environmental impacts since it typically involves replacement of lines in the same locations as existing lines. Routine infrastructure projects involving replacing or upgrading water distribution facilities, such as trunk lines, generally include the preparation of an ND or MND and in some cases may possibly qualify for a Categorical Exemption or Statutory Exemption. The environmental impacts of the construction and operation of these new or upgraded facilities are consistent with the impacts that have been evaluated throughout this EIR. Specifically, this Draft EIR analyzes anticipated effects of citywide growth related to air quality, noise, traffic, and other environmental impact areas. Therefore, development under Alternative 2 would be lower than the Proposed Plans, and impacts related to the construction of new water conveyance infrastructure and wastewater treatment facilities or expansion of existing facilities under Alternative 2 would be incrementally lower and impacts would be ***less than significant***.

Similarly, development under Alternative 2 would reduce the amount of solid waste produced compared to the Proposed Plans. As a result, solid waste impacts would be less than the Proposed Plans and remain less than significant.

Based on City policy, new water demand is to be met by expanding water recycling and conservation. As under the Proposed Plans, all new development under Alternative 2 would be required to implement applicable water conservation measures. These measures include Water Efficiency Requirements Ordinance, Los Angeles Green Building Code, the most current California Green Building Standard Code, and all applicable regulations in the future. As discussed in **Section 4.17, Utilities and Service Systems,** under the Proposed Plans adequate supply would be available to meet estimated demand of the Southwest Valley CPAs during normal and single dry year conditions and multiple dry years up to the year 2050. Therefore, due to the lower development under Alternative 2, there would be lower impacts to overall water supplies available to serve the project, and impacts would be less than significant.

Electrical and natural gas supplies are not expected to be adversely affected by development under Alternative 2, but improvements to the Southwest Valley CPA's distribution and telecommunication facilities may be needed. Temporary traffic, air quality, and noise impacts associated with construction of such improvements would be within the parameters described for the Proposed Plans and impacts analyzed in this Draft EIR for infill development. Overall impacts associated with Alternative 2 would be less than the Proposed Plans with less development and demand and would be ***less than significant***.

Wildfire

The Southwest Valley CPAs are not located within a State Responsibility Area (SRA). As discussed in Section **4.18 Wildfire**, all Fire Hazard Severity Zone (FHSZ) designations applicable within the Plan Areas are Local Responsibility Area designations. As shown in **Figure 4.18-1, Fire Hazard Severity Zones,** which depicts the 2025 CAL FIRE recommended LRA FHSZ designations, portions of the Southwest Valley CPAs are located within Moderate, High, and Very High FHSZs (VHFHSZ). The hillsides of Bell Canyon within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA and the Santa Monica Mountains within the Canoga Park-Winnetka-Woodland Hills-West Hills and Encino-Tarzana CPAs contain VHFHSZs. In addition, the City's 2025 CAL FIRE recommended LRA Fire Hazard Severity Zone maps identify portions of the developed urban interface adjacent to these hillside areas as VHFHSZs, including a segment of the Ventura Boulevard corridor in Encino, which was not identified as a VHFHSZ under the City's previously adopted 1999 maps. As discussed in Section 4.4, Biological Resources, the hillsides of Bell Canyon and the Santa Monica Mountains within the Southwest Valley CPAs contain various vegetation susceptible to wildfire, including chaparral and coastal sage scrub. These hillsides have experienced repeated wildfire events over the past several decades.

Under Alternative 2, development would continue to occur throughout the CPAs. Additionally, with the passage of SB 9, the City does not have the authority to restrict private by-right development in hillsides or in other VHFHSZs. By-right development must still comply with applicable federal, State, and local building and fire code requirements intended to reduce wildfire risk. The Proposed Plans do include regulations related to setbacks and hours of construction which would be included with this Alternative. Further, **Mitigation Measure WF-1** would apply under this Alternative. With this alternative, there could still be development in the hillside areas. Under Alternative 2, impacts would be ***significant*** and would be similar to the Proposed Plans.

Conclusion

Alternative 2 would accommodate less development overall and thus accommodate less growth in the Southwest Valley CPAs, as compared to the Proposed Plans. Due to the overall lower development potential under Alternative 2 in comparison to the Proposed Plans, fewer historical resources are likely to be disturbed, and impacts related to historical resources would be less than that of the Proposed Plans. Similarly, reduced development potential under Alternative 2 compared to the Proposed Plans, would result in lesser impacts related to construction and operational air quality and noise, construction vibration, and deterioration of existing parks. Nevertheless, despite accommodating less development potential as compared to the Proposed Plans, Alternative 2 would result in the same impact conclusions as the Proposed Plans in most impact categories. Therefore, while the following significant impacts from the Proposed Plans

would be less under Alternative 2, they would remain ***significant and unavoidable***: air quality, historical resources, construction noise and vibration, recreational facilities, and wildfire.

5.6.3 Alternative 3 – Proposed Project with Changes to the Mobility Network

Alternative Description

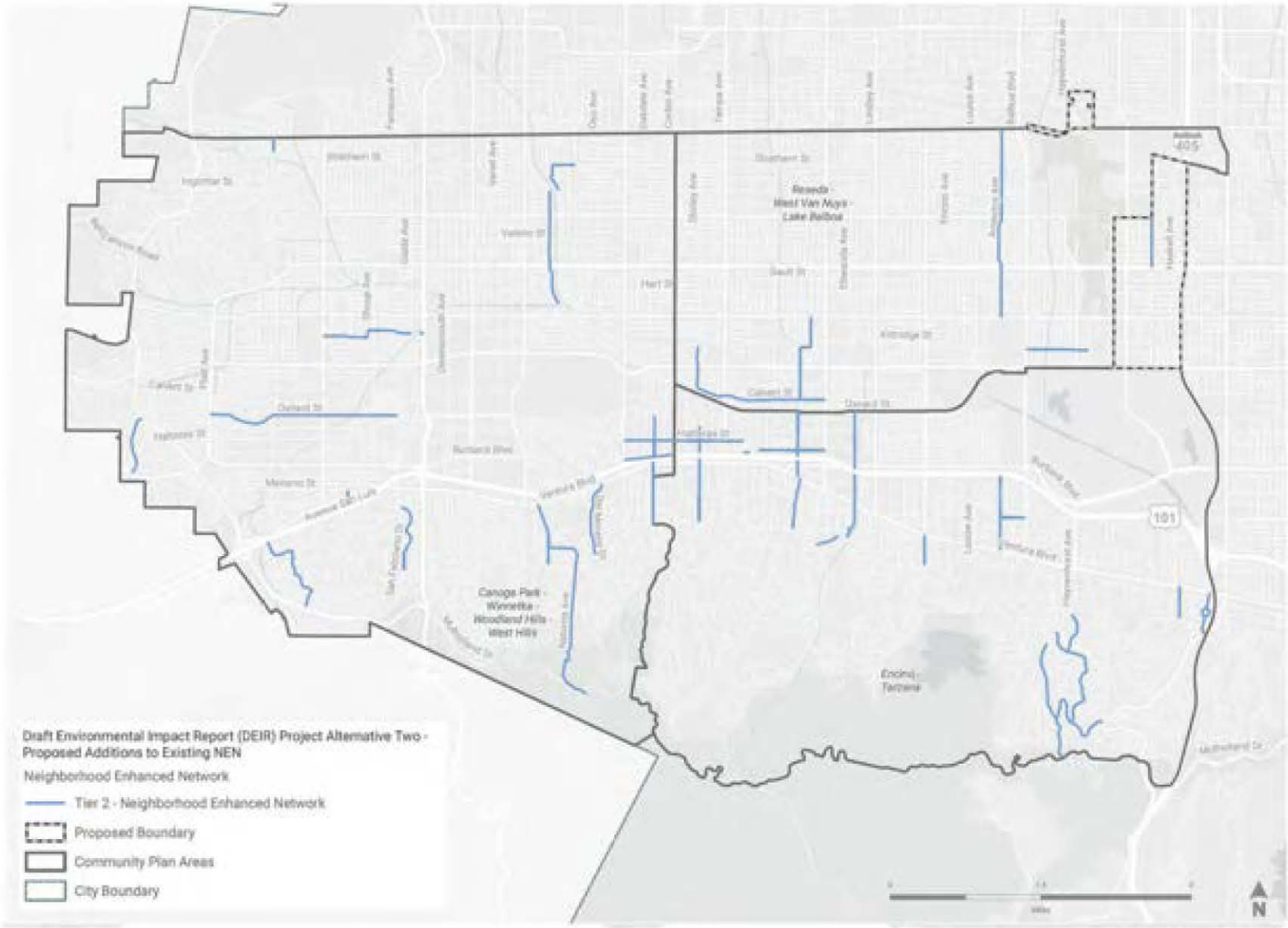
This alternative assumes the adoption of the Proposed Project in conjunction with changes to select Enhanced Networks included in the Mobility Element (Mobility Plan 2035) of the City of Los Angeles General Plan. This alternative contains the same land use and zoning recommendations as the Proposed Plans but also includes changes to the Enhanced Networks aimed at improving connectivity between networks and reducing existing conflicting or duplicative designations, whereas the Proposed Plans do not include any proposed changes to the Mobility Element. In 2024, Los Angeles City voters approved The Healthy Streets L.A. (HLA) ballot measure, which mandates that the City install its Mobility Plan 2035 Enhanced Mobility Network, when implementing qualifying street improvements. Alternative 3 includes these Network Enhancements which would implement the City's Mobility Plan 2035 to a greater degree than the Proposed Plans. This alternative was included because it was anticipated to potentially result in the substantial reduction of significant project impacts related to air quality and criteria pollutants. Other impacts categories, although not found to be significant, would also be incrementally reduced, including greenhouse gases and total vehicle miles traveled (VMT). It was concluded that Alternative 3 would result in slightly lower greenhouse gas emissions per capita in comparison to the Proposed Plans. Implementing these infrastructure improvements across the CPAs to reflect the Mobility Plan's network enhancements is a public investment and also requires significant funding, which agencies and departments outside of City Planning would have to finance. That being said, Alternative 3 was identified because it provides decisionmakers discretion in regard to implementing HLA; incrementally over the course of time with the Proposed Plan or mandated in the CPAs with Alternative 3.

