

San Gabriel Valley
Greenway Network
Implementation Plan
*Draft Program
Environmental Impact
Report*

Prepared for: Los Angeles County Public Works

April 2025



Executive Summary

The LA County Board of Supervisors passed a resolution “to create a network of interconnected, multi-use community greenways” by updating the flood control systems along the San Gabriel and Rio Hondo River watersheds in the San Gabriel Valley in May 2017. Accordingly, Los Angeles County Public Works (Public Works) developed the San Gabriel Valley Greenway Network Implementation Plan (Plan). The Plan integrates multiple previous planning and design efforts focusing on parks and open space, flood control, green infrastructure and water quality, and transportation projects. The Plan expands on the San Gabriel Valley Council of Governments' ongoing Active Transportation Planning Initiative - Greenway Feasibility Study and identifies areas of opportunity and creates an implementation framework for creating multi-benefit projects that advances the goals of Plan that were developed with the various stakeholder and partner agencies. The Plan is a multi-objective effort to guide the development of future projects to transform existing Los Angeles County Flood Control District (District) rights-of-way (ROW) in the San Gabriel Valley (SGV) into a network of bicycle, equestrian, and pedestrian pathways along the San Gabriel River, Rio Hondo, and tributaries while simultaneously upgrading and enhancing the District's existing flood control facilities.

This program environmental impact report (PEIR) has been prepared pursuant to the California Environmental Quality Act (CEQA) by Los Angeles County (County) through Public Works to assess the potential environmental impacts that could result from the implementation of the proposed Plan (Project) in Los Angeles County, California, and support the LA County Board of Supervisors decision-making in considering adoption of the Plan. Design information for projects to be implemented under the Plan is at a conceptual level because it is anticipated that the County and/or incorporated cities within the Plan area or other parties may choose to develop and implement their own site-specific projects using the Plan as a guide for such projects in the future; therefore, the environmental impact analysis is presented at a program level and does not include project-specific or site-specific analysis. Conceptual designs have been completed for 10 example projects to provide an illustration of how the Plan may be applied by future project proponents. While these conceptual design projects are evaluated under the PEIR, they are described for illustrative purposes only.

ES.1 Project Location

The SGV includes the approximately 200 square mile valley that lies east of the City of Los Angeles, within Los Angeles County. The SGV is bounded by the San Gabriel Mountains to the north, the San Rafael Mountains to the west, Puente Hills to the south, and the Chino Hills and San Jose Hills to the east.

The Project area evaluated in this PEIR is defined as the 140 linear miles of District ROW and adjacent parcels along the washes and creeks in the SGV in eastern Los Angeles County (Plan Area; Figure ES-1). As part of the Plan preparation, the County reviewed each waterbody for opportunities and constraints and developed conceptual designs for 10 example projects along the most optimal reaches.

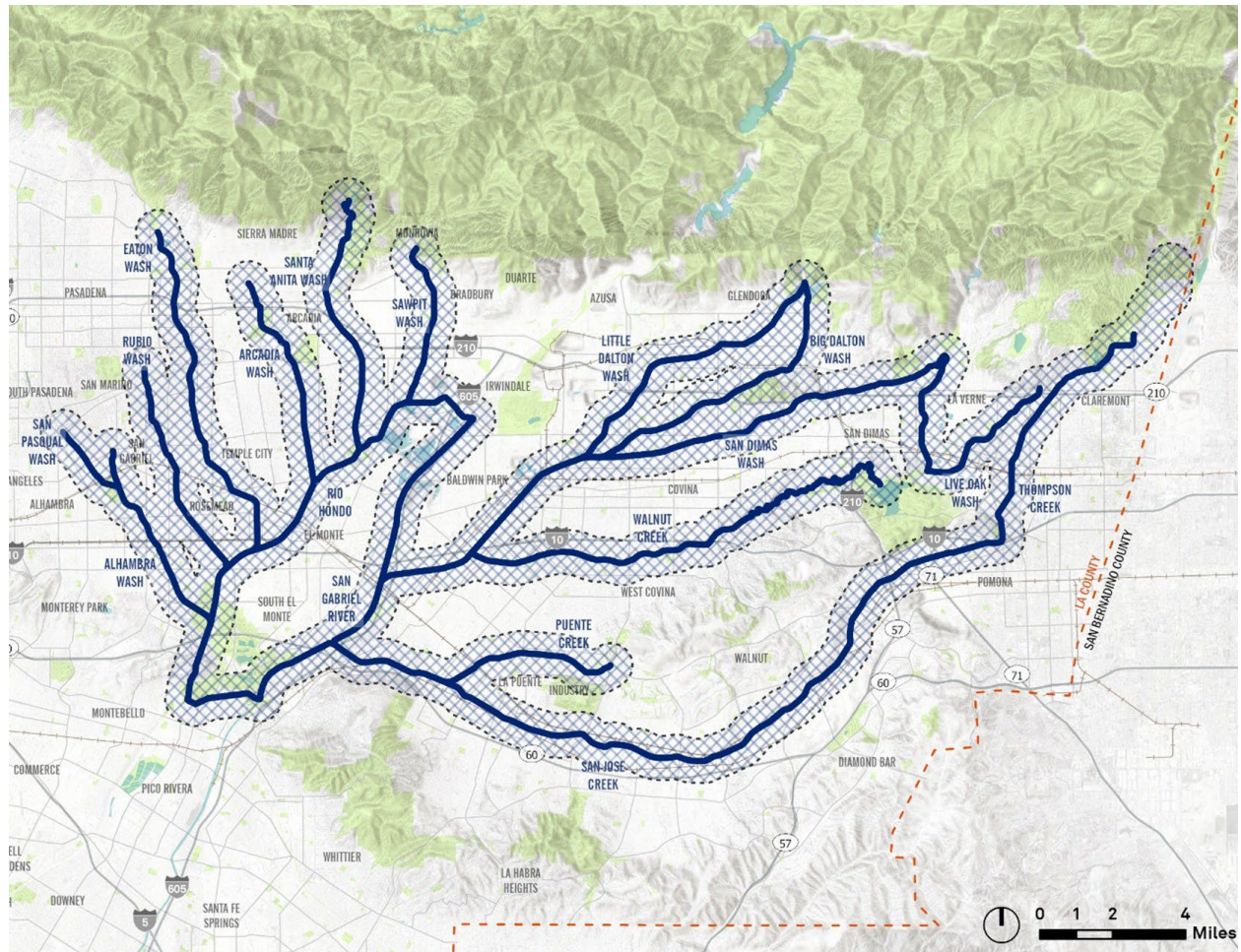


Figure ES-1. SGV Greenway Network Plan Area

ES.2 Project Objectives

State CEQA Guidelines Section 15124(b) requires the project description to include a statement of objectives for the proposed project, including the underlying purpose of the proposed project. The goals of the Plan (referred to as objectives under CEQA) began in May 2017, as a Board motion set forth by the LA County Board of Supervisors, that stated “The flood control systems in the County rivers, creeks, and channels present a unique opportunity to create a countywide network of interconnected, multiuse community greenways for linear parks and open space for recreation, bike paths for active transportation, trails for equestrian use, and integrated stormwater management practices.” The Board motion also outlines six specific plan objectives and goals which include:

- Promoting Equitable Practices
- Creating Recreational Opportunities
- Integrating Stormwater Management
- Boosting Connections
- Enhancing Natural Habitats
- Enriching Community Well-Being

ES.3 Project Overview

The Plan would accelerate development of greenway design standards and facilitate cooperative agreements with other agencies to expedite project delivery for shovel-ready projects within the Plan area. This approach would enable simultaneous implementation of high priority greenway projects while ensuring consistency with the broad master planning of the Greenway Network.

The Plan envisions the development of an active transportation and recreational corridor for bicyclists, pedestrians, and equestrians utilizing the open spaces adjacent to the District's stormwater channels; beautification of the District ROW; and enhancement of stormwater management and natural habitats along river channels, stormwater channels, washes, and creeks in the SGV.

The Plan consists of infrastructure and greenway designs that illustrate the range of possible strategies that the proponents of subsequent projects, including the County, can use to develop the Greenway Network. These project components can be combined in various ways to create multi-benefit projects throughout the Plan area, and the decision to carry out a future project would be driven by the local jurisdiction's needs, funding, and policy decisions. The main project component in the Plan is a **greenway path**, which may consist of multi-use trails and paths, bike paths and bikeways, pedestrian paths, and equestrian trails. In addition to the main project component (greenway path), are subcomponents, which include the following:

- Greenway Amenities
- Pocket Parks and Greenspaces
- Safe Crossings
- Stormwater Management

Within each class of subcomponents is a recommended collection of beneficial project elements. Beneficial project elements are intended to contribute to the attractiveness of the Greenway Network; promote safety, accessibility, and legibility; and build a cohesive identity within the Greenway Network. Beneficial project elements can include, but are not limited to, fencing, benches, trash cans, or signage for greenway amenities; playgrounds or sports fields for pocket parks and greenspaces; curb extensions and raised medians or signage for safe crossings; and green infrastructure or low impact development such as bioretention or permeable pavement for stormwater management.

ES.4 Environmental Review Process

CEQA requires a lead agency to disclose the significant environmental effects of proposed actions to decision-makers and the public. CEQA applies to all discretionary activities proposed to be carried out or approved by public agencies. Approval of the proposed Project (the Plan) would be a discretionary action by a public agency, in this case the Los Angeles County Board of Supervisors, acting on behalf of the County as the lead agency for the Project. Therefore, compliance with CEQA is required. As approved in the LA County Board of Supervisors Motion, dated May 16, 2017, the LA County Board of Supervisors intended for a PEIR to be prepared in conjunction with the Plan to facilitate CEQA review for subsequent projects to be implemented in accordance with the Plan.

The County, in accordance with CEQA, prepared a Notice of Preparation (NOP), which was released to the public and filed with the State Clearinghouse (SCH No. 2022090340) in the Office of Planning and Research and Los Angeles County Clerk on September 20, 2022.

Release of the PEIR to the public begins a 45-day comment period, and upon completion of the 45-day PEIR public review period, a Final PEIR will be prepared, which will include comments on the Draft PEIR received during the formal public review period, as well as the County's written responses to those comments. The Final PEIR will also contain corrections to the text of the PEIR, if needed. This Draft PEIR and the Final PEIR will make up the PEIR for the SGV Greenway Network. If the decision-making body of the lead agency (here, the LA County Board of Supervisors) approves the proposed Project, CEQA requires the board to adopt findings with respect to each significant effect identified in the PEIR (Public Resources Code [PRC] Section 21081, State CEQA Guidelines Section 15091).

While this PEIR provides an initial program-level CEQA clearance for the Plan, all subsequent projects proposed under the finalized Plan will be examined in light of this PEIR to determine whether the impacts of the subsequent project are adequately addressed in this PEIR and a project-specific analysis and Notice of Determination may be filed or if subsequent or new CEQA documentation must be prepared (State CEQA Guidelines Section 15168 (c)(2)). The type of CEQA document (e.g., Addendum, Categorical Exemption, Negative Declaration, or EIR) will be determined on a project-by-project basis.

ES.5 Purpose and Use of the PEIR

An Environmental Impact Report (EIR) is an informational document prepared in compliance with CEQA that describes a proposed project's significant environmental effects, measures to mitigate those effects, and alternatives for avoiding or minimizing the effects. A PEIR is a type of EIR that can be prepared on a series of actions that can be categorized as one large project and are related geographically; as logical parts in the chain of contemplated actions; in connection with issuance of rules, regulations, plan, or other general criteria to govern the conduct of a continuing program; or as individual activities carried out under the same authorizing statutory or regulatory authority (State CEQA Guidelines Section 15168).

ES.6 Lead Agency

The lead agency is the public agency that has the greatest responsibility for carrying out or approving a project which may have a significant effect upon the environment (Public Resources Code Section 21067). The County of Los Angeles, through Public Works, will serve as the lead agency under CEQA for the PEIR and will be responsible—through its governing board, the LA County Board of Supervisors—for approving the Plan. The Plan will guide the County in decision-making for subsequent projects and facilities owned, operated, funded, permitted, or maintained by the County.

ES.7 Required Permits and Consultations

Responsible agencies in CEQA include all public agencies, besides the lead agency, with discretionary permitting authority over the Project. Because this is a PEIR, and project-level approvals are not anticipated at this point, no other permits or approvals (and hence, no responsible agency actions) are anticipated for the PEIR. After the final PEIR is certified, more detailed project-level review can proceed along the SGV Greenway Network study area by the County or other jurisdictions. The PEIR will serve as a first-tier analysis for later project-level and site decisions by these agencies. Individual entities with jurisdiction along the SGV Greenway Network—including the District, U.S. Army Corps of Engineers

(USACE), and the cities—will continue having decision-making authority associated with any Plan implementation activities affecting their respective jurisdictions.

ES.8 Summary of Environmental Impacts and Mitigation Measures

As approved in the LA County Board of Supervisors Motion, dated May 16, 2017, the LA County Board of Supervisors intended for a PEIR to be prepared in conjunction with the Plan to facilitate CEQA review for subsequent projects to be implemented in accordance with the Plan. Mitigation measures are identified for each potentially significant impact where appropriate and feasible. Significant and unavoidable impacts were identified for CEQA categories of aesthetics, agriculture and forestry resources, air quality, hazards and hazardous materials, land use and planning, noise, recreation, transportation, tribal cultural resources, and wildfire.

ES.9 Alternatives to the Proposed Project

State CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to a project or its location that could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any significant environmental impacts, if any exist. A comparative analysis of impacts is required to allow for consideration by decision-makers. Section 15126.6(e)(1) of the State CEQA Guidelines requires that the alternatives analysis include a discussion of a No Project alternative.

Specifically, CEQA requires consideration of a range of alternatives to the Project that: (1) could feasibly attain most of the basic Project objectives and (2) would avoid or substantially lessen any of the significant impacts of the proposed Project. The range of alternatives discussed in an EIR is governed by the rule of reason, which requires the identification of only those alternatives necessary to permit a reasonable choice between the alternatives and the proposed Project. An alternative cannot be eliminated simply because it is costlier than the proposed Project or if it could impede the attainment of all Project objectives to some degree. However, the State CEQA Guidelines state that an EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote or speculative. CEQA requires that an EIR include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed Project.

No discreet, standalone, alternatives were proposed during public outreach, especially considering the broad-scale program-level analysis presented in this PEIR. Community workshops were hosted by the SGV Greenway Network Team, including the Los Angeles County Public Works and consultant team. The community workshops served to educate the community about the purpose and goals of the Plan, build an understanding of the planning process, gather feedback on amenities, uses, and potential concerns, and to promote the Plan. On the whole, the majority of input received through the community outreach effort included suggestions that were carried forward for inclusion in the Plan or suggestions for specific locations for future project implementation. The following list summarizes the input that was provided that was not incorporated into the Plan and was therefore considered as potential alternatives:

1. Provide parking for users to leave their cars and use the greenway network.
2. Create designated “slow zones” along the bike path to ensure cyclist safety.

3. Expand the network outside the ROW and adjacent parcels to connect to commercial areas or transportation hubs (i.e., Metro).
4. Expand the network to connect the bike path to waterfalls and hiking trails.

The County considered and evaluated the feasibility of each of these alternatives in comparison to the Plan objectives and potential to avoid or substantially lessen any of the potentially significant adverse environmental impacts of the Plan. Based on this evaluation, the County determined that the suggested alternatives listed above do not meet the Plan objectives, would not avoid or minimize potentially significant adverse impacts of the Plan or are infeasible, and the suggestions listed above were therefore eliminated from further analysis.

In considering potential options to avoid or minimize significant impacts, while still meeting most of the Project objectives, the County identified two feasible alternatives to be carried forward for full comparative analysis to the Plan:

- Alternative 1 – Reduced Plan Area Alternative
- Alternative 2 – Reduced Components Alternative

ES.9.1 Alternative 1: Reduced Plan Area Alternative

Under this Alternative, the Plan Area for the Plan would be restricted to the District ROW and no project components would be constructed or operated on parcels adjacent to or outside of the District ROW. Implementation of this alternative would continue to meet all of the project objectives described above, although project opportunities would be limited for certain Plan components, such as pocket parks and safe crossings, as most of the opportunities for these components identified in the Plan are located outside of the District ROW. In addition, implementation of this alternative may not fully meet the overall goal of the Plan to expand the active transportation network in the SGV and or the objective of enhancing connectivity to schools, parks, transit, jobs, and other local points of interest, as without safe crossings, the network may not be fully connected and include a set of trails that start and stop along the District ROW.

As all projects implemented under the Plan would follow the *Design Guidelines and Standards*, implementation of this alternative would minimize or avoid the potential for significant and unavoidable land use conflicts that could occur on adjacent parcels under the jurisdiction of local municipalities. In addition, the potential for adverse impacts to cultural resources, tribal cultural resources, and biological resources during construction would be somewhat reduced due to the decreased footprint of disturbance.

Therefore, because this alternative is feasible, would meet most of the project objectives, and would reduce or avoid significant impacts identified for the Plan, it is carried forward for full analysis.

ES.9.2 Alternative 2: Reduced Components Alternative

Under this alternative, the Plan would be revised to include only greenway paths + amenities and safe crossings. The Plan Area would remain the same. The Plan components not included in this alternative are pocket parks and additional stormwater measures beyond those required by the *Design Guidelines and Standards*.

This alternative would meet the overall goal of the Plan to expand the active transportation network throughout the SGV, enhancing connectivity, increasing recreational opportunities, promoting equitable practices, and enriching community well-being. Because stormwater management is required by the *Design Guidelines and Standards*, this alternative would still meet the objective of integrating stormwater management, but to a lesser degree than the Plan. However, this alternative would not meet the objective of enhancing natural habitats, as pocket parks provide the greatest opportunity to enhance natural habitats and increase vegetated areas.

Focusing the plan on greenway paths, associated amenities and safe crossings would reduce potential significant impacts related to cultural resources, tribal cultural resources, and biological resources during construction, as project opportunities outside of the District ROW, on adjacent parcel would be limited to safe crossings that have a much smaller area of disturbance than a pocket park. Therefore, overall construction activity and ground disturbance would be minimized. It would also potentially reduce significant and unavoidable impacts related to increases in ambient noise levels, as recreationalists along the greenway path would be constantly moving through the network, whereas recreationalists at pocket parks are more likely to remain for a longer duration of time and enjoy active play at the park.

Therefore, because this alternative is feasible, would meet most of the project objectives, and would reduce or avoid significant impacts identified for the Plan, it is carried forward for full analysis.

ES.9.3 No Project Alternative

Under the No Project Alternative, the Plan would not be adopted. Development of bicycle paths and stormwater improvements along the District ROW in the SGV could continue via individual projects implemented by the County in accordance with the 2012 Los Angeles County Bicycle Master Plan and 2015 Los Angeles County Enhanced Watershed Management Plan. Similar to the Plan, these other plans provide information on potential project opportunities and sites, along with guidance on how to complete a project, but do not dictate that any specific projects be completed within any specific timeline. Therefore, full implementation of either plan, and associated goals and anticipated benefits such as improved air quality, reduced flooding and increased groundwater recharge, as well as increased recreational opportunities, may or may not be realized.

In addition, individual municipalities within the Plan Area may develop and implement individual recreational improvement projects within their cities on a project-by-project basis. These projects would have to be completed in accordance with individual city general plans and policies, including those related to water and energy conservation, land use compatibility, and recreational goals. However, there would be no coordinated plan or effort specific to improving the connectivity of greenway alignments in the SGV. Under the No Project Alternative, comprehensive improvements, guided by the six multi-benefit goals of the Plan along with the *Design Guidelines and Standards*, for greenway paths, amenities, and other components would not occur. As projects are completed over time, there would not be a cohesive aesthetic between various segments of greenway path in the Plan Area, ensuring that the cumulative total of all projects developed meet the six goals defined for the Plan.

Because the activities under No Project could be similar to that of the Plan, the following differences drive the comparative analysis of impacts. Individual projects would not have the same requirements for compliance with the *Design Guidelines and Standards*, which have been developed by the Plan to ensure

that projects developed under the Plan are energy and water efficient and develop a consistent aesthetic along the entire length of the Greenway Network. The Plan requires a specific plant palette for revegetation after construction that would not be a requirement under the No Project alternative. In addition, projects developed under the No Project Alternative could consist of much larger projects than described in the Plan which could result in greater intensity and duration of construction activity.

ES.9.4 Comparison of Alternatives

A comparative summary of the potential impacts under each alternative is provided in Table ES-1.

ES.9.5 Environmentally Superior Alternative

Pursuant to State CEQA Guidelines Section 15126.6, the EIR is required to identify the environmentally superior alternative among the alternatives analyzed. As shown in Table ES-1 below, implementation of Alternative 1 – Reduced Plan Area, would avoid the significant and unavoidable impact of potential land use conflicts identified in the Plan, which could occur if an individual project proposed components on a parcel adjacent to the District ROW for which the zoned use is incompatible. Alternative 1 would also potentially reduce other impacts related to agriculture and forestry resources, biological resources, cultural resources, mineral resources, and public services, because projects would be limited to disturbances only on the District ROW which are already known to be disturbed. Alternative 2 – Reduced Pan Components are equal to the Proposed Plan, with fewer opportunities for significant impact in noise resources. Although impacts under the No Project Alternative would be largely similar to the Project, it would potentially result in greater significant impacts with regard to aesthetics, air quality, GHG, and biological resources because individual projects would not have the same requirements for compliance with the *Design Guidelines and Standards*, which would ensure that projects developed under the Plan are energy and water efficient, and develop a consistent aesthetic along the entire length of the Greenway Network.

Alternative 1 is considered the environmentally superior alternative, and overall impacts on environmental resources would be reduced compared to the proposed Project. However, the proposed Plan would have numerous benefits on the environment that would not be realized to the same extent with Alternative 1, and Alternative 1 would not achieve the same level of project objectives as the Plan.

Table ES-1. Comparison Summary of Potential Impacts of the Project and Alternatives

Resource Area	Proposed Plan	Alternative 1 – Reduced Plan	Alternative 2 – Reduced	Alternative 3 – No Project
	Construction and Operation	Construction and Operation	Construction and Operation	Construction and Operation
Aesthetics	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Agriculture and Forestry Resources	Significant and Unavoidable	No Impact	Significant and Unavoidable	Significant and Unavoidable
Air Quality	Significant and Unavoidable	Less than Significant with Mitigation	Significant and Unavoidable	Significant and Unavoidable
Biological Resources	Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation	Potentially Significant*
Cultural Resources	Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation	Potentially Significant*
Energy	Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation	Potentially Significant*
Geology and Soils	Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation	Potentially Significant*
Greenhouse Gas Emissions	Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation	Potentially Significant*
Hazards and Hazardous Materials	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Hydrology and Water Quality	Less than Significant	Less than Significant	Less than Significant	Less than Significant
Land Use and Planning	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Mineral Resources	Less than Significant with Mitigation	No Impact	Less than Significant with Mitigation	Potentially Significant*

Resource Area	Proposed Plan	Alternative 1 – Reduced Plan	Alternative 2 – Reduced	Alternative 3 – No Project
	Construction and Operation	Construction and Operation	Construction and Operation	Construction and Operation
Noise	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Population and Housing	Less than Significant	Less than Significant	Less than Significant	Less than Significant
Public Services	Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation	Potentially Significant*
Recreation	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Transportation	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Tribal Cultural Resources	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Utilities and Service Systems	Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation	Potentially Significant*
Wildfire	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable

Note: = *it is unknown what mitigation measures, if any, would be applied to individual projects under the No Project alternative, and whether these would reduce impacts to less than significant. Therefore, these are considered potentially significant (vs. significant and unavoidable).