The types of Enhanced Networks include:

- Neighborhood Enhanced Network (NEN), which consists of local streets that benefit from pedestrian and bicycle related safety enhancements including shared lane sharrow markings and mini-roundabouts; (See **Figure 5.0-3**)

- Bicycle Lane Network (BLN), which consists of specific bicycle facilities and improvements, such as striped bike lanes; (See **Figure 5.0-4**)

- Bicycle Enhanced Network (BEN), which consists of improvements such as physically protected bike lanes and off-street bicycle facilities (See **Figure 5.0-5**)



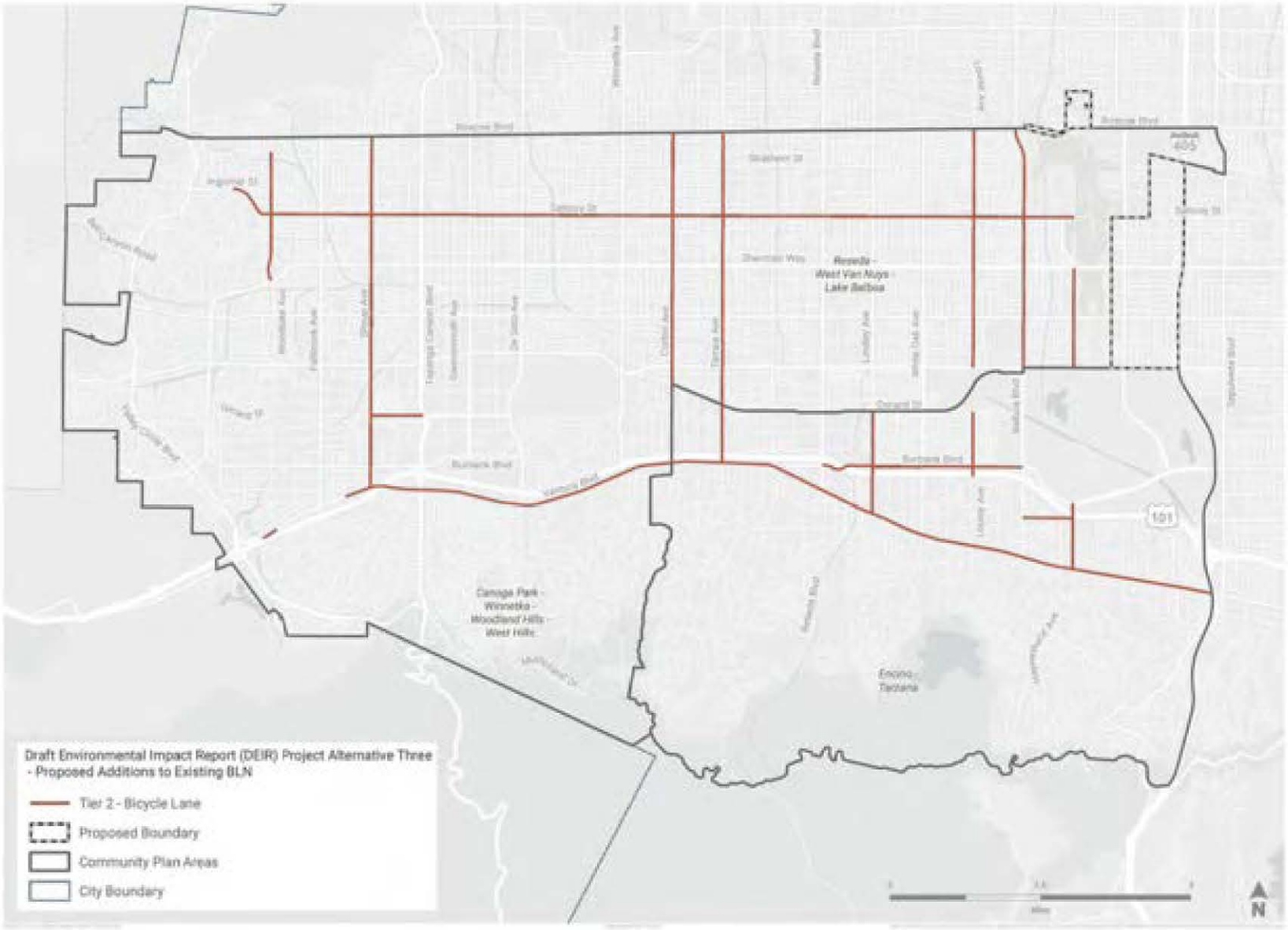
SOURCE: City of Los Angeles, 2026

FIGURE **5.0-3**

Neighborhod Enhanced Networks

IMPACT SCIENCES

1264.015•09/26



SOURCE: City of Los Angeles, 2026

FIGURE **5.0-4**

IMPACT SCIENCES

Bicycle Lane Network

1264.015-09/26

Table 5.0-6 Alternative 3 Transportation Improvement Project List, contains the street segments proposed to be added to a network or to be removed from an existing network. These improvements would be above and beyond the improvements identified as part of the Proposed Plan (See **Table 4.15-8 and Table 4.15-9** in **Section 4.15 Transportation**).

Table 5.0-6
Alternative 3 Transportation Improvement Project List

Project Location	Endpoints	MP2035 Designation 1	MP2035 Designation 2	Addition	Removed 1	Removed 2
Balboa Blvd	Stagg St to Victory Blvd	Tier 3 BLN	N/A	Tier 2 BLN	Tier 3 BLN	N/A
Balboa Blvd	Roscoe Blvd to Stagg St	Tier 3 BLN	N/A	Tier 2 BLN	Tier 3 BLN	N/A
Corbin Ave	Roscoe Blvd to Topham St	N/A	N/A	Tier 2 BLN	N/A	N/A
Corbin Ave	Topham St to Ventura Blvd	N/A	N/A	Tier 2 BLN	N/A	N/A
Lindley Ave	Oxnard St to Ventura Blvd	NEN	N/A	Tier 2 BLN	NEN	N/A
Louise Ave	Roscoe Blvd to Saticoy St	N/A	N/A	Tier 2 BLN	N/A	N/A
Louise Ave	Saticoy St to Victory Blvd	N/A	N/A	Tier 2 BLN	N/A	N/A
Owensmouth Ave	Vanowen St to Burbank Blvd	N/A	N/A	Tier 1 BEN	N/A	N/A
Oxnard St	Shoup Ave to Farralone Ave	N/A	N/A	Tier 2 BLN	N/A	N/A
Oxnard St	Farralone Ave to Topanga Canyon Blvd	NEN	N/A	Tier 2 BLN	NEN	N/A
Platt Ave	Victory Blvd to Burbank Blvd	Tier 2 BLN	NEN	Tier 1 BEN	Tier 2 BLN	NEN
Saticoy St	Woodlake Ave to Corbin Ave	N/A	N/A	Tier 2 BLN	N/A	N/A
Tampa Ave	Roscoe Blvd to Topham St	N/A	N/A	Tier 2 BLN	N/A	N/A
Tampa Ave	Topham St to Ventura Blvd	N/A	N/A	Tier 2 BLN	N/A	N/A
Ventura Blvd	Canoga Ave to Winnetka Ave	Tier 3 BLN	Mod+ TEN	Tier 2 BLN	Tier 3 BLN	N/A
Ventura Blvd	Winnetka Ave to Corbin Ave	Tier 3 BLN	Mod+ TEN	Tier 2 BLN	Tier 3 BLN	N/A
Ventura Blvd	Corbin Ave to Reseda Blvd	Tier 3 BLN	Mod+ TEN	Tier 2 BLN	Tier 3 BLN	N/A
Louise Ave	Oxnard St to Killion St	NEN	N/A	Tier 2 BLN	N/A	N/A
Ventura Blvd	Reseda Blvd to Amestoy Ave	Tier 3 BLN	Mod+ TEN	Tier 2 BLN	N/A	N/A

Project Location	Endpoints	MP2035 Designation 1	MP2035 Designation 2	Addition	Removed 1	Removed 2
Ventura Blvd	Amestoy Ave to Firmament Ave	Tier 3 BLN	Mod+ TEN	Tier 2 BLN	N/A	N/A
Ventura Blvd	Firmament Ave to I-405	Tier 3 BLN	Mod+ TEN	Tier 2 BLN	N/A	N/A
Bell Canyon Rd	City Boundary to Valley Circle Blvd	Tier 2 BLN	N/A	Tier 1 BEN	N/A	N/A
Saticoy St	Corbin Ave to Hayvenhurst Ave	N/A	N/A	Tier 2 BLN	N/A	N/A
Saticoy St	Platt Ave to Woodlake Ave	N/A	N/A	Tier 2 BLN	N/A	N/A
Burbank Blvd	Reseda Blvd to Balboa Blvd	NEN	N/A	Tier 2 BLN	N/A	N/A
Fallbrook Ave	Saticoy St to Victory Blvd	Tier 2 BLN	N/A	Tier 1 BEN	N/A	N/A
Magnolia Blvd	Balboa Blvd to Hayvenhurst Ave	N/A	N/A	Tier 2 BLN	N/A	N/A
Platt Ave	Ingomar St to Sherman Way	Tier 2 BLN	N/A	Tier 1 BEN	N/A	N/A
Platt Ave	Sherman Way to Vanowen St	Tier 2 BLN	N/A	Tier 1 BEN	N/A	N/A
Platt Ave	Vanowen St to Burbank Blvd	Tier 2 BLN	N/A	Tier 1 BEN	N/A	N/A
Sepulveda Blvd	I-405 to Mulholland Dr	Tier 2 BLN	N/A	Tier 1 BEN	N/A	N/A
Shoup Ave	Roscoe Blvd to Valerio St	N/A	N/A	Tier 2 BLN	N/A	N/A
Shoup Ave	Valerio St to Sherman Way	N/A	N/A	Tier 2 BLN	N/A	N/A
Shoup Ave	Sherman Way to Ventura Blvd	N/A	N/A	Tier 2 BLN	N/A	N/A
Woodlake Ave	Jonathan St to Sherman Way	N/A	N/A	Tier 2 BLN	N/A	N/A
Ventura Blvd	Sale Ave to Capistrano Ave	Tier 3 BLN	N/A	Tier 2 BLN	Tier 3 BLN	N/A
Ventura Blvd	Capistrano Ave to Shoup Ave	Tier 3 BLN	N/A	Tier 2 BLN	Tier 3 BLN	N/A
Ventura Blvd	Shoup Ave to EB US-101 On Ramp	Tier 3 BLN	N/A	Tier 2 BLN	Tier 3 BLN	N/A
Ventura Blvd	EB US-101 On Ramp to Topanga Canyon Blvd	Tier 3 BLN	N/A	Tier 2 BLN	Tier 3 BLN	N/A
Ventura Blvd	Topanga Canyon Blvd to Don Pio Dr	Tier 3 BLN	N/A	Tier 2 BLN	Tier 3 BLN	N/A
Ventura Blvd	Don Pio Dr to Canoga Ave	Tier 3 BLN	N/A	Tier 2 BLN	Tier 3 BLN	N/A
Ventura Blvd	Arroyo Calabasas (Approx. 23293 Ventura Blvd) to Ventura Blvd Widening (Approx.	Tier 3 BLN	N/A	Tier 2 BLN	Tier 3 BLN	N/A

Project Location	Endpoints	MP2035 Designation 1	MP2035 Designation 2	Addition	Removed 1	Removed 2
	23261 Ventura Blvd)					
Ventura Blvd	Ventura Blvd Widening (Approx. 23261 Ventura Blvd) to Woodlake Ave	Tier 3 BLN	N/A	Tier 2 BLN	Tier 3 BLN	N/A
Variel Ave	Victory Blvd to Erwin St	N/A	N/A	Tier 1 BEN	N/A	N/A
Variel Ave	Erwin St to Califa St	N/A	N/A	Tier 1 BEN	N/A	N/A
Oxnard St	Topanga Canyon Blvd to Oso Ave	Tier 2 BLN	NEN	Tier 1 BEN	Tier 2 BLN	NEN
Oxnard St	Oso Ave to Winnetka Ave	Tier 2 BLN	NEN	Tier 1 BEN	Tier 2 BLN	NEN
Hayvenhurst Ave	Sherman Way to Vanowen St	N/A	N/A	Tier 2 BLN	N/A	N/A
Hayvenhurst Ave	Vanowen St to Victory Blvd	N/A	N/A	Tier 2 BLN	N/A	N/A
Hayvenhurst Ave	Burbank Blvd to Magnolia Blvd	NEN	N/A	Tier 2 BLN	NEN	N/A
Hayvenhurst Ave	Magnolia Blvd to Otsego St	NEN	N/A	Tier 2 BLN	NEN	N/A
Hayvenhurst Ave	Otsego St to Ventura Blvd	NEN	N/A	Tier 2 BLN	NEN	N/A

As shown in **Table 5.0-1**, under Alternative 3, as under the Proposed Plans, the Southwest Valley CPAs are also collectively projected to accommodate a population of 636,288 residents, 265,459 housing units, and 270,824 jobs by 2050. SCAG projects growth of the Southwest Valley CPAs to reach 425,595 residents, 177,629 housing units, and 234,461 jobs by 2050. Therefore, population, housing, and employment growth in the CPAs would exceed SCAG's forecasts under this alternative. This may increase regional emissions of air pollutants and greenhouse gases, regional energy consumption, and Vehicle Miles Traveled (VMT), but may also increase the balance between housing and jobs and reduce the displacement of existing residents.

Therefore, Alternative 3 would also meet the Proposed Plans' Primary Objectives, such as: increasing the availability of a variety of housing options and affordability levels throughout the plan areas; creating complete neighborhoods; and accommodating projected population, housing, and employment growth forecasted through the planning horizon year of 2050, in comparison to the other Alternatives. This alternative would also meet the Proposed Plans' Secondary Objectives, such as: updating existing zoning and land use designations to reflect on the ground uses; encouraging and promoting a variety of mobility

options; making streets walkable; and supporting public infrastructure improvements consistent with other City department and public agencies.

Although Alternative 3 would not substantially reduce the significant impacts related to air quality or wildfire compared to the Proposed Plans, it would incrementally reduce air quality impacts and would meet the Proposed Plans' Primary and Secondary Objectives, in addition to furthering the implementation of Mobility Plan 2035. This alternative was selected to provide decision makers discretion to implement HLA as it relates to expanding the Enhanced Networks in the CPAs either incrementally over the course of time with the Proposed Plan, or mandated in the CPAs via Alternative 3.

Impact Analysis

Aesthetics

Compared to existing conditions, Alternative 3 and the Proposed Plans would generally allow buildings of greater height, scale, and intensity. Both Alternative 3 and the Proposed Plans include height limits in certain areas to promote context-sensitive development. Alternative 3 would adopt a series of network changes as described in **Table 5.0-6** above. The Proposed Plans seek to enhance access to transit, roadways, bicycle, and pedestrian facilities by applying new land use and zoning regulations to encourage mixed uses and site design supportive of all modes of transportation. The Proposed Plans also implement Mobility Plan 2035 (MP 2035), as written, while Alternative 3 includes amendments to the MP 2035's mobility networks that are based on the framework and approaches established in MP 2035. These enhanced networks would not be expected to result in changes to the visual environment as they would be implemented in urban areas and would be consistent with the urban environment. As with the Proposed Plans, development accommodated by Alternative 3 could introduce new sources of light and glare in the Southwest Valley CPAs. Future development would comply with applicable regulations regarding permitted lighting and glare. Similarly, development in the CPAs accommodated by Alternative 3 may intensify the urban character in specific locations; however, it would be typical of highly urbanized neighborhoods. Overall, development accommodated by Alternative 3 may benefit, and would generally enhance, the visual character of the CPAs even with the proposed network changes. Therefore, as with the Proposed Plans, impacts related to aesthetics would be less than significant.

Agriculture and Forestry Resources

The Southwest Valley CPAs contain a total of 159.15 acres of Prime Farmland and a total of 65.61 acres of Unique Farmland. The CPAs do not contain any forestland. Potential impacts related to the conversion of farmland to non-agricultural use occur through changes in land use designation, zoning changes, or development capacity increases that facilitate the redevelopment or rezoning of land currently mapped as agricultural. This includes land classified as Prime Farmland or Unique Farmland by the California

Department of Conservation's Farmland Mapping and Monitoring Program. Many of the sites zoned for agricultural use are around the Sepulveda Basin or on the campus of Pierce College. These sites would not be affected by either the Proposed Plan or Alternative 3. As agriculturally zoned sites would continue to be rezoned as with the Proposed Plans, impacts would be similar and ***less than significant.***

Air Quality

Alternative 3 would result in the same number of jobs, housing, and people by 2050 as the Proposed Plans. As such, it would attain to the same degree the policy goals of the RTP/SCS, the SCAQMD AQMP, and the City's General Plan Framework Element and Air Quality Element as well as the Proposed Plans. However, the added network enhancements would achieve the objectives of these plans to a greater extent than the Proposed Plans, specifically, the policies and goals related to concentrating development in areas with access to transit and reducing VMT and associated emissions as well as implementing increased active and non-motorized transportation modes. Like the Proposed Plans, Alternative 3 would not increase reasonably anticipated development in a way that would be inconsistent with SCAG's growth forecasts for the City; therefore, Alternative 3 would not conflict with the AQMP.

The same amount of total construction is anticipated under Alternative 3, as with the Proposed Plans. Therefore, Alternative 3 would result in similar emissions of NOx, PM10, and PM2.5, and maximum daily emissions would be similar because the nature and magnitude of individual construction projects would be similar and would still exceed regional and local significance thresholds. Additionally, because similar development would occur under Alternative 3, it is reasonable to assume that operational emissions would be similar when compared to the Proposed Plans, although incrementally reduced with greater opportunities for non-motorized transportation that would reduce total VMT. Nonetheless, as discussed in **Section 4.3, Air Quality**, and shown in **Table 4.3-13**, future NOx and CO regional emissions from mobile sources under implementation of the Proposed Plans is generally expected to decrease relative to existing emissions. This is largely a result of improvements in vehicular engine efficiency technologies and fuel pollutant concentrations resulting from more stringent statewide regulations that are projected to occur between existing conditions (2024) and 2050. Future VOC, SOx, PM10, and PM2.5 emissions would increase, and VOC, PM10, and PM2.5 emissions would exceed applicable SCAQMD thresholds. Because increasingly stringent state regulations related to energy efficiency and emissions control will continue to apply regardless of whether a plan is adopted, it is reasonable to assume that under Alternative 3, future NOx and CO regional emissions from mobile sources would similarly decrease relative to existing emissions, but VOC, PM10, and PM2.5 emissions would remain above SCAQMD thresholds. **Mitigation Measure AQ-1** through **AQ-9** would be applied to the Alternative but would not be expected to reduce impacts to less than significant since emissions would remain above SCAQMD thresholds. As with the

Proposed Plans, impacts related to construction emissions for VOC, PM10, and PM2.5 would remain ***significant and unavoidable.***

The anticipated development in the CPAs accommodated by Alternative 3 would continue to result in daily emissions of VOC that would exceed the SCAQMD regional significance thresholds due to increased use of consumer products and increased energy demand, similar to the Proposed Plans. As with the Proposed Plans, impacts related to operational VOC, PM10, and PM2.5 emissions would be significant and unavoidable.

Impacts to sensitive receptors from construction would be potentially significant, but application of **Mitigation Measure AQ-9**, would reduce construction impacts to less than significant, but TAC-related impacts associated with distribution centers and warehouses during operation would remain significant and unavoidable. As with the Proposed Plans, impacts related to odors would be ***less than significant.***

Biological Resources

The majority of the Southwest Valley CPAs are developed with urban uses or are substantially degraded, and as such would not support threatened or endangered species. However, portions of the Southwest Valley CPAs consist of open spaces in the Bell Canyon area, the Sepulveda Basin Wildlife Reserve, and a number of open spaces within the Santa Monica Mountains that have grasslands and vegetation that could potentially be suitable habitat for these endangered species, especially the endangered bird species. Additionally, portions of both the Santa Monica Mountains and Bell Canyon, and the adjacent Upper Las Virgenes Open Space Preserve are identified as Significant Ecological Areas (SEAs) in the City of Los Angeles, and some of these species, particularly birds, may find refuge there. Additionally, there are several riverine and floodway channels that within the CPAs could potentially support habitats, such as headwater streams and channels that converge with wetland and other riparian habitats (i.e., shrub wetland, freshwater pond). There are numerous special status species that have historically been reported in the area, but it should be noted that there have been no recent observations recorded of any listed species within the CPAs.

Alternative 3 would implement the same land use, zoning, and density as the Proposed Plans and would additionally implement a series of mobility network changes within the CPAs. Both the Proposed Plans and Alternative 3 prioritize infill development in an already urbanized area of the City, thus minimizing development in native biological habitats and wildlife corridors. Development under Alternative 3 would occur within the same footprint as the Proposed Plans and would not interfere with natural resources, degrade the sustainability of natural resources, disrupt existing open space, or encroach upon any natural settings. Alternative 3 would not conflict with goals, policies, and programs of the General Plan Framework

or the City Conservation Element. Any new development has the potential to disturb nesting birds and/or protected trees in the CPAs. However, future development would be required to adhere to the MBTA, CFGC regulations, and the LAMC Tree Preservation Ordinance (177,404) as well as the City's EPMs. Alternative 3's impacts related to biological resources would be the same as those of the Proposed Plans and would be less than significant with implementation of mitigation measures.