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List of Acronyms

ADA	Americans with Disabilities Act
Asl	above sea level
ASTM	American Society for Testing and Materials
AQMP	Air Quality Management Plan
BMP	best management practice
BTU	British thermal unit
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
CalGEM	California Department of Conservation, Geologic Energy Management Division
CalGreen	California Green Building Standards
CalOSHA	California Division of Occupational Safety and Health
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDOC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CESA	California Endangered Species Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act (Superfund)
CEQA	California Environmental Quality Act
CGS	California Geologic Survey
CHRIS	California Historical Resources Information System
CNDDB	California Natural Diversity Database
CAA	Clean Air Act
CAL FIRE	California Department of Fire and Forestry
CAP	Climate Action Plan
CCAA	California Clean Air Act

CH ₄	methane
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
County	Los Angeles County
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CTR	California Toxics Rule
CUPA	Certified Unified Program Agencies
CWA	Clean Water Act
dBA	A-weighted decibel
District	Los Angeles County Flood Control District
DPM	diesel particulate matter
DWR	Department of Water Resources
EIP	early implementation project
EIR	Environmental Impact Report
ESA	environmentally sensitive areas
ESCP	Erosion and Sediment Control Plan
EWMP	Enhanced Watershed Management Program
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
GHG	greenhouse gas
GWP	global warming potential
H ₂ S	hydrogen sulfide
HFC	hydrofluorocarbons
HMBP	hazardous materials business plan
HRA	Health risk assessment
Hz	hertz

IPCC	Intergovernmental Panel on Climate Change
IPaC	USFWS' Information for Planning and Conservation
IRP	integrated resource plan
LACFD	Los Angeles County Fire Department
LADWP	Los Angeles Department of Water and Power
LARWQCB	Los Angeles Regional Water Quality Control Board
LASD	Los Angeles County Sheriff's Department
LCFS	Low Carbon Fuel Standard
L_{dn}	day night sound level
L_{eq}	day night equivalent sound level
LID	Low-Impact Development
L_{max}	maximum sound level
LRA	local resource area
LST	Localized Significance Thresholds
MBTA	Migratory Bird Treaty Act
Metropolitan	Metropolitan Water District of Southern California
MLD	most likely descendant
MMRP	Mitigation Monitoring and Reporting Plan
MS4	municipal separate storm sewer system
MRZ	Mineral Resource Zones
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NHTSA	National Highway Traffic Safety Administration
NOP	Notice of Preparation
NO_2	nitrogen dioxide
N_2O	nitrous oxide
NO_x	nitric oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NPS	National Park Service
NRCS	Natural Resources Conservation Service

NRHP	National Register of Historic Places
NMFS	National Marine Fisheries Service
NTR	National Toxics Rule
OEHHA	California Office of Environmental Health Hazard Assessment
OSHA	Occupational Safety and Health Administration
O ₃	ozone
Pb	lead
PEIR	program environmental impact report
PFC	perfluorocarbon
PM _{2.5}	fine dust
PM ₁₀	particulate matter with 10 micron diameter
PPV	peak particle velocity
PRC	Public Resources Code
QSD	qualified SWPPP developer
ROG	reactive organic gases
ROW	rights-of-way
RTP/SCS	Regional Transportation Plan / Sustainable Communities Strategy
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SEA	significant ecological areas
SGV	San Gabriel Valley
SGVCOG	San Gabriel Valley Council of Governments
SGVMWD	San Gabriel Valley Municipal Water District
SJVAPCD	San Joaquin Valley Air Pollution Control District
SO ₂	sulfur dioxide
SRA	State Resource Area
SWQDv	stormwater quality design volume
SWPPP	Stormwater Pollution Prevention Plan
TAC	toxic air contaminants
TCR	traditional cultural resources

TMDL	Total Maximum Daily Loads
TVMWD	Three Valleys Municipal Water District
UNFCCC	United Nations Framework Convention on Climate Change
Upper District	Upper San Gabriel Valley Municipal Water District
USACE	U.S. Army Corps of Engineers
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
USFS	U.S. Forest Service
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles traveled
VOC	volatile organic compounds
WMP	Watershed Management Programs
WRP	water reclamation plant
WTP	waste treatment plant
WUI	wildland-urban interface

SECTION 1 Introduction

This program environmental impact report (PEIR) has been prepared by Los Angeles County (County) through Los Angeles County Public Works (Public Works) to assess the potential environmental impacts that could result from the implementation of the proposed San Gabriel Valley Greenway Network Strategic Implementation Plan (Plan; Project) in Los Angeles County, California, and support the Los Angeles County Board of Supervisors decision-making in considering adoption of the Plan. The County of Los Angeles, through Public Works, is the lead agency for the proposed Project, pursuant to the California Environmental Quality Act (CEQA). Design information for the proposed Project is at a conceptual level because it is anticipated that the County and/or incorporated cities within the Plan Area or other parties may choose to develop and implement their own site-specific projects using the Plan as a guide for such projects in the future; therefore, the environmental impact analysis is presented at a program level and does not include project-specific or site-specific analysis. Conceptual designs have been completed for 10 example projects to provide an illustration of how the Plan may be applied by future project proponents. These conceptual design projects are described for illustrative purposes only and evaluated in the PEIR at a program level.

The Draft Plan was released to the public on March 27, 2025, for review and comment. The proposed Project is a multi-objective effort to guide the development of future projects to transform existing Los Angeles County Flood Control District (District) rights-of-way (ROW) in the San Gabriel Valley (SGV) into a network of bicycle and pedestrian pathways along the San Gabriel River, Rio Hondo, and tributaries while simultaneously upgrading and enhancing the District's existing flood control facilities. The Plan provides guidance to project proponents on how to transform the many flood control channels, utility rows, abandoned rail lines, and street corridors in this heavily developed and urban region of Los Angeles County into a network of safe, cohesive, and easily accessible community greenways. This network of paths will connect communities via an active transportation system and expand access to open recreation and greenspace for those who live, work, and play in the SGV.

1.1 Background and Overview

On May 16, 2017, the LA County Board of Supervisors passed a resolution “to create a network of interconnected, multi-use community greenways” by updating the flood control systems along the San Gabriel River and Rio Hondo watersheds in the San Gabriel Valley. The Plan integrates multiple previous planning and design efforts focusing on parks and open space, flood control, green infrastructure, water quality, and transportation projects. The Plan expands on the San Gabriel Valley Council of Governments' (SGVCOG) ongoing Active Transportation Planning Initiative - Greenway Feasibility Study and identifies areas of opportunity and creates an implementation framework for creating multi-benefit projects that advances the goals of Plan that were developed with the various stakeholder and partner agencies.

The Plan would accelerate development of greenway design standards and facilitate cooperative agreements with other agencies to expedite project delivery for shovel-ready projects within the Plan

Area. This approach would enable simultaneous implementation of high priority greenway projects while ensuring consistency with the broad master planning of the Greenway Network.

1.1.1 San Gabriel Valley Greenway Network Strategic Implementation Plan Objectives

The goals of the Plan (referred to as objectives under CEQA) began in May 2017, as a Board motion set forth by the LA County Board of Supervisors, that stated “The flood control systems in the County rivers, creeks, and channels present a unique opportunity to create a countywide network of interconnected, multiuse community greenways for linear parks and open space for recreation, bike paths for active transportation, trails for equestrian use, and integrated stormwater management practices.” The Board motion also outlines six specific plan objectives and goals which include the following (Figure 1-1):

- Promoting Equitable Practices
- Creating Recreational Opportunities
- Integrating Stormwater Management
- Boosting Connections
- Enhancing Natural Habitats
- Enriching Community Well-Being



Figure 1-1. Plan Goals

1.1.1.1 Promoting Equitable Practices

Promoting equitable practices is at the forefront of decision-making processes throughout the entirety of the Plan. This can be seen not only in the broad and diverse community engagement efforts but also in the tributary and greenway analyses, and project selection and conceptual designs throughout the SGV. It is the LA County Board of Supervisors practice and goal to “Promot[e] equitable funding to improve environmental justice outcomes.”

1.1.1.2 Creating Recreational Opportunities

For this objective, the LA County Board of Supervisors set forth two specific Plan goals: “Improving mobility and recreational opportunities for people with disabilities, youth and the aging population, bicyclists and pedestrians and equestrians”, and “Creating access to more open recreational space and promoting physical activity.” Greenway projects provide extensive recreational opportunities for all types of users throughout the SGV.

1.1.1.3 Integrating Stormwater Management/Capture, Groundwater Recharge, Water Quality

Water management throughout the region includes stormwater capture for treatment and use, groundwater recharge, and water quality improvements. LA County Board of Supervisors goals for the Plan include “Integrating stormwater capture and water management opportunities.” Local and off-site water management is incorporated into planned greenway projects and can support project implementation through available Measure W funding.

1.1.1.4 Enhancing Connections

A Plan priority is to create more connectivity and opportunities for residents to reach schools, parks, transit, jobs, shopping, and numerous other local points of interest. Specific LA County Board of Supervisors Plan goals include “Enhancing connections to transit, schools, jobs, and everyday destinations.”

1.1.1.5 Enhancing Natural Habitats

“Enhancing natural habitats and enriching community well-being” is another important LA County Board of Supervisors objective. Initiated by previous plans and projects, the Plan aims to adopt, standardize, and expand on those guiding principles. Greenway projects incorporate specific elements such as native plants and pollinator gardens to effectively achieve these objectives.

1.1.1.6 Enriching Community Well-Being

Finally, the LA County Board of Supervisors Plan objectives include “Reducing vehicle miles traveled and associated greenhouse gas emissions.” Disadvantaged communities within the SGV Greenway Network experience degraded air quality. The Plan creates vast opportunities for alternative greenway transportation and extensive planting of trees and many other types of vegetation. The Plan is developed to provide communities with green solutions including reducing heat island effects to enhance community well-being.

1.1.2 San Gabriel Valley Greenway Network Strategic Implementation Plan Public Involvement and Review

The development process for the Plan included a comprehensive community engagement program, in addition to input from the SGV Greenway Steering Committee and expertise from the technical design team. The three-pronged approach was designed to represent the broad range of interests within the SGV. Community outreach included digital surveys, pop-up community events, and community workshops to inform residents and gather feedback and input. Six community workshops (virtual and in-person) and thirteen in-person pop-up events specifically focused on Plan content were held in various

communities along the San Gabriel River and Rio Hondo in 2021 and 2022. Each workshop was attended by 7-20 members of the public who provided input on community needs and potential project locations. The large-scale community engagement process—along with the robust data-driven analysis of existing conditions within the SGV—helped establish the community needs and inform the Plan objectives and design considerations.

Thirty-four public meetings of the Steering Committee were held between April 2020 and August 2022 and included public comment opportunities. The Steering Committee consists of representatives from the SGVCOG, Native American Indian Commission, LA County Supervisor Districts 1, 4, and 5, Active San Gabriel Valley, Nature for All, Southern California Association of Governments (SCAG), Rivers and Mountains Conservancy, San Gabriel Valley Conservation Corps, and Public Works. The PowerPoint slide content of the Steering Committee meetings as well as meeting summaries and additional technical data were made publicly available at the [San Gabriel Valley Greenway Network Project website \(sgvgreenway.org\)](https://sgvgreenway.org). Upon completion of the Steering Committee meeting process, the Draft Plan was reviewed by the subcommittees. The Draft Plan was made available to the public on March 27, 2025 for review.

1.2 Overview of the CEQA Process

CEQA requires a lead agency to disclose the significant environmental effects of proposed actions to decision-makers and the public. CEQA applies to all discretionary activities proposed to be carried out or approved by public agencies. Approval of the proposed Project (the Plan) would be a discretionary action by a public agency, in this case the LA County Board of Supervisors, acting on behalf of the County as the lead agency for the Project. Therefore, compliance with CEQA is required. As approved in the LA County Board of Supervisors Motion, dated May 16, 2017, the LA County Board of Supervisors intended for a PEIR to be prepared in conjunction with the Plan to facilitate CEQA review for subsequent projects to be implemented in accordance with the Plan.

An Environmental Impact Report (EIR) is an informational document prepared in compliance with CEQA that describes a proposed project's significant environmental effects, measures to mitigate those effects, and alternatives for avoiding or minimizing the effects. A PEIR is a type of EIR that can be prepared on a series of actions that can be categorized as one large project and are related geographically; as logical parts in the chain of contemplated actions; in connection with issuance of rules, regulations, plan, or other general criteria to govern the conduct of a continuing program; or as individual activities carried out under the same authorizing statutory or regulatory authority (State CEQA Guidelines Section 15168).

The Plan provides guidance to serve as framework for future projects; however, the Plan lacks sufficient detail to support project-level analysis (e.g., Initial Study or EIR) as individual projects will be developed as funding and resources become available to project proponents. A PEIR does not analyze site-specific construction and operation details. Rather, a PEIR serves as a first-tier environmental document that focuses on the purpose and need for the program and broadly describes the effects of implementing the program. The focus is on identifying types of potential environmental impacts, and future detailed review would occur at the project stage. To make this PEIR useful to future project proponents, the County has identified the likely extent of potential greenway path projects and subcomponents (greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management) and

estimated the likely construction activity for each to calculate the potential air, noise, and greenhouse gas (GHG) emissions, as well as potential traffic impacts.

This PEIR is being prepared for the Plan because it is the appropriate environmental document for a series of actions that can be characterized as one large project and are related geographically (State CEQA Guidelines Section 15168). Under Section 15060 (d), if a lead agency can determine that an EIR will clearly be required for a project, it may commence directly with the EIR preparation commencing with Section 15080. Accordingly, the County did not prepare a separate Initial Study in advance of preparation of this PEIR. The Plan includes a multitude of actions that could be implemented in the future, and all of them are in geographic proximity to the SGV. While this PEIR provides an initial program-level CEQA clearance for the Plan, all subsequent projects proposed under the finalized Plan will be examined in light of this PEIR to determine whether the impacts of the subsequent project are adequately addressed in this PEIR and whether a project-specific analysis and Notice of Determination may be filed or if subsequent or new CEQA documentation must be prepared (State CEQA Guidelines Section 15168 (c)(2)). The type of CEQA document (e.g., Addendum, Categorical Exemption, Negative Declaration, or EIR) will be determined on a project-by-project basis.

The major steps that have been and will be taken by the County in preparing the PEIR in compliance with CEQA are described below.

1.2.1 Notice of Preparation and Scoping Period

The County, in accordance with CEQA, prepared a Notice of Preparation (NOP), which was released to the public and filed with the State Clearinghouse (SCH No. 2022090340) in the Office of Planning and Research and Los Angeles County Clerk on September 20, 2022. The NOP provided notice to the public and public agencies that a PEIR would be prepared, described the proposed Project that would be evaluated in detail in the PEIR, listed the probable environmental effects of the Project, and identified the date, time, and location for a scoping meeting, which was held on October 4, 2022. The purpose of the meeting was to present the proposed Plan to the interested parties and receive public input regarding the proposed scope of the PEIR analysis. Attendees were provided an opportunity to voice comments or concerns regarding potential effects of the Plan at the meeting.

The NOP was distributed to involved public agencies and interested parties for a 30-day public review period, which began on September 20, 2022, and ended on October 20, 2022. Copies of the NOP were also sent via certified mail to members of the Steering Committee, all incorporated cities, water districts, and transportation agencies within the Plan Area. Public notices were also published in the Los Angeles Times, Los Angeles Daily News, Pasadena Star-News, San Gabriel Valley Tribune, and La Opinion during the week of September 20. Ten comment letters were received via mail or email during the scoping period. The following issues were raised in the comments received during the scoping period and are addressed in this PEIR:

- Ensuring the safety of recreationalists that may use future greenway paths within the Plan Area (as shown on Figure 2-2)
- Potential for conflicts in use of the Greenway Network between recreationalists and unhoused individuals
- Potential for reduced vehicle use and greenhouse gas emissions
- Need to address the issue of extreme heat days

- Opportunities to partner with other agencies to adopt green streets program
- Improved transportation and connectivity
- Cultural resources assessments and tribal consultation
- Potential impacts to biological resources, particularly sensitive species and Sensitive Natural Communities
- Coordination with other County efforts, such as County Park Design Guidelines and Trails Manual
- Potential for cumulative impacts
- Potential effects of construction on existing recreational resources

A copy of the NOP is included in Appendix A of this PEIR, along with written comments provided by the public and public agencies in response to the NOP.

1.2.2 Draft PEIR Public Review and Comment Period

Public notice of the availability of the Draft PEIR was provided in the Los Angeles Times, Los Angeles Daily News, Pasadena Star-News, San Gabriel Valley Tribune, and La Opinion the week of April 14, 2025. The Notice of Availability was also sent via certified mail to all members of the public that submitted comments during the scoping period, as well as representatives from state agencies, and all incorporated cities, water districts, and transportation agencies within the Plan Area.

Release of the Draft PEIR to the public begins a 45-day comment period, extending from April 15 to May 30, 2025. During this timeframe, members of the public and public agencies are asked to review the Draft PEIR and provide comments on the document, including adequacy of the impact analyses. A public meeting to summarize the results of the environmental analysis and solicit comments from the public and agencies will be held online during the public review period.

The Draft PEIR can be reviewed on Public Works' website (www.sgvgreenway.org) and hard copies of the PEIR are available at the following locations:

- LA County Public Works Headquarters, 900 S. Fremont Street, 11th Floor, Alhambra, CA 91803
- Arcadia Public Library, 20 W. Duarte Road, Arcadia, CA 91006
- Baldwin Park Library, 4181 Baldwin Park Boulevard, Baldwin Park, CA 91706
- Covina Public Library, 234 N. 2nd Avenue, Covina, CA 91723
- Glendora Public Library, 140 Glendora Avenue, Glendora, CA 91741
- Hastings Branch Library, 3325 E. Orange Grove Boulevard, Pasadena, CA 91107
- La Puente Library, 15920 Central Avenue, La Puente, CA 91744
- La Verne Public Library, 3640 D Street, La Verne, CA 91750
- Monrovia Public Library, 321 S. Myrtle Avenue, Monrovia, CA 91016
- Rosemead Library, 8800 Valley Boulevard, Rosemead, CA 91770
- San Gabriel Library, 500 S. Del Mar Avenue, San Gabriel, CA 91776

Public Works is soliciting the views of interested persons and agencies on the content of this Draft PEIR. In accordance with CEQA, agencies are requested to provide their comments on environmental issues related to the statutory responsibilities of the agency. The PEIR will be used by the County's governing Board—the Los Angeles County Board of Supervisors—when considering approval of the proposed Project as well as any related discretionary actions. Any interested individuals or entities can provide written comments on the Draft PEIR. Written comments on the Draft PEIR must be postmarked by May 30, 2025, and should be addressed to:

Ariana Villanueva
Los Angeles County Public Works, Stormwater Quality Division
P.O. Box 1460
Alhambra, California 91802-1460

1.2.3 Preparation of the Final PEIR and Approval

Upon completion of the 45-day Draft PEIR public review period, a Final PEIR will be prepared, which will include comments on the Draft PEIR received during the formal public review period, as well as the County's written responses to those comments. The Final PEIR will also contain corrections to the text of the Draft PEIR, if needed. This Draft PEIR and the Final PEIR will make up the PEIR for the San Gabriel Valley Greenway Network Strategic Implementation Plan.

If the decision-making body of the lead agency (here, the LA County Board of Supervisors) approves the proposed Project, CEQA requires the Board to adopt findings with respect to each significant effect identified in the PEIR (Public Resources Code [PRC] Section 21081, State CEQA Guidelines Section 15091). For each significant effect, CEQA requires the approving agency to make one or more of the following findings:

- Changes or alterations have been required for, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect, as identified in the Final PEIR.
- 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 PEIR.

In the event that the County, as the lead agency, concludes that the proposed Project would result in significant effects that would not be reduced to less than significant levels or avoided by feasible mitigation measures and alternatives, the County must adopt a statement of overriding considerations (PRC Section 21081, subd. (b); State CEQA Guidelines Section 15093). Under CEQA, such statements are intended to provide a written means by which the lead agency balances the benefits of a proposed project and any significant and unavoidable environmental impacts arising from its implementation. Where the lead agency concludes that the economic, legal, social, technological, or other benefits outweigh the unavoidable significant environmental impacts, the lead agency may find such impacts acceptable and approve the project. In addition, pursuant to PRC Section 21081.6, public agencies, when approving a project, must also adopt a program for monitoring or reporting the changes that were incorporated into the project or made a condition of project approval, for mitigating or avoiding significant effects on the environment. The purpose of the monitoring and reporting program is to ensure mitigation measures and project revisions identified in the PEIR are implemented. The program, which will be referred to as the Mitigation Monitoring and Reporting Plan (MMRP) for the proposed Project, will be recommended for adoption by the LA County Board of Supervisors at the time it considers its project approval. A draft MMRP is included as Appendix B to this PEIR.

1.3 About This PEIR

1.3.1 Purpose of the PEIR

The basic purposes of CEQA (PRC Section 21000 et seq.) are to: (1) inform the public and government decision makers regarding the potential significant environmental effects of proposed activities, (2) identify ways in which potential environmental damage can be avoided or significantly reduced, (3) prevent significant, avoidable environmental damage by requiring changes in projects through the use of alternatives or mitigation measures, and (4) disclose to the public the reasons why a government agency approved the project if significant environmental effects are involved.

As described in Section 1.2, this document has been prepared as a PEIR. A PEIR is prepared for an agency program or series of related actions that can be characterized as one large project. Typically, a large project involves actions that are closely related either geographically or temporally and PEIRs are commonly prepared for agency plans, policies, or regulatory programs. PEIRs analyze broad environmental effects of a program with the knowledge that site-specific environmental review may be required for particular portions or projects implemented under a program or plan (State CEQA Guidelines Section 15168 (a)).

As described in State CEQA Guidelines Sections 15168 (a) and (b), a PEIR is an EIR that may be prepared on a series of related actions that are:

- Linked geographically,
- Logical parts of a chain of contemplated actions,
- In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
- As individual activities carried out under the same authorizing statutory or regulatory authority, and having generally similar environmental effects which can be mitigated in similar ways.

State CEQA Guidelines Section 15168 emphasizes that a “program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible. With a good and detailed analysis of the program, many subsequent activities could be found to be within the scope of the project described in the program EIR, and no further environmental documents would be required.”

Because the proposed Project consists of the Plan with components that would be implemented over a period of years, the County determined that a PEIR would be the appropriate document for the proposed Project.

According to the State CEQA Guidelines (Section 15168[b]), a PEIR can provide the following advantages:

- Provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action.
- Ensure consideration of cumulative impacts that may be slighted on a case-by-case basis.
- Avoid duplicative reconsideration of basic policy considerations.
- Allow the lead agency to consider broad policy alternatives and program-wide mitigation measures at an earlier time, when the agency has greater flexibility to deal with basic problems or cumulative impacts.
- Allow a reduction in paperwork.

1.3.2 Documents Incorporated by Reference

In recent years, Los Angeles County has completed efforts that are related to the Plan but address the entire geographic area of the County, whereas the Project focuses on the SGV. These efforts include the 2015 Los Angeles County Enhanced Watershed Management Programs (EWMP) PEIR and the 2012 Bikeway Master Plan PEIR. These two certified PEIR's provide a firm basis to support the implementation of the Plan, and therefore, are incorporated by reference into this PEIR to eliminate repetitive discussions of topics that have already been thoroughly evaluated at the County level while focusing the analysis on the most important and specific issues to the Plan itself.

Design guidelines and standards for the Plan draw from numerous traffic, transportation, bike path, and wayfinding/signage standards and guidelines. These include the SGV Regional Active Transportation Plan and Greenway Network Study (November 2018) prepared by the SGVCOG, the San Gabriel River Master Plan, the Emerald Necklace Implementation Plan, and the Los Angeles River Master Plan Design Guidelines for greenway and bikeway design standards. The contribution of these guidelines and standards to the Plan are described in detail in the San Gabriel Valley Greenway Network Strategic Implementation Plan Design Guidelines and Standards (hereafter referred to as *Design Guidelines and Standards*; Appendix H of the Draft Plan).

1.3.2.1 2012 County of Los Angeles Bicycle Master Plan PEIR

In 2012, the County prepared the County of Los Angeles Bicycle Master Plan PEIR, which provided CEQA analysis of the Bicycle Master Plan, a sub-element of the Transportation Element within the County of Los Angeles General Plan. The purpose of the Bicycle Master Plan is to guide the development of infrastructure, policies, and programs that improve the bicycling environment in Los Angeles County. It focuses on areas under the County's jurisdictional authority; however, it also coordinates planning efforts with other agencies. The Bicycle Master Plan provides direction for expanding bikeway network, connecting gaps, addressing constrained areas, providing for greater local and regional connectivity, and encouraging residents to bike more often.

There is significant overlap between the Bicycle Master Plan's goals, geography, and analyses and those of the Plan. The Plan will incorporate information from the Bicycle Master Plan where practical, particularly with regards to the overall goals of connectivity within Los Angeles County as well as when establishing existing environment and environmental impacts for similar scale and purpose projects (e.g., bikeways, greenways).

1.3.2.2 2015 Los Angeles County Enhanced Watershed Management Programs PEIR

In December 2012, the Los Angeles Regional Water Quality Control Board (LARWQCB) issued a Municipal Separate Storm Sewer System (MS4) Permit (Order No. R4-2012-0175; National Pollutant Discharge Elimination System [NPDES] Permit No. CAS004001) covering discharges within coastal watersheds from the collective storm sewer systems in Los Angeles County (except from the City of Long Beach). The 2012 MS4 Permit provided Permittees with the option of implementing an innovative approach to Permit compliance through development of an EWMP, which identified potential and priority structural and non-structural best management practices (BMPs) to improve water quality. Twelve EWMPs were prepared by the 12 watershed groups in Los Angeles County. As part of the EWMPs, the County certified the 2015 EWMP PEIR, which analyzed multi-benefit stormwater projects,

with a focus on flood risk mitigation and water conservation and supply. The EWMP PEIR included discussion of both institutional and structural elements and analysis of EWMP implementation in the Upper San Gabriel River Watershed. Example multi-benefit projects described in the 2015 EWMP PEIR include creek restoration which provides habitat restoration as well as flood management and water quality improvement and could include installation of a greenway for additional water infiltration. A general construction footprint and impacts from these structural and non-structural types of projects are analyzed in the EWMP PEIR and many environmental impacts have been addressed at the program level.

There is considerable geographic overlap between the EWMP PEIR discussion of implementation in the Upper San Gabriel River Watershed with the SGV Greenway Network Plan elements. The SGV Greenway Network Plan will incorporate information from the existing environment and impacts analysis in the EWMP PEIR as applicable to this Project. The 2015 EWMP PEIR also incorporates by reference the 2014 Upper San Gabriel River EWMP Group's Enhanced Watershed Management Program Work Plan.