Cultural Resources

Future development in the Southwest Valley CPAs would continue to be subject to existing federal, state, and local requirements regarding cultural resources and human remains and discretionary projects may be subject to project-specific mitigation requirements under CEQA. However, although these regulations would provide certain protections for significant historical resources, individual developments allowed by Alternative 3 and the Proposed Plans could potentially cause a substantial adverse change in, or disturbance of, historical resources as defined in *CEQA Guidelines* Section 15064.5. As with the Proposed Plans, impacts to historical resources would remain significant and unavoidable under Alternative 3.

Similar to the Proposed Plans, Alternative 3 may result in disturbance of areas that potentially contain archaeological resources and/or human remains. As with the Proposed Plans, **Mitigation Measures CR-1** and **CR-2** would be applied, and in combination with existing regulatory requirements, would reduce Alternative 3 impacts to archaeological resources to a less than significant level. Alternative 3 impacts to human remains would be less than significant based on compliance with existing regulations.

Energy

Alternative 3 would accommodate the same population, housing, and employment as the Proposed Plans. Therefore, it is reasonable to assume that implementation of Alternative 3 would result in the same overall energy consumption. As discussed in **Section 4.6, Energy**, (**Table 4.6-7** through **Table 4.6-9**) implementation of the Proposed Plans would increase energy consumption above 2024 baseline conditions. However, because Alternative 3 would provide enhanced bicycle and pedestrian networks, Alternative 3, consistent with the Proposed Plans, would result in a decrease in VMT compared to 2024 baseline conditions. Like the Proposed Plans, Alternative 3 would not result in inefficient, wasteful, or unnecessary consumption of energy resources. In addition, neither Alternative 3 nor the Proposed Plans would conflict with applicable federal, state, and local energy conservation policies aimed at decreasing reliance on fossil fuels and increasing reliance on renewable energy sources. Overall, impacts would be comparable to the Proposed Plans and would remain ***less than significant***.

Geology and Soils

Alternative 3 would generally accommodate development within the same footprints as the Proposed Plans. Any new development would be exposed to existing geologic and soil hazards but would not increase the potential for such hazards or create new hazards. Compliance with existing regulatory requirements and policies, including the LAMC and the CBC, would reduce impacts from adverse effects related to seismic activity and ground shaking, liquefaction, on or off-site landslides, ground failure; or adverse effects related to expansive soil, or to a geologic unit or soil that is unstable or would become unstable as a result of the project and result in landslide, lateral spreading, liquefaction, or collapse. In some cases, future development in the CPAs may reduce the potential for property damage and/or safety concerns by replacing older structures with new structures built to current seismic standards. Erosion would be addressed through adherence to BMPs, as required by the NPDES Construction General Permit and the LAMC. For all geological impacts except paleontological, impacts from Alternative 3 would be the same as the Proposed Plans and would be less than significant.

Similar to the Proposed Plans, Alternative 3 would have the potential to disturb paleontological resources for projects that involve excavation or grading in previously undisturbed soils that contain paleontological resources. **Mitigation Measures GEO-1**, **GEO-2**, and **GEO-3** would be applied to Alternative 3 and would reduce impacts to less than significant. Impacts from Alternative 3 related to paleontological resources would be similar to the Proposed Plans and would remain ***less than significant with mitigation.***

Greenhouse Gas Emissions

Development under Alternative 3 and the Proposed Plans would generate GHG emissions through individual project construction and operation. GHG emissions would be generated by direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation. As shown in **Table 4.8-8** in **Section 4.8, Greenhouse Gas Emissions**, implementation of the Proposed Plans would result in a 12 percent increase in total GHG emissions in the Southwest Valley CPAs by 2050 as compared to baseline conditions, but a 27 percent reduction in per capita GHG emissions. The reduction in per capita GHG emissions can be attributed to a combination of state-mandated GHG emission reduction strategies and the fact that implementation of the Proposed Plans would lower per capita VMT due to the location of jobs and housing in close proximity to each other and creation of substantial opportunities to use transportation modes such as transit, bicycling, and walking which would be further increased with Alternative 3. Compared to the Proposed Plans, overall, the GHG emissions per capita with Alternative 3 would be slightly lower due to the changes to select Enhanced Networks from the MP 2035, which provide additional opportunities to use alternative modes of transportation to the single-passenger vehicle.

Alternative 3 with its enhanced network modifications would also be consistent with AB 32, SB 32, SB 375 (through demonstration of conformance with the RTP/SCS), the Sustainable City pLAn, GreenLA, and Mayor Bass's Climate Action Plan for Los Angeles, similar to the Proposed Plans.

Neither Alternative 3 nor the Proposed Plans would conflict with state, regional, or local plans or policies related to GHG emissions or climate change. On the contrary, Alternative 3 and the Proposed Plans would generally implement plans and policies aimed at GHG emissions reduction by accommodating relatively high density, mixed-use development in areas that are well served by transit, thus reducing per capita VMT. Alternative 3's added enhanced roadway networks would make this alternative's impact incrementally reduced compared to the Proposed Plan, and less than significant.

Hazards and Hazardous Materials

Under this Alternative, hazardous materials would continue to be transported through the Southwest Valley CPAs, and neither Alternative 3 nor the Proposed Plans would substantially increase hazardous material risks from transport, use, or disposal based on the extensive existing regulations of hazardous materials. Consequently, as with the Proposed Plans, impacts related to the routine transport, use, or disposal of hazardous materials or upset or accident conditions involving hazardous materials would be less than significant.

The Proposed Plans include a boundary change that would extend the Reseda-West Van Nuys-Lake Balboa CPA boundary to include the entirety of the Van Nuys Airport, including the Van Nuys Airport Plan boundaries, and adjacent uses located east of the Van Nuys Airport. As such, the land uses around the airport would comply with the land use policies and design standards within the Proposed Plans. This change would continue to occur under Alternative 3.

Compliance with applicable regulations would reduce impacts related to development near oil wells to a less than significant level. Like the Proposed Plans, grading and construction activity could potentially result in the release of soil and/or groundwater contamination. This could potentially affect schools or involve a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment. However, with imposition of **Mitigation Measures HAZ-1** through **HAZ-3** to Alternative 3, impacts would be less than significant. Consistent with the analysis for the Proposed Plans (discussed in **Section 4.18, Wildfire**), Alternative 3 would result in significant and unavoidable impacts regarding the exposure of people or structures, to a significant risk of loss, injury, or death involving wildland fires. Overall impacts associated with Alternative 3 would be similar to those of the Proposed Plans and would be ***less than significant***, aside from the ***significant and unavoidable*** impacts from exposure to wildland fires.

Hydrology and Water Quality

Alternative 3 would accommodate the same overall development as the Proposed Plans and would not substantially alter drainage patterns or result in substantial erosion, siltation, or flooding on- or off-site. All new development would be subject to federal, state, and local requirements that prevent violations of water quality standards or waste discharge requirements and support the preservation and expansion of pervious surfaces. In addition, any new development projects would be required to incorporate BMPs to manage stormwater and reduce runoff during construction and operation, and industrial sources would be subject to additional stormwater management and discharge requirements under the NPDES program for industrial uses. Compliance with the City's LID Ordinance would further ensure that any future development under Alternative 3 would not require construction of new stormwater drainage facilities and/or expansion of existing facilities beyond specific improvements needed for individual development projects. In the long-term, redevelopment of properties in the Southwest Valley CPAs would improve surface water quality by replacing older development with new development that incorporates LID methods. Overall impacts associated with Alternative 3 would be similar to those of the Proposed Plans and ***less than significant***.

Land Use and Planning

Similar to the Proposed Plans, Alternative 3 would generally allow greater building heights, scale, and intensity than currently exists in portions of the Southwest Valley CPAs. Alternative 3 would also add the proposed enhanced bikeway and pedestrian networks provided in **Table 5.0-6**. Alternative 3 would further promote multi-modal transportation options near transit to a greater degree than the Proposed Plans. Like the Proposed Plans, Alternative 3 would be consistent with RTP/SCS policies related to the provision of urban infill development near transit as well as with the City's General Plan and Framework Element, Mobility Plan 2035, and the 2021-2029 Housing Element. Further, as discussed under Air Quality, Alternative 3 would also attain the policy goals of the RTP/SCS, the SCAQMD AQMP, and the City's General Plan Framework Element and Air Quality Element; specifically, related to the concentration of development near transit and reducing regional VMT. Like the Proposed Plans, Alternative 3 would not physically divide an established community or conflict with an applicable habitat conservation plan or natural community conservation plan. Overall, Alternative 3's impacts would be reduced compared to the Proposed Plans and would be ***less than significant.***

Noise

Similar to the Proposed Plans, Alternative 3 would include construction activity that would result in temporary increases in ambient noise levels on an intermittent basis. Noise levels would fluctuate

depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Sensitive receptors are located throughout the Southwest Valley CPAs could be exposed to noise associated with construction activities related to reasonably anticipated development from the Proposed Plans.

Mitigation Measures NOI-1 through NOI-6 would be applied to Alternative 3. Construction activities occurring in the CPAs are subject to the Regulatory Compliance Measures adopted pursuant to the City's noise ordinances. These measures include:

- Compliance with the City's Noise Regulation, codified in LAMC Chapter XI and amended by Ordinance No. 161,574, adopted July 30, 1986, which prohibits the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

- Compliance with LAMC Chapter IV, Section 41.40, which restricts construction activities to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday and federal holidays, and prohibits activities on Sundays.

- Compliance with the City's Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City's telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the Los Angeles Department of Building and Safety (LADBS).

- LAMC Chapter XI, Section 112.05 establishes performance standards for powered equipment or tools. The maximum allowable noise level for most construction equipment within 500 feet of any residential zone is 75 A-weighted decibels (dBA) measured at 50 feet from the noise source. This restriction holds unless compliance is not technically feasible even with the use of noise "mufflers, shields, sound barriers, and/or other noise reduction devices or techniques."

Any future construction activity, specifically pile driving, could potentially generate vibration exceeding the 90 VdB threshold for buildings extremely susceptible to building damage (e.g., historical structures). Although mitigation is available to minimize the potential effects of vibration, it cannot be assured that construction-related vibration would not result in building damage. Thus, although **Mitigation Measures NOI-7** and **NOI-8** would be imposed on Alternative 3 and would reduce impacts to the degree feasible, Alternative 3 would result in a significant and unavoidable impact related to construction vibration.

Duration of construction and use of heavy-duty equipment in the Alternative 3 scenario would be similar to the Proposed Plans. Therefore, the overall impact generated by temporary construction noise under Alternative 3 would be the same as that of the Proposed Plans and the impact would remain ***potentially significant***.

Similar to the Proposed Plans, Alternative 3 would not increase operational stationary and mobile noise levels by 3 dBA CNEL or more into the "normally unacceptable" or "clearly unacceptable" categories, or by 5 dBA CNEL or more. Therefore, impacts related to operational noise levels would be less under Alternative 3 due to less development overall and operational noise impacts would be ***less than significant***.

It is not anticipated that new development would involve activities that would result in substantial operational vibration (e.g., blasting operations). As with the Proposed Plans, operational ground-borne vibration in the vicinity of new development under Alternative 3 would be primarily generated by vehicular travel on the local roadways. According to the FTA Transit Noise and Vibration Impact Assessment guidance document, rubber tires and suspension systems dampen vibration levels from trucks to a level that is rarely perceptible.[3] Accounting for additional vehicle trips that would be accommodated by the Alternative 3, traffic vibration levels would be similar to existing conditions and not perceptible by sensitive receptors. Therefore, similar to the Proposed Plans, impacts related to operational vibration under Alternative 3 would be ***less than significant***.

Overall, operational and construction impacts from Alternative 3 would be the same as those of the Proposed Plans.

Similar to the Proposed Plans, Alternative 3 would have ***less than significant*** impacts related to airport noise.

Population and Housing

Projected growth under the Proposed Plans would exceed SCAG's 2050 growth projections. Alternative 3 would increase the development capacity of the Southwest Valley CPAs in the same manner and would be generally consistent with SCAG's housing and job projections for the CPAs. Like the Proposed Plans, Alternative 3 would also accommodate forecasted growth in areas with a mix of jobs and housing and with transit access. While anticipated growth would exceed SCAG's forecasts for the CPAs, the development reasonably expected to occur under the Proposed Plans would be consistent with SCAG's citywide growth projections, and with City, regional, and state policies for housing, economic development, air quality, and

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[3] Federal Transit Administration. *Transit Noise and Vibration Impact Assessment*. September 2018. Available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed December 15, 2022.

sustainability, as well as other adopted housing growth policies. Like the Proposed Plans, Alternative 3 would not induce substantial population growth inconsistent with regional growth plans.

Similar to the Proposed Plans, Alternative 3 would not directly result in physical changes that would cause the displacement of a substantial number of people or housing, necessitating the construction of replacement housing elsewhere. Alternative 3 may cause a temporary reduction in housing stock as new buildings are built in place of older ones or as existing buildings are renovated. However, to address potential displacement and to comply with State law, in 2025, the City adopted the Resident Protections Ordinance (PRO) to provide existing occupants of protected units the right to remain for six months before the start of construction, the Right to Return if demolition does not proceed, and some relocation assistance for qualifying occupants. Lower Income tenants are also provided with the Right to Return to a unit in the new development, as well as an enhanced Right to Relocation benefit. As such, impacts would be ***less than significant***.

Public Services and Recreation

With respect to fire and police services, as under the Proposed Plans, Alternative 3 would increase demand for fire and police protection services in the CPAs. This may result in the need for new or expanded fire and police facilities. Based on the urbanized character of the CPAs, it is anticipated that new or expanded facilities could be built without creating significant environmental impacts. Depending on the location or nature of new facilities, the construction of new facilities could potentially result in impacts. However, like the Proposed Plans, those impacts would be consistent with those already identified in this Draft EIR for construction or operations. Project-specific environmental analysis under CEQA would be required to address any site-specific environmental concerns. With respect to schools, Alternative 3 would result in the same residential and nonresidential uses as the Proposed Plans and therefore, student generation would be the same with the Alternative and the Proposed Plans. As such, Alternative 3 and the Proposed Plans would create the same need for new or expanded school facilities. Under both scenarios, developers would be required to pay school impact fees. As with the Proposed Plans, any impacts associated with new school construction would be similar to those analyzed and identified in this Draft EIR for other types of infill development, and any site-specific impacts would be speculative and would be addressed by LAUSD as part of a project-level CEQA review.

With respect to libraries, both the Proposed Plans and Alternative 3 would increase demand for library facilities to the same extent. The CPA is urbanized, and new facilities would not involve expansion of the urban sphere beyond current boundaries and, thus, there would be no need for new or expanded infrastructure.

Demand for existing recreational facilities would increase from existing conditions under the Alternative 3. Future development under Alternative 3 would be subject to LAMC Sections 12.33 and 17.12, which are part of the City's implementation of the Quimby Act. These ordinances require developers of residential projects (except affordable housing units and second dwelling units) to dedicate land for park and recreation purposes, or pay a fee in lieu thereof, prior to obtaining a permit. The dedication of land for park and recreation purposes or payment of fees would help to offset the demand created by future development. Impacts related to the Alternative 3 resulting in substantial physical deterioration of parks and recreational facilities would be the same as the Proposed Plans and would remain significant and unavoidable as the increased population would still increase demand for existing recreational facilities; impacts related to providing new parks and park facilities would be less than significant. For all public service and recreation impacts the impact from Alternative 3 would be the same as the Proposed Plans and would remain less than significant; except for deterioration of parks, where the impact would be the same and would remain ***significant and unavoidable.***

Transportation and Traffic

With respect to transportation, a significant impact would occur if the total daily VMT per service population under the Proposed Plans, or a proposed alternative, were to increase above the 2024 Baseline Condition, or if the Citywide land use growth (including the growth under the Proposed Plans, or proposed alternatives) would result in total VMT per service population that exceeds 15 percent below the regional average VMT per service population for 2024. **Table 5.0-7, Existing Traffic Conditions Comparison between the Proposed Plans and Alternative 3,** shows vehicle trips and VMT for the Proposed Plans (2050) and Alternative 3 (2050). As shown in **Table 5.0-7**, Alternative 3 has lower VMT per service population (21.8) than the per service population from the 2024 SCAG Region (28.3), which is the same as the Proposed Plans. VMT per service population under Alternative 3 and the Proposed Plans would be 21.8, while the 2024 Plan Baseline VMT per service population is 26.0.

Given that service population VMT for the Alternative 3 is more than 15 percent below the 2024 SCAG Region and the service population VMT is lower than the 2024 Plan Baseline Conditions, Alternative 3 would have a less than significant impact with respect to VMT and would result in similar impacts to the Proposed Plans as a result of the reduction in VMT.

Table 5.0-7
Existing Traffic Conditions Comparison between the Proposed Plans and Alternative 3

Transportation Metric	Threshold		Proposed Plans (2050)	Alternative 3 (2050)
	2024 SCAG Region Conditions	2024 Plan Baseline Conditions		
Total Daily VMT	802,007,200	15,601,300	20,296,200	20,293,100
Total Daily VMT per Service Population	**28.3**	**26.0**	**21.8**	**21.8**

Source: Fehr & Peers, SCAG 2024 RTP Model, 2024; City of Los Angeles Southwest Community Plans Subarea TDF Model, 2026.

Regarding freeway queuing and safety, the specific concern relates to the possibility that the speed differential between vehicles traveling on the freeway mainline (the US 101 and I-405, in particular) and vehicles queuing at freeway off-ramps may create the potential for collisions if drivers on the freeway mainline lack sufficient time to slow or stop once they are aware of a queuing situation. Alternative 3 implements Enhanced Network improvements from the MP 2035. As a result, Alternative 3 may result in fewer vehicles traveling on freeways from the provision of alternative modes of transportation to the single-passenger vehicle. As such, Alternative 3 would result in less impacts with regard to transportation safety impacts related to freeway off-ramp queuing. Impacts would also be significant, but slightly less than the Proposed Plans. Additionally, Alternative 3 does not propose any road configurations that would affect emergency services. Alternative 3 would result in less VMT overall compared to the Proposed Plans, reducing road congestion, and decreasing the impact to emergency services. Impacts would be less than the Proposed Plans, but impacts would remain ***significant***.

Tribal Cultural Resources

Development activities that include ground disturbance have the potential to significantly impact tribal cultural resources. Effects on tribal cultural resources are only known once a specific development has been proposed because the effects are highly dependent on both the individual development site conditions and the characteristics of the proposed activity. Alternative 3 would generally accommodate development in the same areas that could be developed under the Proposed Plans. Although neither Alternative 3 nor the Proposed Plans includes specific development projects, new development accommodated by either scenario may disturb areas that potentially contain tribal resources. Similar to the Proposed Plans, all future development projects would continue to be subject to existing federal, state, and local requirements and discretionary projects, subject to CEQA review would be required to comply with AB 52, which for projects relying on an EIR or an Mitigated Negative Declaration (MND), would require consultation with California Native American tribes. Certain tribal consultation requirements also exist for projects seeking exemptions

under new state laws. **Mitigation Measures TCR-1** and TCR-2 in **Section 4.16, Tribal Cultural Resources**, would be imposed on Alternative 3 and would reduce Alternative 3's impacts to a less than significant level. Alternative 3's impact would be the same as the Proposed Plans and would be less than significant with mitigation incorporated.

Utilities and Service Systems

Alternative 3 would result in the same housing, jobs, and population as the Proposed Plans. As under the Proposed Plans, growth under Alternative 3 would generate increased wastewater. As development occurs in the Southwest Valley CPAs, upgrades to water conveyance systems may be required. Local water delivery lines may need to be replaced and upgraded in the vicinity of new development that is substantially more dense than existing development, and it is possible that the construction of new water lines may be necessary to serve new development under Alternative 3. However, if new facilities are determined to be necessary at some point in the future, the construction of such infrastructure would not be expected to result in significant environmental impacts since it typically involves replacement of lines in the same locations as existing lines. Routine infrastructure projects involving replacing or upgrading water distribution facilities, such as trunk lines, generally include the preparation of an ND or MND and in some cases may possibly qualify for a Categorical Exemption or Statutory Exemption. The environmental impacts of the construction and operation of these new or upgraded facilities are consistent with the impacts that have been evaluated throughout this EIR. Specifically, this Draft EIR analyzes anticipated effects of citywide growth related to air quality, noise, traffic, and other environmental impact areas. Alternative 3 would have similar impacts to the Proposed Plans and would be less than significant.

Similarly, development under Alternative 3 would be the same as the Proposed Plans. As a result, solid waste impacts would be the same as the Proposed Plans and remain less than significant.

Based on City policy, new water demand is to be met by expanding water recycling and conservation. As under the Proposed Plans, all new development under Alternative 3 would be required to implement applicable water conservation measures. These measures include Water Efficiency Requirements Ordinance, Los Angeles Green Building Code, the most current California Green Building Standard Code, and all applicable regulations in the future. As discussed in **Section 4.17, Utilities and Service Systems**, under the Proposed Plans adequate supply would be available to meet estimated demand of the Southwest Valley CPAs during normal and single dry year conditions and multiple dry years up to the year 2050. Therefore, impacts would be the same as the Proposed Plans and impacts would be less than significant.