1.3.3 Organization and Content of the PEIR

The following describes the organization of this PEIR:

- **Executive Summary.** This section summarizes the contents of the Draft PEIR.
- **Section 1: Introduction and Plan Background.** This section discusses the CEQA process, the purpose of the PEIR, and public involvement in the CEQA process.
- **Section 2: Project Description.** This section provides a detailed description of the proposed Plan, including likely project components and bike path alignments that would proceed and potential future Plan activities, such as additional pocket parks along the bike paths or opportunities to construct additional stormwater treatment features.
- **Section 3: Environmental Setting, Impacts, and Mitigation Measures.** This section describes the environmental setting and identifies potential impacts of the proposed Project for each of the following environmental resource areas: Aesthetics; Agriculture and Forestry; Air Quality; Biological Resources; Cultural Resources; Energy; Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Waste; Hydrology and Water Quality; Mineral Resources; Land Use and Planning; Noise; Population and Housing; Public Services; Recreation; Transportation; Tribal Cultural Resources; Utilities and Service Systems; and Wildfire. Measures to mitigate the impacts of the proposed Project are presented for each resource area.
- **Section 4: Cumulative Impacts.** This section analyzes the potential for the proposed Plan to have significant cumulative effects when combined with other past, present, and reasonably foreseeable future projects in each resource area's cumulative geographic scope.
- **Section 5: Other CEQA Considerations.** This section identifies areas of the PEIR where significant environmental effects cannot be avoided, if any. It also includes an analysis of growth inducement impacts that could occur due to the proposed Plan.
- **Section 6: Alternatives.** This section presents an overview of the alternatives development process and describes the alternatives to the proposed Plan that were considered.
- **Section 7: Report Preparers.** This section identifies authors involved in preparing the PEIR, including persons and organizations consulted.
- **Section 8: References.** This section provides a complete list of all references used to prepare the PEIR.
- **Appendices.**

1.4 Agency Actions Anticipated in the PEIR

Because this is a PEIR, and project-level approvals are not anticipated at this point, no other permits or approvals (and hence, no responsible agency actions) are anticipated for the PEIR. After the final PEIR is certified, more detailed project-level review can proceed along the Plan Area by the County or other jurisdictions. The PEIR will serve as a first-tier analysis for later project-level and site-specific decisions by these agencies. Individual entities with jurisdiction along the SGV Greenway Network—including the District, U.S. Army Corps of Engineers (USACE), and the cities within the Plan Area—will continue to have decision-making authority associated with any Plan implementation activities affecting their respective jurisdictions.

1.4.1 Lead Agency Actions

The County of Los Angeles, through Public Works, will serve as the lead agency under CEQA for the PEIR and will be responsible—through its governing board, the LA County Board of Supervisors—for approving the Plan. The Plan will guide the County in decision-making for subsequent projects and facilities owned, operated, funded, permitted, or maintained by the County. As part of the decision-making process, the County will take the following specific actions:

- Certify the Final PEIR
- Adopt Findings of Fact and Statement of Overriding Considerations
- Adopt an MMRP
- Adopt the Plan.

The County will establish an implementation team responsible for ongoing coordination after the adoption of the Plan.

SECTION 2 Project Description

2.1 Introduction

This chapter describes the proposed Plan. It includes a description of the Plan location and an overview of the existing environmental setting where the Plan would be implemented. It presents the elements of the proposed Plan, along with a summary of the *Design Guidelines and Standards*.

2.2 Project Location and Setting

The SGV includes the approximately 200 square mile valley that lies east of the City of Los Angeles, within Los Angeles County. The SGV is bounded by the San Gabriel Mountains to the north, the San Rafael Mountains to the west, Puente Hills to the south, and the Chino Hills and San Jose Hills to the east. Pasadena is the largest city of the 33 incorporated cities located in the SGV. In addition to incorporated cities, there are 14 unincorporated county neighborhoods within SGV.

The primary watershed in the SGV is the San Gabriel River watershed. The San Gabriel River receives drainage from 689 square miles of eastern Los Angeles County; its headwaters originate in the San Gabriel Mountains. The watershed consists of extensive areas of undisturbed riparian and woodland habitats in its upper reaches. Much of the watershed of the West Fork and East Fork of the San Gabriel River is set aside as a wilderness area; other areas in the upper watershed are subject to heavy recreational use. The upper watershed also contains a series of flood control dams. Further downstream, towards the middle of the watershed, are large spreading grounds utilized for groundwater recharge. The lower part of the river flows through a concrete-lined channel in a heavily urbanized portion of the County before becoming a soft bottom channel once again near the ocean in the city of Long Beach.

2.2.1 Plan Area

For the purposes of CEQA and consistency with the Plan, the Project Area or Plan Area evaluated in this PEIR is defined as 140 linear miles of District ROW and adjacent parcels along the washes and creeks in the SGV in eastern Los Angeles County (Plan Area; Figure 2-1). As part of the Plan preparation, the County reviewed each waterbody for opportunities and constraints and developed conceptual designs for 10 example projects along the most optimal reaches.

The SGV tributary channels (tributaries) included in the Plan vary in size and character. Tributaries range from larger trapezoidal channels and box channels to natural bottom channels. The primary function of these tributaries is to efficiently convey flood waters and protect life and property. The ROW conditions were analyzed extensively during the development of the Plan.



Given the vast SGV and the many miles of tributaries within the Plan Area, the project team, along with Steering Committee and community feedback, created a prioritization process to identify areas of the tributaries that have the greatest potential to meet the County's goals for a greenway project. These are called "Tier 1" areas, and the County considers these particular reaches in the Plan Area to present the most beneficial future starting points for developing greenway projects and using County resources efficiently. Brief descriptions of each of these Tier 1 areas are provided below.

2.2.1.1 Alhambra Wash

Alhambra Wash is a 4.7-mile-long tributary that weaves through a complex urban and suburban fabric of diverse communities (Figure 2-2). Alhambra Wash runs through the cities of San Gabriel, Alhambra, Rosemead, and unincorporated areas of Los Angeles County. The tributary segment connects to many potential destinations, including commercial and retail areas along prominent throughfares, public parks, and schools along Las Tunas Drive and Valley Boulevard. Garvey Park, Whittier Narrows Recreation Area, and Vincent Lugo Park also serve as potential destinations for users of the greenway.

Few existing bikeways exist in the area, aside from the Rio Hondo bike path and a short segment along Junipero Serra. With few existing bikeway connections in the area, the Alhambra Wash has been identified through previous path planning efforts by SGVCOG and SCAG. Alhambra Wash presents physical challenges to implementation with constrained ROW, complex intersections, and complicated jurisdictional and land ownership interests. Environmentally, the area surrounding Alhambra Wash is lacking in tree canopy, has high concentrations of impervious surfaces, and has a highly vulnerable heat index.



Figure 2-2. Alhambra Wash

2.2.1.2 Arcadia Wash

Arcadia Wash is approximately five miles long and passes through many communities in the SGV, including Pasadena, Arcadia, and North El Monte (Figure 2-3). Arcadia Wash weaves through a mostly residential area with a few large destinations including the Santa Anita Racetrack, the Los Angeles County Arboretum and Botanic Garden, and the Santa Anita Golf Course. Arcadia Wash presents physical and legal opportunities (e.g., Arcadia Wash is entirely within the District's jurisdiction) for greenway development; however, a large section of Arcadia Wash is underground north of Huntington Boulevard. Greenways along Arcadia Wash would potentially have to cross some large roads, including five-lane arterials (e.g., West Duarte Road and Las Tunas Drive). Arcadia Wash has a healthy tree canopy and an average heat vulnerability throughout much of the adjacent area.

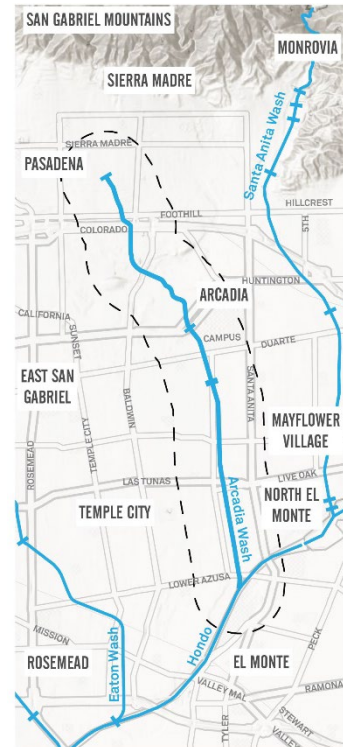


Figure 2-3. Arcadia Wash

2.2.1.3 Big Dalton Wash

At approximately 16.6 miles in length, Big Dalton Wash is one of the longest tributaries in the Project Area (Figure 2-4). Big Dalton Wash stretches from the San Gabriel River to the Big Dalton Wilderness Park in the Angeles National Forest. Big Dalton Wash passes through El Monte, Baldwin Park, and Glendora. The area is mostly residential with few commercial, retail, or industrial land uses. Community connections near the tributary include several nearby schools, on-street bike routes near Glendora as well as parts of Covina and toward the San Gabriel River, and nearby rail stations. Situated between Little Dalton Wash and San Dimas Wash, the Big Dalton Wash greenway could serve as future connections to adjacent tributaries.

Greenway project opportunities could help address environmental challenges such as limited tree canopy and vulnerability to heat island effects, which are prevalent in the area. With over 13 feet of available ROW width along most of the tributary and few identified impediments, Big Dalton Wash has promising potential for greenway projects.



Figure 2-4. Big Dalton Wash

Additionally, several vacant parcels adjacent to the tributary are government-owned and identified as good potential opportunities for future greenway connections with adjacent parks or open spaces. The underlying parcels of Big Dalton Wash are mostly owned by the District.

2.2.1.4 Eaton Wash

Eaton Wash is an 8.1-mile-long tributary, flowing north to south, from Pasadena, through Temple City and Rosemead to the Rio Hondo (Figure 2-5). Connection opportunities are prominent in the tributary, including a potential greenway network connection point with an existing Class IV bikeway along Rosemead Boulevard, schools, retail, office, and industrial areas.

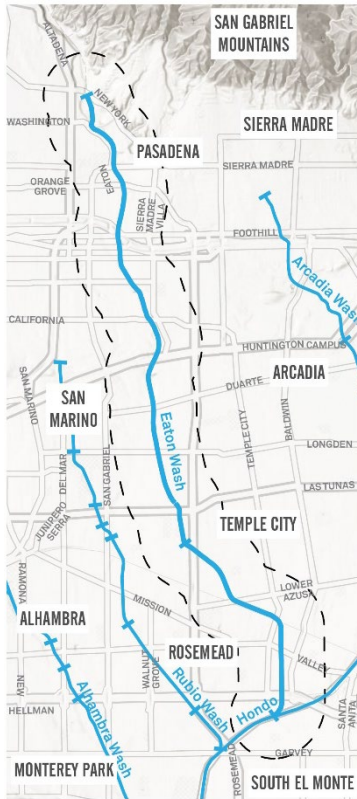


Figure 2-5. Eaton Wash

Southern portions of Eaton Wash lack access to transit options and tree canopy. The tributary has a promising amount of ROW available along its channels in most areas and generally has over ten feet of ROW available outside of the flood control channel, providing at least the minimum requirement for a greenway. Physical constraints and attributes include underground segments and intersections of the tributary that may present alignment challenges. Other complexities include several potentially challenging crossings of major arterials located along the tributary. Existing bikeways are concentrated to the north in Pasadena, with fewer connections existing in the southern portions of the tributary. There is a lack of tree canopy in the area south of Las Tunas Boulevard.

2.2.1.5 Little Dalton Wash

Little Dalton Wash is a 6.7-mile-long tributary connecting the Angeles National Forest to the San Gabriel River via Big Dalton Wash. It passes through Glendora, Citrus, and Covina (Figure 2-6). With available ROW along most of the tributary, Little Dalton Wash presents many opportunities. Additionally, the area is primarily residential with few commercial, retail, or industrial centers. There are several schools in the area, including Citrus College, Azusa Pacific University, Paramount Elementary, and Merwin Elementary School. Toward the center of the tributary, the Azusa Downtown Gold Line Station provides potential connection to high quality transit.



Figure 2-6. Little Dalton Wash

While few previously planned projects along the tributary have been identified, Little Dalton was identified in the SGVCOG's Greenway Study as a project for greenway opportunities. The area has limited tree canopy and presents limited multi-benefit opportunities for consideration with greenway project implementation.

2.2.1.6 San Dimas Wash/Puddingstone/Live Oak

The areas of San Dimas Wash, Puddingstone Channel, and Live Oak Wash are considered a single unit for this Project (Figure 2-7). These tributaries flow through Citrus, Vincent, Covina, San Dimas, Claremont, La Verne, and Pomona. The area is primarily residential with several schools and



Figure 2-7. San Dimas Wash, Puddingstone, and Live Oak Wash

connections to major parks and recreational areas, including Bonelli Regional Park, South Hills Recreational Area, and Horsethief Canyon Park.

The area ranks average in terms of tree canopy, heat vulnerability, and permeability. With sufficient ROW available in many areas, greenway opportunities along the tributaries are plentiful. The underlying parcels of these tributaries are mostly owned by the District; however, some of the easements only allow for flood control operation and would need to be modified for a greenway to be operated.

The area was identified as a project in the SGVCOG's Greenways Study. There are several projects in development along the tributaries, including a three-phase project along San Dimas Wash in Glendora.

2.2.1.7 Puente Creek

Puente Creek is a four-mile-long tributary to the north of San Jose Creek, coursing through portions of West Covina, Valinda, West Puente Valley, La Puente, and Hacienda Heights (Figure 2-8). Community connections identified in the vicinity include pockets of commercial or retail sites and several schools, including Wing Lane Elementary School, Nelson Elementary School, Del Valle Elementary School, Grandview College Preparatory Academy, Sparks Elementary School, Sierra Vista Middle School, and Workman High School.

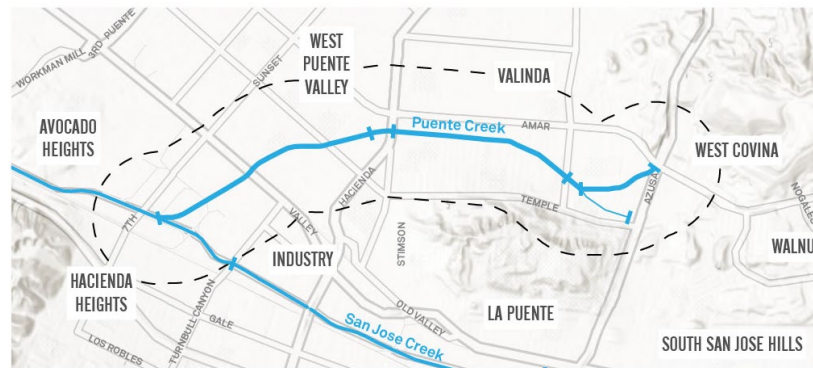


Figure 2-8. Puente Creek

Major existing on-street bikeways near Puente Creek could serve as important circulation connections, including Temple Avenue, Valinda Avenue, and along San Jose Creek. Additionally, a 1.9-mile, on-street early implementation bikeway project, located on the north side of the Puente Creek greenway between Valinda Avenue and Hacienda Boulevard, is currently being designed. The Puente Creek Bikeway/Greenway early implementation project was identified in the 2012 Los Angeles County Bicycle

Master Plan and will provide several benefits including a new rest area with benches. Combined with additional access and greenway implementation projects, this area of Puente Creek could provide combined benefits and improved community access.

Puente Creek has been identified and recommended through previous planning studies for a community bikeway. Puente Creek lacks park space, and tree canopy is also lacking across the area. Multi-benefit greenway projects would provide valuable enhancement for the area by offering combined use of available ROW for bikeway access as well as community enhancements via parks, open space, or other vegetated/shaded areas.

2.2.1.8 Rubio Wash

Rubio Wash is an approximately five-mile-long tributary that crosses through urban and suburban communities including San Gabriel, Rosemead, and South El Monte (Figure 2-9). The tributary has a highly constrained ROW along much of the channel, with homes and structures encroaching the ROW on either side of the channel, abutting the channel in some areas. With few roads providing access to the tributary and less than eight feet of available space for greenway or other uses along much of the ROW, physical constraints may require complex design to improve opportunities for project implementation.

A greenway has been proposed along Rubio Wash through previous planning efforts, including the 2012 SCAG's Regional Transportation Plan, the 2016 Metro Active Transportation Strategic Plan, the 2012 Los Angeles County Bicycle Plan, and the SGVCOG's Greenway Study. The tributary is rich with potential community connections, including two nearby schools, Emma W. Shuey Elementary School and Mildred B. Janson Elementary School, and retail or commercial corridors near the greenway, including areas along Valley Boulevard and Las Tunas Boulevard, and the Southern Pacific Railway.

With few existing bikeways aside from the Rio Hondo Bike Path and few parks, gateways, or open space adjacent to Rubio Wash, the area has a high need and great potential to benefit from greenway projects. Additionally, the communities in the northern portion of the tributary lack access to reliable transit. The southern part of the tributary could benefit from greenway projects to address lacking tree canopy, high concentrations of impervious surfaces, and a highly vulnerable heat index.

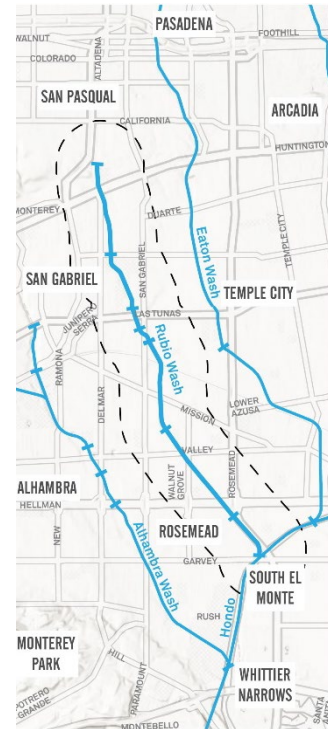


Figure 2-9. Rubio Wash

2.2.1.9 San Jose Creek

At 24 miles, San Jose Creek is one of the largest tributaries in the Plan Area and, with only minor segments of constrained ROW, there are many opportunities for greenway development along the channels of the creek (Figure 2-10). San Jose Creek passes through San Dimas, Diamond Bar, Pomona, Walnut, Valinda, Hacienda Heights, and Industry. The area does not have many retail or commercial corridors, but there are some light industrial job centers and important connections to transit. Many of the San Jose Creek communities are heavily burdened environmentally and socioeconomically, and many are ranked as “park poor” and lack tree canopy.



Figure 2-10. San Jose Creek

A short bikeway exists on the western end of San Jose Creek. San Jose Creek has been identified for greenway development in the 2012 LA County Bicycle Master Plan as an early implementation project. A three-mile greenway project within Pomona is currently in development. The underlying parcels of this tributary are mostly owned by the District, enabling potential greenway implementation. Some of these easement agreements only allow for flood control operation and would need to be modified for a greenway to be opened. There is a portion of San Jose Creek, towards the San Gabriel River confluence, that is operated by the USACE.

2.2.1.10 Santa Anita Wash

Santa Anita Wash stretches 6.3 miles from the San Gabriel Mountains near Monrovia through the city of Arcadia down to El Monte and the Rio Hondo (Figure 2-11). The area is mainly residential with little access to high quality transit. The Santa Anita Wash community has low to average rates of environmental and socioeconomic burden. People living in this area have access to regional parks and wilderness areas (e.g., Arcadia Wilderness Park and the Angeles Nation Forest to the north and the Los Angeles County Arboretum and Botanic Garden toward the middle of the tributary).

Santa Anita Wash was identified as a project by the SGVCOG’s Greenways Study. There is a short greenway planned in the Unincorporated area between Live Oak Ave and Longden Ave, identified in both the 2012 LA County Bicycle Master Plan and the SCAG Regional Transportation Plan. Additionally, the Monrovia’s City Profile within the Department of Parks and Recreation Park Needs Assessment identified “Multipurpose Trail in Flood Control Wash” as a top priority for the community.

The underlying parcels of this tributary are mostly owned by the District, enabling potential greenway implementation. Some of these easement agreements only allow for flood

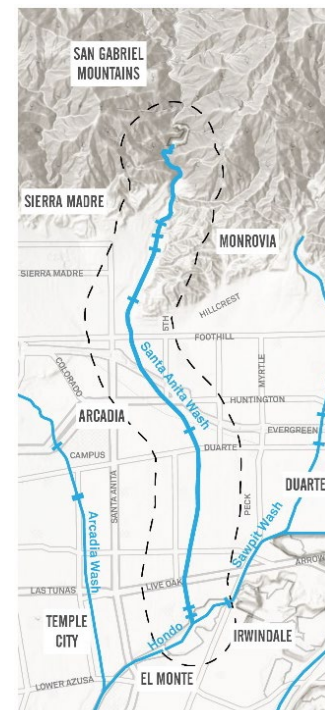


Figure 2-11. Santa Anita Wash

control operation and would need to be modified for a greenway to be opened. Additionally, these channels are operated and maintained entirely by the District. This area has a healthy tree canopy throughout much of the area, likely contributing to low heat vulnerability. Much of the adjacent area has good permeability, especially to the north.

2.2.1.11 Sawpit Wash

Sawpit Wash stretches 4.9 miles from the base of the San Gabriel Mountains in Monrovia to the Rio Hondo confluence in North El Monte (Figure 2-12). The area is mostly residential with a handful of schools and industrial centers. The Metro Gold Line crosses Sawpit Wash, and the wash is adjacent to two stations: Monrovia and Duarte. Sawpit Wash was identified as a project in the SGVCOG's Greenways Study. Additionally, as part of the Los Angeles County Department of Parks and Recreation's Parks Need Assessment, developing a greenway along Sawpit Wash was an identified priority for the community. Vacant, government-owned parcels along the tributary could provide opportunities for adjacent pocket parks and amenities in this area as well.

A few existing on-street bikeways are present in the area, however, there are generally few bike connections. This area has a healthy tree canopy and a low heat vulnerability index. Generally, the communities to the southeast near Duarte and Irwindale are most affected by environmental factors, showing greater heat vulnerability, less tree canopy, and less permeable surfaces.

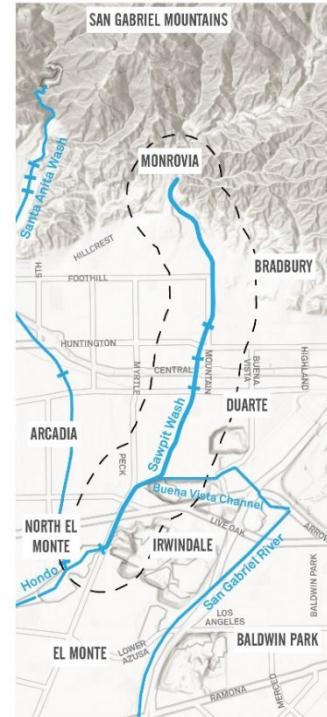


Figure 2-12. Sawpit Wash

2.2.1.12 Thompson Creek



Figure 2-13. Thompson Creek

Thompson Creek is a 5.9-mile-long tributary that connects the canyons above Claremont with San Jose Creek (Figure 2-13). The creek passes through Pomona and Claremont. Thompson Creek presents excellent opportunities for greenway development with greater than 20 feet of ROW width available along most of its banks. Community connections in the area include a handful of schools and colleges, a Metrolink commuter rail line, and several

on-street bikeways. Generally, this area is served by on-street bikeway facilities with major connections on Baseline Road, as well as a bikeway along a portion of the Creek itself.

Areas to the south of Thompson Creek are the most burdened environmentally and socioeconomically. Several parks and two major open spaces located in the area serve as places for community gatherings and recreation activities. With these existing amenities, the area generally shows average need for

parks, except for the southern portion of the tributary near Pomona; this area has limited parks and tree canopy.

With greater than 20 feet of ROW width available along most of its channels, Thompson Creek presents excellent opportunities for greenway development. Much of the Thompson Creek tributary is lacking tree canopy. Vacant, government-owned parcels along the tributary could provide opportunities for greenway adjacent projects and amenities, such as pocket parks and greenspace or shade structures.

2.2.1.13 Walnut Creek

Walnut Creek stretches approximately 7.7 miles from the confluence with Big Dalton Wash to the hills above Pomona and the Puddingstone Reservoir (Figure 2-14). The creek flows through the neighborhoods of La Verne, San Dimas, Charter Oak, Covina, West Covina, Valinda, Vincent, and West Puente Valley. Walnut Creek is a naturalized channel east of Covina Hill Road. There are several potential community connections along the channel, including California State Polytechnic University, Pomona (Cal Poly Pomona), and several schools adjacent to Walnut Creek. Pockets of commercial, retail, and industrial facilities are located throughout the area.



Figure 2-14. Walnut Creek

Existing trails contribute to circulation opportunities. Walnut Creek has potential to connect with several on-street bikeways. Existing bikeways are concentrated in the eastern areas near La Verne, with a few other on-street facilities near West Covina.

With greater than 20 feet of ROW width available along most of its channels, Walnut Creek presents excellent opportunity and sufficient area for greenway development along most of this tributary. Tree canopy and other environmental factors are healthier to the south as compared to the north of the tributary where limited tree canopy, higher heat vulnerability, and low permeability/pervious surfaces exist.