Electrical and natural gas supplies are not expected to be adversely affected by development under Alternative 3, but improvements to Southwest Valley CPAs distribution and telecommunication facilities

may be needed. Temporary traffic, air quality, and noise impacts associated with construction of such improvements would be within the parameters described for the Proposed Plans and impacts analyzed in this Draft EIR for infill development. Overall impacts associated with Alternative 3 would be the same as the Proposed Plans and would be ***less than significant***.

Wildfire

The Southwest Valley CPAs are not located within a State Responsibility Area (SRA). As discussed in Section 4.18 Wildfire, all Fire Hazard Severity Zone (FHSZ) designations applicable within the Plan Areas are Local Responsibility Area (LRA) designations. As shown in Figure 4.18-1, Fire Hazard Severity Zones, which depicts the 2025 CAL FIRE recommended LRA FHSZ designations, portions of the Southwest Valley CPAs are located within Moderate, High, and Very High FHSZs. The hillsides of Bell Canyon within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA and the Santa Monica Mountains within the Canoga Park-Winnetka-Woodland Hills-West Hills and Encino-Tarzana CPAs contain VHFHSZs. In addition, the City's 2025 CAL FIRE recommended LRA Fire Hazard Severity Zone maps identify portions of the developed urban interface adjacent to these hillside areas as VHFHSZs, including a segment of the Ventura Boulevard corridor in Encino, which was not identified as a VHFHSZ under the City's previously adopted 1999 maps. As discussed in Section 4.4, Biological Resources, the hillsides of Bell Canyon and the Santa Monica Mountains within the Southwest Valley CPAs contain various vegetation susceptible to wildfire, including chaparral and coastal sage scrub. These hillsides have experienced repeated wildfire events over the past several decades.

Under Alternative 3, development would continue to occur throughout the CPAs. Additionally, with the passage of SB 9, the City does not have the authority to restrict private by-right development in hillsides or in other VHFHSZs. By-right development must still comply with applicable federal, State, and local building and fire code requirements intended to reduce wildfire risk. The Proposed Plans include regulations related to setbacks and hours of construction. Further, Mitigation Measure WF-1 would apply under this Alternative. With this alternative, there could still be development in the hillside areas. Under this alternative, impacts would be ***significant*** and would be similar to the Proposed Plan.

Conclusion

Alternative 3 would accommodate the same overall development as the Proposed Plans and would additionally implement enhanced roadway networks. Due to the same amount of development potential under Alternative 3 in comparison to the Proposed Plans, the same historical resources are likely to be disturbed, and impacts related to historical resources would be the same under Alternative 3 as under the Proposed Plans. Similarly, compared to the Proposed Plans, impacts related to construction and

operational air quality and noise, construction vibration, and deterioration of existing parks would remain the same. Alternative 3 would result in the same impact conclusions as the Proposed Plans in most impact categories. However, Alternative 3 would result in lower air pollutant and GHG emissions, VMT, and energy use compared to the Proposed Plans. Therefore, the following significant impacts from the Proposed Plans remain under Alternative 3: historical resources, air quality, construction noise and vibration, transportation safety impacts related to freeway off-ramp queuing, recreational facilities, and wildfire.

5.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires identification of the environmentally superior alternative among the options studied. In general, the environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. If the No Project Alternative (Alternative 1) is identified as environmentally superior, then another environmentally superior alternative shall be identified among the other alternatives.

As shown in **Table 5.0-8, Impact Comparison of Alternatives**, Alternatives 1, 2, and 3 would all incrementally reduce certain impacts under multiple issue areas compared to the Proposed Plans. This is because Alternatives 1 and 2 would reduce overall development levels in the Southwest Valley CPAs. Alternative 3, the Proposed Project with Mobility Network Changes, would anticipate the same level of development as the Proposed Project but would include changes to the Enhanced Networks aimed at improving connectivity between networks and reducing existing conflicting or duplicative designations, and would further promote multi-modal transportation options beyond the Proposed Plans. While Alternative 3 would result in a lower total daily Vehicle Miles Traveled (VMT) it would result in the same VMT per service population as the Proposed Plans, and would therefore have the same VMT impact as the Proposed Plans, which would be less than significant. Alternative 1 would include the lowest overall level of growth and development in the Southwest Valley CPAs. However, because Alternative 1 would not be subject to the mitigation measures proposed in the Proposed Plans, it may result in higher greater overall impacts than the Proposed Plans for certain issues. In addition, by limiting growth in the Southwest Valley CPAs, Alternative 1 could cause more forecasted growth and associated development to occur in other areas of the City or region that have less access to transit and longer distances between housing, jobs, and services. In this way, Alternative 1 may also result in greater overall regional VMT and associated air pollutants and GHG emissions.

Based on the ability to reduce environmental impacts and meet and even further project objectives, the Proposed Project and Proposed Mobility Network Changes (Alternative 3) is the Environmentally Superior Alternative for the respective CPAs.

Table 5.0-8
Impact Comparison of Alternatives

Resource Area	Alternatives		
	No Project (Alternative 1)	Proposed Project w/o SF Rezoning (Alternative 2)	Proposed Project w/ Mobility Network (Alternative 3)
Aesthetics			
Impact 4.1-1: Have a substantial adverse effect on a scenic vista.	+	=	=
Impact 4.1-2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	+	=	=
Impact 4.1-3: In urbanized areas, conflict with applicable zoning and other regulations governing scenic quality, or where it proposes to change the applicable zoning and other regulations governing scenic quality would it degrade the visual character of the Southwest Valley CPAs and its surrounding area.	+	=	=
Impact 4.1-4: Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.	=	=	=
Agricultural 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 non-agricultural use.	=	=	=
Impact 4.2-2: Conflict with existing zoning for agricultural use, or a Williamson Act contract.	=	=	=
Impact 4.2-3: Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined in Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104(g)).	=	=	=
Impact 4.2-4: Result in the loss of forest land or conversion of forest land to non-forest use.	=	=	=
Impact 4.2-5: Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.	=	=	=
Air Quality			
Impact 4.3-1: Conflict with or obstruct implementation of the applicable air quality plan.	+	=	=

Resource Area	Alternatives		
	No Project (Alternative 1)	Proposed Project w/o SF Rezoning (Alternative 2)	Proposed Project w/ Mobility Network (Alternative 3)
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.	+	=	-
Impact 4.3-3: Expose sensitive receptors to substantial pollutant concentrations.	+	=	-
Impact 4.3-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	=	-	=
Biological Resources			
Impact 4.4-1: Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by CDFW or USFWS.	+	=	=
Impact 4.4-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFW or USFWS.	+	=	=
Impact 4.4-3: Have a substantial adverse effect on federally protected wetlands, as defined by CWA Section 404 (including, but not limited to, marsh, and vernal pools) through direct removal, filling, hydrological interruption, or other means.	+	=	=
Impact 4.4-4: 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.	+	=	=
Impact 4.4-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	+	=	=
Impact 4.4-6: Conflict with the provisions of an adopted habitat conservation plan (HCP), natural communities conservation plan (NCCP), or other approved local, regional, or state habitat conservation plan.	+	=	=
Cultural Resources			
Impact 4.5-1: Cause a substantial adverse change in the significance of a historic structure that is a historical resource as defined in *State CEQA Guidelines* Section 15064.5.	+	-	=
Impact 4.5-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to *State CEQA Guidelines* Section 15064.5.	+	-	=
Impact 4.5-3: Disturb any human remains, including those interred outside of formal cemeteries.	+	-	=

Resource Area	Alternatives		
	No Project (Alternative 1)	Proposed Project w/o SF Rezoning (Alternative 2)	Proposed Project w/ Mobility Network (Alternative 3)
Energy			
Impact 4.6-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	+	+	=
Impact 4.6-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	+	+	=
Geology and Soils			
Impact 4.7-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the 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?	=	=	=
Impact 4.7-2: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.	=	=	=
Impact 4.7-3: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction and/or landslides.	=	=	=
Impact 4.7-4: Result in substantial soil erosion or the loss of topsoil.	=	=	=
Impact 4.7-5: 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.	=	=	=
Impact 4.7-6: 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.	=	=	=
Impact 4.7-7: 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.	=	=	=
Impact 4.7-8: Directly or indirectly destroy a unique paleontological resource or site.	+	-	=
Greenhouse Gas Emissions			
Impact 4.8-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	+	-	-
Impact 4.8-2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases.	+	+	-

Resource Area	Alternatives		
	No Project (Alternative 1)	Proposed Project w/o SF Rezoning (Alternative 2)	Proposed Project w/ Mobility Network (Alternative 3)
Hazards/Hazardous Materials			
Impact 4.9-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	+	=	=
Impact 4.9-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	+	=	=
Impact 4.9-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	+	=	=
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.	-	=	=
Impact 4.9-5: 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.	+	=	=
Impact 4.9-6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	=	-	=
Impact 4.9-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.	=	-	=
Hydrology/Water Quality			
Impact 4.10-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	=	=	=
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.	=	=	=

Resource Area	Alternatives		
	No Project (Alternative 1)	Proposed Project w/o SF Rezoning (Alternative 2)	Proposed Project w/ Mobility Network (Alternative 3)
Impact 4.10-3: Substantially alter the existing drainage pattern of the site or area, including through 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 or amount of surface runoff in a manner which would result in flooding on-or offsite; 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.	=	=	=
Impact 4.10-4: Result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.	=	=	=
Impact 4.10-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	=	=	=
Land Use/Planning			
Impact 4.11-1: Physically divide an established community.	=	=	=
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 effect.	+	+	=
Noise/Vibration			
Impact 4.12-1: 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.	-	-	=
Impact 4.12-2: Generation of excessive ground-borne vibration or ground-borne noise levels.	-	-	=
Impact 4.12-3: 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, would the project expose people residing or working in the project area to excessive noise levels.	=	=	=
Population/Housing			
Impact 4.13-1: Induce substantial population growth to areas of the region either directly (by proposing new homes and businesses) or indirectly (by extending roads and other infrastructure).	=	=	=

Resource Area	Alternatives		
	No Project (Alternative 1)	Proposed Project w/o SF Rezoning (Alternative 2)	Proposed Project w/ Mobility Network (Alternative 3)
Impact 4.13-2: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.	=	-	=
Public Services/Recreation			
Impact 4.14-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios and response times.	-	-	=
Impact 4.14-2: Result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios and response times.	-	-	=
Impact 4.14-3: Result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios or other educational performance factors.	-	-	=
Impact 4.14-4: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial deterioration of the facilities could occur.	-	-	=
Impact 4.14-5: Result in substantial adverse physical impacts associated with the provision of new or physically altered parks and recreational facilities the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios.	-	-	=
Impact 4.14-6: Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios.	-	-	=
Transportation/Traffic			
Impact 4.15-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	+	-	-
Impact 4.15-2 Conflict or be inconsistent with *CEQA Guidelines* section 15064.3(b).	-	+	=
Impact 4.15-3: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	-	-	-
Impact 4.15-4: Result in inadequate emergency access.	-	-	-