Walnut Creek was identified as a project in the SGVCOG's Greenways Study and opportunities are currently underway including a short multi-use trail being developed near the San Gabriel River, connecting to Walnut Creek.

2.3 San Gabriel Valley Greenway Network Strategic Implementation Plan

The Plan envisions the development of an active transportation and recreational corridor for bicyclists, pedestrians, and equestrians utilizing the open spaces adjacent to the District's stormwater channels; beautification of the District ROW; and enhancement of stormwater management and natural habitats along river channels, stormwater channels, washes, and creeks in the SGV.

The Plan aims to provide guidance and resources to future project proponents for implementation of subsequent projects in the Plan Area. The Plan identifies and describes a series of opportunities for

development within the Plan Area where multi-use trails and paths, bicycle paths, pedestrian paths, and equestrian paths could be installed along tributaries to the San Gabriel River and Rio Hondo. During the Plan's development, a prioritization framework was established to determine where the greatest impact could be made through five key lenses: circulation, community, synergy, environment, and equity. This framework can be used to identify future opportunities, demonstrate benefits, and secure funding.

Leading up to development of the Plan, the suitability of sites along the tributaries for conversion to bike or multi-use pathways was evaluated, and individual potential sites were ranked in consideration of their benefits (e.g., ease of tie-in to existing paths or early implementation projects [EIPs], neighborhood access) and constraints (e.g., narrow ROW, hazardous crossings). Some of the District's ROW in the SGV are paved or partially paved but the condition of the surfaces varies greatly, and the ROW widths vary from less than 8 feet wide to greater than 24 feet wide in the Plan Area.

The Plan consists of infrastructure and greenway designs that illustrate the range of possible strategies that the proponents of subsequent projects, including the County, can use to develop the Greenway Network. These project components can be combined in various ways to create multi-benefit projects throughout the Plan Area. The decision to carry out a future project would be driven by the local jurisdiction's needs, funding, and policy decisions.

The main project component is a greenway path, which may consist of multi-use trails and paths, bike paths and bikeways, pedestrian paths, and equestrian trails. Following the main project component (greenway path), are subcomponents, which include the following:

- Greenway Amenities
- Pocket Parks and Greenspaces
- Safe Crossings
- Stormwater Management

Future projects implemented from the Plan are assumed to consist of the main project component (greenway path) with the greenway amenities subcomponent and are analyzed in this PEIR as such (greenway paths + greenway amenities). Pocket parks and greenspaces, safe crossings, and stormwater management subcomponents are described individually; however, future projects can be implemented in any combination of subcomponents as subsequent projects and would be driven by the local jurisdiction's needs, funding, and policy decisions.

Within each class of subcomponents are a recommended collection of beneficial project elements that can include, but are not limited to, fencing, benches, trash cans, or signage for greenway amenities; playgrounds or sports fields for pocket parks and greenspaces; and curb extensions and raised medians or signage for safety. Beneficial project elements are intended to contribute to the habitability of the Greenway Network; promote safety, accessibility, and legibility; and build a cohesive identity within the Greenway Network. Table 2.2-1 provides information about the main project component (greenway paths), subcomponents, and beneficial project elements.

The Plan also includes *Design Guidelines and Standards* (summarized below in Section 2.3.2) that have been developed as a framework to support the development of specific design and technical solutions for subsequent projects to be implemented under the Plan while presenting a unified, cohesive identity along the open space corridor and promoting best practices and resiliency. The County intends to adopt these *Design Guidelines and Standards* along with the Plan.

Table 2.2-1. Summary of San Gabriel Valley Greenway Project Component and Subcomponents, and Beneficial Project Elements.

	Greenway Paths and Amenities	Pocket Parks and Greenspaces	Safe Crossings	Stormwater Management
Beneficial Project Elements	<u>Greenway paths</u> Multi-use Trails and Paths Bike paths and Bikeways Pedestrian Paths Equestrian Trails <u>Amenities</u> Barriers: Fencing, Guardrails, Rails, Privacy Screen, Gates Lighting Seating, Benches Bike Parking, Racks Equestrian Amenities Landscaping Gateways Shade Structures Water Stations Restrooms Kiosks Trash Cans Emergency Call Boxes Signage: Bikeways, Wayfinding, Informational, Confirmation, Interpretive, Directional, Pavement Markings, Striping, Markers Community: Public Art, Message Boards, Gardens Access for Maintenance and Emergency Vehicles	Pocket Parks Parks Playgrounds Sports Fields Open Fields	ADA-Compliant Ramps Signage Signals Bridges: Pedestrian, Equestrian, Bike, Multi-use Within Public Right-of-Ways (ROWs): Class II, II, IV Bike Lanes and Routes, Connections between Greenways Curb Extensions and Raised Median Islands Undercrossings, Overcrossings of Streets, Freeways, and Railroads Decks and Cantilevers Greenway Segments Over Channels	Bioretention Permeable Pavement Subsurface Infiltration Constructed Wetlands Extended Detention Basin Proprietary Devices
Maximum Extent	<u>Greenway paths</u> maximum width ranges 13 to 24 feet, up to 5 miles in length <u>Greenway amenities</u> are variable, many prefabricated	25 acres is largest potential project size	Variable	Maximum bioretention = 8,500 square feet (0.2 acres) General "other BMP" = 12,750 square feet (0.29 acres)
Anticipated Number of Daily Visitors	1,000 visitors/day	1 acre park - 1,500 visitors/day* 25-acre park - 4,292 visitors/day**	1,500 visitors/day*	0 (these facilities are not designations and do not support visitors)

Notes: * assumes 500 visitors per day to park/safe crossing would also use trail with an additional 1,000 visitors per day on the trail that do not visit the park, for total visitors traveling on greenway path of 1,500 per day

** assumes 3,292 visitors per day to park would also use trail with an additional 1,000 visitors per day on the trail that do not visit the park for total visitors on greenway path of 4,292 per day

2.3.1 Components of the Plan and CEQA Organization

To inform decision-making in a comprehensive manner, this PEIR includes the analysis of the potential environmental impacts from implementation of the Plan for the project components (i.e. greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management) and 10 conceptual design projects at a program level. Future actions resulting from the Plan would not involve any in-channel disturbance; as described in Section 2.2.1, the Plan Area considered in this PEIR is the District ROW along the tributary segments and adjacent parcels. The maximum extent for each subcomponent indicated in Table 2.2-1 is used to evaluate the potential effects of each element in this PEIR, in terms of short-term impacts during construction activities and potential effects of operations following construction. These extents are considered the largest potential greenway segments and parks that could be constructed at any one time based on the County's review in the Plan of the potential opportunities and constraints within the Plan Area. Any projects proposed beyond this area and extent are outside the scope of this PEIR and will require further CEQA review.

Greenway amenities are small structures that serve to enhance the recreator experience and are considered additions to a greenway path or other project. Since greenway amenities are not standalone projects, future projects implemented from the Plan are assumed to consist of the main project component (greenway path) with a greenway amenities subcomponent and are analyzed in this PEIR as such (greenway paths + greenway amenities). The other subcomponents (pocket parks and greenspaces, safe crossings, and stormwater management) are described individually below, but construction and operation impacts consider both the subcomponent and greenway path and greenway amenities (Tables 2.3-1 through 2.3-5, and Section 3). Future projects designed along the San Gabriel River tributaries and washes present opportunities to combine greenways with stormwater capture and reuse structures, small parks, attractive landscaping, and other amenities to better serve the public; therefore, all potential future projects covered by this CEQA analysis would include a greenway path and greenway amenities in the District ROW, and can be implemented with or without any combination of subcomponents as subsequent projects pursuant to a community's needs.

2.3.1.1 Greenway Paths + Greenway Amenities

2.3.1.1.1 Greenway Paths

Greenway paths along the SGV Greenway Network may support use by pedestrian, bicycle, or equestrian users as well as emergency and maintenance vehicles and may consist of multi-use trails and paths along the SGV tributaries. For the purposes of the SGV Greenway Network, a "path" generally refers to a paved facility, which may be for pedestrians or bicyclists; "greenway" may refer to a path, trail, or any combination of paths and trails. These ROW are often appropriately wide to accommodate a pathway and pass through neighborhoods with existing or potential access points to other path segments, parks, or other community benefit features (e.g., schools, fairgrounds). A minimum ROW width of 13 feet is needed to implement a greenway path project, with 24 feet being the maximum available ROW width analyzed in the Plan. The minimum width of 13 feet accommodates the California Department of Transportation (Caltrans) Highway Design Manual minimum for emergency and maintenance vehicles (12 feet) as well as additional necessary width (1 foot) to accommodate other auxiliary features, such as channel wall fencing or sign posts outside of the shoulder area. The CEQA

analysis includes greenway segments up to 5 miles long and 24 feet wide. Examples of greenways are provided in Figures 2-15 through 2-18.

Caltrans classifies facilities with exclusive right of way for bicyclists and pedestrians, away from roadways and with cross flows by motor traffic minimized, as Class I bikeways. Class I bike facilities support both recreational and commuting opportunities and are commonly located along rivers, shorelines, canals, utility ROW, railroad ROW, within school campuses, or within and between parks. Class I bikeway is the default bikeway design in District and USACE channel ROW. Whenever possible, a Class I bikeway or multi-use greenway is the preferred design for segments of the SGV Greenway Network. Pedestrian and equestrian facilities may be combined with a Class I bikeway (and the associated requirements) as part of a multi-use greenway.

Class II and IV bikeways provide some type of division between the bicycle lane and motor vehicle lanes, are preferred for safety, and should be used if space is available, or if space can be provided with street improvements. Class II bikeways are generally referred to as a buffered bikeway and include a striped lane for one-way bike travel on a street or roadway. Class IV bikeways, also referred to as separated bikeways or cycle tracks, include additional protection through a physical barrier between bicycle and vehicle traffic. Class IV bikeways encourage greater use and provide access to a larger number of users. Class III bike routes provide for shared use of a street or roadway among bicyclists and motor vehicles, generally with no striping or physical barrier for separation. Class III bike routes may be appropriate for local streets with limited traffic and low speed limits. Although not preferred, Class III bike routes may be used to provide continuity where a Class II or Class IV bikeway is not feasible, but for most streets and roadways, a safer Class II or IV bikeway should be considered and implemented if feasible. All potential bikeway design types are described in detail in the *Design Guidelines and Standards*.

To create continuity between dedicated on-channel bikeways and multi-used greenways, connecting bicycle routes may need to be located along streets and/or roadways. Off-channel facilities may be designed as Class II, III, or IV bikeways depending on the road type, the posted speed limit, the surrounding area, and the preferred level of separation between the bicycle and vehicle ROW. Alignment characteristics will also be incorporated into a greenway design in accordance with the *Design Guidelines and Standards*, and include consideration of stop distances, sight distances, turning radius, and traffic calming elements such as rumble strips or paver sections. Different surface types will be appropriate for different greenway uses. Recommended surface materials can include concrete, asphalt, permeable concrete, or permeable asphalt, stone fines and decomposed granite, or compacted earth.

The greenway path is the key component of all future projects in transforming the SGV Greenway Network. All other project subcomponents and beneficial project elements would be optional, discretionary, and could be proposed in many configurations or combinations in addition to the greenway path by project proponents.



Figure 2-15. An example of a Flood District ROW suitable for conversion to a bike path or multi-use path. This site (SD26) is situated between the San Dimas Wash and an existing park, Hollenbeck Park, where opportunities for offsite stormwater management have been identified.



Figure 2-16. An example of a multi-use path constructed along a creek.



Figure 2-17. A Class I bike path along the San Gabriel River.



Figure 2-18. Example of an inflexible barrier separating bikeway from traffic (Class IV bikeway).

2.3.1.1.2 Greenway Amenities

Greenway amenities (amenities) are essential in adding character and function to the greenways and are intended to enhance the recreator experience along the greenway. These features are not standalone projects, but would be optional additions to a greenway path, or incorporated in a pocket park and greenspace or safe crossings project. Amenities may also provide community character opportunities to integrating public art or other visual expressions to reflect the community and enhance overall aesthetics. Amenities proposed in the Plan are as follows:

- Fencing, railings, guardrails, barriers
- Gates
- Privacy screens
- Lighting
- Seating, benches
- Shade structures
- Equestrian amenities
- Bike parking
- Signage
- Trash receptacles
- Public art
- Community gardens
- Emergency call boxes
- Restrooms
- Water stations
- Kiosks
- Community message boards

The addition of these amenities to new greenways would provide users respite from the sun and heat, as well as resting places to gather or picnic and overall enhance the attractiveness, usefulness, and accessibility of the greenway path. Fencing, railings, guardrails, or barriers would help ensure public safety and restrict access to waterways and maintenance areas and could also enhance the greenway to feel inviting to users. Gates also play a role in public safety and in the programming/operation of greenways to restrict access (during flood events or evening hours). Examples of amenities are shown in Figures 2-19 through 2-22.