Resource Area	Alternatives		
	No Project (Alternative 1)	Proposed Project w/o SF Rezoning (Alternative 2)	Proposed Project w/ Mobility Network (Alternative 3)
Tribal Cultural Resources			
Impact 4.16-1: Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 that is: • Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or • 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.	+	-	=
Utilities/Service Systems			
Impact 4.17-1: Require or result in the relocation or construction of new or expanded water facilities, the construction of which could cause significant environmental effects?	-	-	=
Impact 4.17-2: Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	-	-	=
Impact 4.17-3: Require or result in the relocation or construction of new or expanded wastewater treatment facilities the construction of which could cause significant environmental effects.	-	-	=
Impact 4.17-4: 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?	-	-	=
Impact 4.17-5: Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	-	-	=
Impact 4.17-6: Result in the relocation or construction of new or expanded electricity, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.	-	-	=
Wildfire			
Impact 4.18-1: Substantially impair an adopted emergency response plan or emergency evacuation plan.	=	=	=
Impact 4.18-2: 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.	=	=	=

Resource Area	Alternatives		
	No Project (Alternative 1)	Proposed Project w/o SF Rezoning (Alternative 2)	Proposed Project w/ Mobility Network (Alternative 3)
Impact 4.18-3: 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.	=	=	=
Impact 4.18-4: 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.	=	=	=
Impact 4.18-5: Expose people or structures either directly or indirectly to a significant risk of loss, injury, or death involving wildland fire.	=	=	=

+ Increased level of impact compared to the Proposed Plans
- Decreased level of impact compared to the Proposed Plans
= Similar level of impact compared to the Proposed Plans
Significant and unavoidable impacts are bolded and red.
Note that impacts are identified as "significant and unavoidable" if the physical effect associated with the alternative would be equivalent to a "significant impact" only if the alternative involved a new discretionary action.

6.0 OTHER CEQA CONSIDERATIONS

INTRODUCTION

This section provides analysis of impacts, in addition to that provided in previous chapters, that could occur within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys-Lake Balboa Community Plan (hereinafter, collectively referred to as the "Southwest Valley Community Plans," or "Proposed Plans").

Section 15126 of the *California Environmental Quality Act (CEQA) Guidelines* requires that all phases of a project must be considered when evaluating its impact on the environment. As part of this analysis, in addition to the impact analysis done in **Chapter 4.0** and the alternative analysis in **Chapter 5.0**, the EIR must also analyze and identify (1) significant irreversible environmental effects that would result from implementation of the Proposed Plans, (2) growth-inducing impacts of the Proposed Plans, and (3) any secondary impacts from the proposed mitigation measures identified in **Chapter 4.0**. These impacts are analyzed in this Chapter.

6.1 SUMMARY OF SIGNIFICANT AND UNAVOIDABLE EFFECTS

As discussed throughout this Draft EIR, approval of the Proposed Plans would result in significant and unavoidable impacts under Appendix G of the *State CEQA Guidelines*. These impacts would be indirect, as a result of the future buildout of the Proposed Plans. Implementation of the Proposed Plans would result in the following significant and unavoidable impacts:

- **Air Quality, Threshold 4.3-2:** Cumulatively considerable net increase of criteria pollutant (construction volatile organic compound (VOC), nitrogen oxide (NO_x), carbon monoxide (CO), fine particulate matter (PM10), and respirable particulate matter (PM2.5) emissions and operational/long-term VOC, NO_x, CO, PM10, and PM2.5 under applicable air quality standards; **Threshold 4.3-3**, operational Toxic Air Contaminant (TAC) impacts associated with distribution centers and warehouses.

- **Cultural Resources, Threshold 4.5-1**: Historic resources (project and cumulative)

- **Noise, Threshold 4.12-1:** Increase in ambient noise levels in excess of standards (construction/short-term); **Threshold 4.12-2:** Excessive ground-borne vibration or ground-borne noise levels (construction/short-term).

- **Recreation, Threshold 4.14-5:** Substantial physical deterioration of parks and recreational facilities due to increase in use (operational/long-term and cumulative).

- **Transportation and Traffic, Threshold 4.15-3:** Safety impacts related to off-ramp queuing (operational/long-term and cumulative).

- **Wildfire, Threshold 4.18-1:**, substantially impair an adopted emergency response plan or emergency evacuation plan **Threshold 4.18-2:** Exacerbate wildfire risks, exposing occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire; **Threshold 4.18-3:** requiring the installation or maintenance of associate infrastructure that may exacerbate fire risk or result in temporary or ongoing environmental impacts; **Threshold 4.18-4:** 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 change; **Threshold 4.18-5:** expose people or structures either directly or indirectly to a significant risk of loss, injury, or death involving wildland fire.

6.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS

Section 15126.2(d) of the *State CEQA Guidelines* requires a discussion of any significant irreversible environmental changes that would be caused by the Proposed Plans. Specifically, Section 15126.2(d) states:

> *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. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irreversible commitments of resources should be evaluated to assure that such current consumption is justified.*

Generally, a project would result in significant irreversible environmental changes if any of the following would occur:

- The primary and secondary impacts would generally commit future generations to similar uses;

- The project would involve a large commitment of nonrenewable resources;

- The project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project; or

- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Resources that would be consumed as a result of implementation of the Proposed Plans include water, electricity, natural gas, and fossil fuels; however, the amount and rate of consumption of these resources would not result in significant environmental impacts related to the unnecessary, inefficient, or wasteful use of resources (see **Section 4.6, Energy,** and **Section 4.17, Utilities and Service Systems**). In addition, construction activities related to the reasonably anticipated development would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil), natural gas, and gasoline for automobile and construction equipment. However, use of such resources would not be unusual as compared to other construction projects and would not substantially affect the availability of such resources.

With respect to operation activities, compliance with applicable building codes and mitigation measures would ensure that natural resources are conserved or recycled to the maximum extent feasible. Reasonably anticipated development of the Proposed Plans would be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6 of the California Code of Regulations, California's Energy Efficiency Standards for Residential and Nonresidential Buildings), the California Green Building Standards Code (Title 24, Part 11 of the California Code of Regulations), and the Los Angeles Green Building Code (LAMC Chapter IX, Article 9). The California Energy Code (CEC) provides energy conservation standards for all new and renovated commercial and residential buildings constructed in California. The CEC applies to the building envelope, space-conditioning systems, and water-heating and lighting systems of buildings and appliances and provides guidance on construction techniques to maximize energy conservation. Minimum efficiency standards are given for a variety of building elements, including appliances; water and space heating and cooling equipment; and insulation for doors, pipes, walls, and ceilings. The CEC emphasizes saving energy at peak periods and seasons and improving the quality of installation of energy efficiency measures. The California Green Building Standards Code sets targets for energy efficiency; water consumption; dual plumbing systems for potable and recyclable water; diversion of construction waste from landfills; and use of environmentally sensitive materials in construction and design, including ecofriendly flooring, carpeting, paint, coatings, thermal insulation, and acoustical wall and ceiling panels. New developments would also be required to comply with the Los Angeles Green Building Code, which contains mandatory measures for residential and non-residential uses, particularly those related to energy efficiency (i.e., renewable energy, indoor and outdoor water use, and water reuse systems).

It is also likely that in response to greenhouse gas (GHG) reduction mandates, new technologies or systems will emerge (or will become more cost-effective or user-friendly) that will further reduce the reliance on non-renewable natural resources in the Southwest Valley CPAs. Further, the Proposed Plans provide for

enhancements and increased densities and intensities around transit, building on the existing transportation network in the Southwest Valley CPAs. However, even with implementation of conservation measures, consumption of natural resources would generally increase with implementation of the Proposed Plans due to population increases.

In summary, implementation of the Proposed Plans would involve irreversible environmental changes to existing natural resources, such as the commitment of energy and water resources as a result of the operation and maintenance of future development. However, the Proposed Plans would not involve wasteful or unjustifiable use of energy or other resources, and energy conservation efforts would also occur with new construction. New development accommodated by the Proposed Plans would be constructed and operated in accordance with specifications contained in Title 24 of the California Code of Regulations and local green building requirements, as discussed in **Section 4.6, Energy**. Therefore, the use of energy related to the Proposed Plans would occur in an efficient manner.

6.3 GROWTH INDUCING IMPACTS

Section 15126.2(d) of the *State CEQA Guidelines* requires that growth inducing impacts of a Proposed Plans be considered. Growth inducing impacts are characteristics of a project that could directly or indirectly foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. According to the *State CEQA Guidelines*, such projects include those that would remove obstacles to population growth (e.g., a major expansion of a wastewater treatment plant). In addition, as set forth in the *State CEQA Guidelines*, increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. The *State CEQA Guidelines* also state that it must not be assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment. Generally, a project is considered to result in growth inducing effects if it results in one of the following:

- The extension of infrastructure (sewer, water, etc.) to an area currently undeveloped and/or lacking adequate infrastructure, thus removing an obstacle to growth; and/or
- The provision of housing or employment to an area currently undeveloped or lacking in adequate housing or employment.

The Southwest Valley CPAs are located in an urbanized community with roadways, water, sewer, storm drain, and other utility infrastructure in place. As discussed above, the Proposed Plans are intended to encourage development around existing infrastructure to ensure that infrastructure is used efficiently and in a manner that reduces the environmental impacts of development.

As analyzed in **Section 4.13, Population and Housing**, of this Draft EIR, the Proposed Plans would accommodate the City's forecasted growth in population and employment in the Southwest Valley CPAs. However, such growth would not induce growth outside the Southwest Valley CPAs beyond what is anticipated to result from the Proposed Plans themselves. In addition, the corridor- and transit-focused approach to concentrating new development is consistent with state policy aimed at meeting housing needs while reducing vehicle trips and improving air quality. As a result, the Proposed Plans would better accommodate projected population and housing demand with the proposed land use and zoning changes in place. Although it is possible that the expected population growth in the Southwest Valley CPAs would exceed the SCAG forecasts for these areas, the Proposed Plans would not induce significant population growth but rather would serve to accommodate projected citywide growth in a more sustainable manner.

The growth in the Southwest Valley CPAs would result in an increase in population and non-residential development compared to the projected conditions under the current plans. Implementation of the Proposed Plans would result in a decrease in VMT per service population in the Southwest Valley CPAs compared to existing 2024 baseline conditions. However, the Proposed Project would result in an increase in total VMT compared to existing (2024) conditions. Further, concentrating development in the urbanized Southwest Valley CPAs would generally avoid impacts to agricultural and biological resources, while redevelopment of properties with new development built to current standards would generally reduce the potential for substantial seismic damage. The Proposed Plans would not result in unplanned growth in the Southwest Valley CPAs, as the Proposed Plans' underlying purpose is to accommodate the City's forecasted growth while implementing the policies and goals of the Framework Element and SCAG's SCS.

In conclusion, the Proposed Plans are anticipated to satisfy a portion of the anticipated population growth in the region in an efficient manner consistent with state, regional, and City policies. The Southwest Valley Community Plans would be consistent with the projected growth forecast for the Los Angeles region and regional policies to reduce urban sprawl. To that end, it would efficiently use existing infrastructure, reduce regional congestion, and improve air quality.

6.4 POTENTIAL SECONDARY EFFECTS

State CEQA Guidelines Section 15126.4(a)(1)(D) states that, "[i]f a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measures shall be discussed but in less detail than the significant effects of the project as proposed." In accordance with the *State CEQA Guidelines*, the following provides a discussion of the potential impacts that could occur from implementation of the proposed mitigation measures.

Southwest Valley Community Plans

Air Quality

Mitigation Measures **MM AQ-1** through **MM AQ-8** would reduce regional and local emissions generated by various construction activities, including equipment operation and truck trips, through best management practices. Implementation of these measures would have beneficial impacts on reducing air quality impacts and these measures, which are in large part procedural, would not result in adverse secondary impacts. Any effects from downstream impacts from increased use of Tier 4 equipment or other equipment would be speculative. In addition to **Mitigation Measures AQ-1** through **AQ-8**, Mitigation Measure **MM AQ-9** would reduce exposure of air pollutant concentrations to sensitive receptors by requiring future applicants for distribution centers in the CPAs within 1,000 feet of sensitive uses to prepare a Health Risk Assessment (HRA) prior to project approval.

Biological Resources

Mitigation Measure **MM BIO-1** requires development projects on certain sites to conduct pre-construction bird nest surveys to ensure that active nests occupied by sensitive species and/or habitats are not adversely affected. **MM BIO-2** requires project applicants to review requirements related to the Migratory Bird Treaty Act and California Fish and Game Code regulations to avoid active bird nests. These mitigation measures are procedural actions that would not result in physical changes in the environment that could result in secondary impacts.

Cultural Resources

Mitigation Measures **MM CR-1** and **MM CR-2** would provide for the recovery of any significant archaeological resources that cannot be preserved in place. These mitigation measures are procedural actions that would not result in physical changes in the environment that could result in secondary impacts.

Geology

Mitigation Measures **MM GEO-1** and **MM GEO-2** would ensure that potential paleontological resources are identified and either further avoided or recovered. These mitigation measures are procedural actions that would not result in physical changes in the environment that could result in secondary impacts.

Hazards and Hazardous Materials

Mitigation Measures **MM HAZ-1, MM HAZ-2, MM HAZ-3, and MM HAZ-4** would require preliminary investigation for hazardous materials potential on excavation and grading sites. These mitigation measures

are procedural actions that would not result in physical changes in the environment that could result in secondary impacts. Contaminated sites would be required to comply with all local, state, and federal regulations and would ensure that contaminated sites undergo remediation prior to development activities. Contamination is often localized, and **MM HAZ-1** would further reduce impacts such that the Proposed Plans would not make a cumulatively considerable contribution to impacts related to contaminated sites. Any potential remediation of contamination would be required to comply with regulations and regulatory agency oversight, which may require subsequent environmental review. Any impacts from remediation would be speculative at this time.

Noise

Mitigation Measures **MM NOI-1** through **MM NOI-5** involve specific construction-related measures to reduce ambient noise levels during earthwork and construction activities, such as screening mechanical equipment, the utilization of best available control technology, and locating staging areas as far as possible from sensitive receptors. These measures would not result in additional secondary impacts. **MM NOI-6** involves the preparation of project specific noise studies for certain projects located within 500 feet of noise-sensitive land uses or any project whose construction activities involve pile driving or the use of 300 horsepower equipment. Furthermore, project applicants shall be required to comply with all measures identified and recommended by a Noise Study prepared prior to obtaining any permit by the Los Angeles Department of Building and Safety (LADBS). Project specific impacts due to measures identified in the Noise Study would be speculative at this time. **MM-NOI-7** requires projects located within 200 feet of an LAUSD facility whose earthwork or construction activities involve the use of powered exterior construction equipment or requires a permit from LAUSD to notify LAUSD of future construction activities.

Mitigation Measures **MM-NOI-8** and **MM-NOI-9** involve specific construction-related measures to substantially reduce vibration levels. Mitigation Measure **MM-NOI-8** requires the implementation of mufflers, shields, sound barriers and/or any other available noise reduction device or techniques. Mitigation Measure **MM-NOI-9** requires an historic resources survey to determine impacts to any potential historical building from vibration damage. These measures would not result in additional secondary impacts. Mitigation Measure **MM-NOI-10** requires that any project (with the exception of projects limited to the construction of 2,500 square feet or less of floor area) whose earthwork or construction activities involve the use of equipment with high vibration levels in close proximity to vibration sensitive uses including hospital and veterinary operating centers, imaging facilities, and recording studios. Specifically, this includes use of a vibratory roller within 250 feet of such uses or use of a large bulldozer or drill-rig within 150 feet of such uses. These measures would not result in additional secondary impacts.

Tribal Cultural Resources

Mitigation Measures **MM-TCR-1** and **MM-TCR-2** would ensure that tribal resources are identified, and either preserved in place and left in an undisturbed state or recovered and preserved in accordance with Public Resources Code Section 21083.2. These mitigation measures are procedural actions that would not result in physical changes in the environment that could result in secondary impacts.

Wildfire

Mitigation Measures **MM WF-1** would require the preparation of a Hillside Construction Staging and Parking Plan for development projects located within a Very High Fire Hazard Severity Zone (VHFHSZ). This mitigation measure is a procedural action that would not result in physical changes in the environment that could result in secondary impacts. Mitigation Measure **MM WF-2** would require all discretionary development projects located within or adjacent to a Very High Fire Hazard Severity Zone or within one mile of a Very High Fire Hazard Severity Zone or a State Responsibility area, new electrical distribution and service lines shall be placed underground to the maximum extent feasible. While the installation of electrical distribution and service lines underground would require excavation, the excavation of these utility lines would require minor trenching and would not result in impacts beyond those disclosed in this EIR.

7.0 EFFECTS NOT FOUND TO BE SIGNIFICANT

INTRODUCTION

This section addresses issues for which the Southwest Community Plans Update which includes the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the Encino-Tarzana Community Plan, and the Reseda-West Van Nuys-Lake Balboa Community Plan, hereinafter, collectively referred to as the "Southwest Valley Community Plans," "Southwest Valley CPAs" or "Proposed Plans" were determined to have no potential for significant effects. The items discussed below are included in the environmental checklist in Appendix G of the *California Environmental Quality Act (CEQA) Guidelines*. Items not addressed in this section are addressed in **Sections 4.1** through **4.17** of this Environmental Impact Report (EIR).

7.1 MINERAL RESOURCES

Thresholds of significance for mineral resource impacts focus on whether the Proposed Plan could result in the loss of availability of known mineral resources. Specific questions from Appendix G of the *CEQA Guidelines* are as follows:

- Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- 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?

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The Surface Mining and Reclamation Act of 1975 (SMARA) requires the state geologist (Division of Mines and Geology) to identify and classify all mineral deposits in California. In 1979, the state Board of Mining and Geology adopted guidelines that require local general plans to reference identified mineral deposits and sites that are identified for conservation. In addition, the Board identified urban areas where irreversible land uses (development with structures) preclude mineral extraction.

According to the California Department of Conservation, areas that are classified as Mineral Resource Zone 2 (MRZ-2) are areas underlain by mineral deposits where geological data indicate that significant measured or indicated resources are present or where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists.[1]

The City's General Plan Conservation Element identifies areas designated as MRZ-2 throughout the City.[2] There are no MRZ-2 locations within the Southwest Valley CPAs according to Exhibit A of the Conservation Element. Furthermore, there are no active mine operations located within the CPAs.[3] The Conservation Element did not identify any areas within the Southwest Valley CPAs as oil drilling and State Oil Drilling districts.[4] Thus, implementation of the Southwest Valley CPAs would not result in a significant impact due to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state 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.

Oil Deposits

The CPAs are located within a heavily developed and urbanized area of the City. According to the latest Department of Conservation maps, there are no active mines in the Southwest Valley CPAs and the Proposed Plans would not facilitate any new mining activity.[5] As discussed in **Section 4.9, Hazards and Hazardous Materials**, the Canoga Park Oil Field is located within the northwestern corner of the Canoga Park-Winnetka-Woodland Hills-West Hills CPA. There are several idle and plugged wells located within the Canoga Park Oil Field and throughout the Southwest Valley CPAs. Plugged wells prevent fluid from migrating between underground rock layers prior to abandonment. Idle wells are identified as not having produced oil or natural gas for six consecutive months of continuous operation during the last five or more years.

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1 California Department of Conservation (DOC), *Guidelines for Classification and Designation of Mineral Lands*, available online at: https://www.conservation.ca.gov/smgb/Guidelines/Documents/ClassDesig.pdf, accessed September 16, 2025.

2 City of Los Angeles, *General Plan Conservation Element*, 2001, available online at: https://planning.lacity.org/odocument/28af7e21-ffdd-4f26-84e6-dfa967b2a1ee/Conservation_Element.pdf, accessed September 16, 2025.

3 California Department of Conservation, "Mines Online," available online at: https://maps.conservation.ca.gov/mol/index.html, accessed September 16, 2025.

4 City of Los Angeles, *General Plan Conservation Element*, 2001, available online at: https://planning.lacity.org/odocument/28af7e21-ffdd-4f26-84e6-dfa967b2a1ee/Conservation_Element.pdf, accessed September 16, 2025.

5 California Department of Conservation, "Mines Online," available online at: https://maps.conservation.ca.gov/mol/index.html, accessed September 16, 2025.

In accordance with the City's proposed Oil Ordinance the Southwest Valley CPAs would include policies geared toward reducing reliance on petroleum and natural gas. Moreover, as discussed in **Section 4.6, Energy**, Plan implementation would generally reduce per capita energy demand by facilitating energy-efficient infill and mixed-use development that would comply with City green building requirements.

7.3 REFERENCES

California Department of Conservation (DOC), Guidelines for Classification and Designation of Mineral Lands, available online at: https://www.conservation.ca.gov/smgb/Guidelines/Documents-/ClassDesig.pdf, accessed September 16, 2025.

California Department of Conservation, "Mines Online," available online at: https://maps.conservation.ca.gov/mol/index.html, accessed September 16, 2025.

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