Figure 2-19. Example shade structure and existing bike path along Big Dalton Wash near site BD21, Hilda Solis Park.



Figure 2-20. Example of benches and rest area along an existing greenway path.



Figure 2-21. Bike parking along greenways is an amenity that allows recreators to rest and secure their bicycles while they visit businesses or other attractions along the greenway.



Figure 2-22. Interpretive signs and displays are used to educate users and expand the SGV Greenway Network into something more than a commuter corridor.

2.3.1.1.3 Anticipated Construction

Construction of the greenway paths would occur within the District ROW and would typically involve ground disturbance (including excavation and grading), construction equipment operation, and temporary facilities such as assembly areas, parking areas, and staging and laydown areas for material stockpiling. Heavy equipment used for construction could include excavators, graders, rollers, concrete trucks, pavers, and water trucks. Although the District's ROW are typically maintained for access via foot and, in some cases, light duty vehicles, some vegetation clearing may be required for site preparation. Amenities are small in size and would generally consist of installation of prefabricated products. With the exception of a restroom amenity, this PEIR anticipates no construction of amenities is required beyond possible mounting of structures to existing pavement or minor site preparation and restoration (e.g., leveling surfaces, replanting vegetation after small disturbance); therefore, the construction impacts of amenities are considered with the construction impacts of greenway paths.

For the purposes of this PEIR, a typical restroom, when included as an amenity, is assumed to consist of four stalls and two handwashing stations with a footprint of 20 feet by 40 feet and would be constructed on a concrete slab foundation. Installation of additional wastewater lines, plumbing and electricity associated with restrooms is assumed to require trenching to a tie-in less than 1,000 feet from the project site and would be conducted during the construction phase following grading activities.

Construction would involve up to ten construction workers per day and may include heavy construction equipment such as excavators, dump trucks, backhoes, utility trucks, paving machines, loaders, rollers, and pile drivers. Construction would occur Monday through Friday with 8-hour days. For the purposes of this analysis, Table 2.3-1 provides an estimate of project duration and construction equipment required for each phase assuming a conservative scenario that involves the construction of five miles of paved greenway path in addition to any or all of the greenway amenities beneficial project elements. Due to the program nature of the proposed Project, staging areas cannot be determined at this time. However, it can be reasonably assumed that staging areas would occur on District ROW.

Table 2.3-1. Equipment and work duration for the phases of construction for typical greenway paths* and greenway amenities.

Phase	Number of Work Days	Equipment Type	Number	Horsepower	Hours/Day
Demolition	10	Excavator	1	158	8
		Dump Truck	2	402	3
		Backhoe	2	97	8
		Concrete Saw	1	81	8
		Hoe Ram	1	--	8
		Jack Hammer	1	2.5	8
Site Preparation	20	Skip Loader	1	69	8
		Backhoe	1	97	8
		Wheel Loader	1	203	7
Grading	20	Motor Grader	1	187	7

Phase	Number of Work Days	Equipment Type	Number	Horsepower	Hours/Day
Construction	35	Skip Loader	1	69	8
		Vibratory Roller	1	80	8
		Backhoe	1	97	7
		Excavator	1	158	8
		Forklift	1	89	8
		Hydraulic Post Pile Driver	1	50	8
		Trencher	1	40	8
		Utility Truck	1	350	8
		Generator Set	1	84	8
Paving	10	Paving Machine	1	130	8
		Oil Truck	1	402	8
		Vibratory Roller	1	80	8
		Skid Steer	1	65	8

Notes: * Greenway path maximum width of 24 feet, maximum length of 5 miles.

2.3.1.1.4 Anticipated Operations

Operations would involve recreational uses from visitors along the greenway paths, and the increased number of users/visitors would also increase pedestrian, bike, and multi-use traffic. Operations would include routine inspection and maintenance of the greenway paths to remove trash/debris and landscaping. Hazardous materials used for maintenance would be minimal and may consist of commonly used hazardous materials such as solvents for cleaning, paints, fuels for equipment, and approved herbicides or pesticides. Maintenance of the greenway paths and amenities would be temporary in nature and may consist of maintenance trucks/vehicles and powered equipment such as lawnmowers, edgers, and leaf blowers and would not require equipment that would block roadways or emergency access. There would be no permanent road closures or obstructions associated with operations.

The County assumes that up to 1,000 visitors would visit the greenway paths and amenities daily. These visitors are assumed to be dispersed equally throughout the five-mile-long greenway path. In addition, these visits are assumed to be dispersed equally throughout the day (7:00 a.m. through 10:00 p.m.), resulting in approximately 67 visitors per hour along a typical five-mile-long greenway path. This equates to roughly one visitor per minute in any given location. Regular landscape and maintenance activities are assumed to be conducted by two workers once per week with a maximum duration of four hours at any given site. In addition, periodic repair and maintenance of structures and facilities may include use of additional equipment such as cranes or excavators.

2.3.1.2 Pocket Parks and Greenspaces

Many opportunities for expansion of existing park features or creation of new parks and greenspaces are possible on parcels located along SGV tributaries based on initial feasibility assessment efforts.

During early assessments, 64 potential parks or greenspaces were considered feasible. Pocket parks and greenspaces could include playgrounds, sports fields, or open fields. In many cases, the District ROW provide access to areas where public use could be optimized by the addition of greenspaces to complement the addition of bike paths and multi-use paths in neighborhoods where these facilities are greatly needed. Pocket parks and greenspaces may be located immediately adjacent to a planned greenway path and/or within District ROW. A typical pocket park would be approximately one acre in size and located immediately adjacent to a planned greenway path. The maximum greenspace that could be feasibly developed in the Plan Area would be 25 acres on a site near the fairgrounds that was identified during early constraints analysis. Therefore, the CEQA analysis for the Project addresses parks and greenspaces between 1 and 25 acres. Examples of greenway pocket parks are shown in Figures 2-23 through 2-26. An example of a District ROW with space that could be used to create a pocket park along in the Project area is shown in Figure 2-27.



Figure 2-23. Example greenspace of Walnut Creek Nature Park along a multi-use trail.



Figure 2-24. Walnut Creek Nature Park, an example pocket park.



Figure 2-25. Example pocket park at Cudahy Gateway Park.



Figure 2-26. Closer view of pocket park at Cudahy Gateway Park.



Figure 2-27. Example of an opportunity to combine a greenway path with a small pocket park in the bump-out (left side of photo) adjacent to Walnut Creek (Site WC47).

2.3.1.2.1 Anticipated Construction

New parks and greenspaces may require extensive excavation and grading of site soils, off-hauling of soils and related materials, utility relocation, infrastructure construction, and related activities. Depending on the nature and size of the development, construction activities may include use of heavy construction equipment such as excavators, dump trucks, backhoes, utility trucks, paving machines, loaders, rollers, and pile drivers. Construction would occur Monday through Friday with 8-hour days. For the purposes of this analysis, construction activities associated with two scenarios are considered: 1) construction of five miles of greenway path in addition to a 1-acre pocket park, 2) construction of five miles of greenway path in addition to a 25-acre park with associated parking lot. As noted, it is assumed that a five-mile-long greenway path and greenway amenities would be constructed under both scenarios. Table 2.3-2 provides an estimate of project duration and construction equipment required for each phase associated with construction of a one-acre pocket park. Table 2.3-3 provides an estimate of project duration and construction equipment required for the development of a 25-acre park with a parking lot. Due to the program nature of the proposed Project, staging areas cannot be determined at this time. For the purposes of this PEIR, all staging areas are assumed to be located on District ROW.

Table 2.3-2. Equipment and work duration for the phases of construction for typical small pocket parks (1-acre park) and greenway path* and greenway amenities

Phase	Number of Work Days	Equipment Type	Number	Horsepower	Hours/Day
Demolition	10	Excavator	1	158	8
		Dump Truck	2	402	3
		Backhoe	2	97	8
		Concrete Saw	1	81	8
		Hoe Ram	1	--	8
		Jack Hammer	1	2.5	8
Site Preparation	22	Skip Loader	1	69	8
		Backhoe	1	97	8
		Wheel Loader	1	203	7
Grading	25	Motor Grader	1	187	7
		Skip Loader	1	69	8
		Vibratory Roller	1	80	8
Construction	35	Backhoe	1	97	7
		Excavator	1	158	8
		Forklift	1	89	8
		Hydraulic Post Pile Driver	1	50	8
		Trencher	1	40	8
		Utility Truck	1	350	8
		Generator Set	1	84	8
Landscaping	10	Wheel Loader	1	203	8
		Skip Loader	1	69	8
		Truck-Mounted Crane	1	231	7
Paving	10	Paving Machine	1	130	8
		Oil Truck	1	402	8
		Vibratory Roller	1	80	8
		Skid Steer	1	65	8

Notes: * Greenway path maximum width of 24 feet, maximum length of 5 miles.

Table 2.3-3. Equipment and work duration for the phases of construction for typical large pocket parks (25-acre park with parking lot) and greenway path* and amenities

Phase	Number of Work Days	Equipment Type	Number	Horsepower	Hours/Day
Demolition	20	Excavator	2	158	8
		Dump Truck	3	402	3
		Backhoe	2	97	8
		Concrete Saw	1	81	8
		Hoe Ram	1	--	8
		Jack Hammer	1	2.5	8
Site Preparation	30	Skip Loader	2	69	8
		Backhoe	2	97	8
		Wheel Loader	2	203	7
Grading	40	Motor Grader	2	187	7
		Skip Loader	2	69	8
		Vibratory Roller	2	80	8
Construction	45	Backhoe	1	97	7
		Excavator	1	158	8
		Forklift	1	89	8
		Hydraulic Post Pile Driver	1	50	8
		Trencher	1	40	8
		Utility Truck	1	350	8
		Generator Set	1	84	8
Landscaping	20	Wheel Loader	1	203	8
		Skip Loader	1	69	8
		Truck-Mounted Crane	1	231	7
Paving	15	Paving Machine	1	130	8
		Oil Truck	1	402	8
		Vibratory Roller	1	80	8
		Skid Steer	1	65	8

Notes: * Greenway path maximum width of 24 feet, maximum length of 5 miles.

2.3.1.2.2 Anticipated Operations

Greenway paths + pocket parks and greenspaces include additional beneficial project elements in addition to the greenway path, such as pocket parks, parks, playgrounds, sports fields, or open fields, which would increase recreational opportunities for visitors. A typical pocket park would be approximately 1-acre in size and the maximum greenspace that could be feasibly developed in the Plan

Area would be 25-acres (on a location near the fairgrounds). Greenway paths + pocket parks and greenspaces may be located immediately adjacent to a planned greenway path and/or within District ROW. Visitors to pocket parks and greenspaces would not be considered permanent occupants in any structures as none of the park components include human occupancy in their design. Similar to greenway paths + greenway amenities, operational activities would involve recreational uses from visitors and maintenance of the facilities, including routine inspection and maintenance to remove trash/debris and landscaping. Materials used during operations would be primarily for maintenance and may consist of commonly used hazardous materials such as solvents for cleaning, paints, fuels for equipment, and approved herbicides or pesticides. Maintenance of a pocket park and greenspaces project may consist of maintenance trucks/vehicles and would not require equipment that would roadways or emergency access.

For purposes of analysis in this PEIR, the County assumes 500 visitors per day would visit 1-acre pocket parks and greenspaces, in addition to the 1,000 visitors anticipated for greenway paths. This would be equivalent to roughly 33 visitors per hour in any one location. For 25-acre greenspaces, up to 3,292 visitors per day are estimated, equivalent to roughly 220 visitors per hour (7:00 a.m. through 10:00 p.m.), in addition to the 1,000 visitors per day anticipated for greenway paths. Regular landscape and maintenance activities would include use of powered equipment such as lawnmowers, edgers, and leaf blowers and are assumed to be conducted by two workers once per week, with a maximum duration of four hours at any given site. Infrequent maintenance activities such as intermittent repair or maintenance of structures and facilities may require use of additional equipment such as cranes or excavators.

2.3.1.3 Safe Crossings

Safe crossings will be needed at intersections, roads, bridges, and railroad tracks, and over channels. Safe crossing infrastructure includes signals and signage. This PEIR includes analysis of the construction of bridges/crossings up to a maximum of 400 feet long and 8 feet wide (the largest crossing opportunity identified during Plan development).

Channel crossings could be facilitated by utilizing existing roads and railroad tracks, which may require addition of safety signals, crosswalk signage, and other infrastructure meant to protect cyclists and pedestrians from road and rail traffic. Channel crossings could also be achieved with dedicated pedestrian bridges. Some pedestrian bridges are present already and could be converted to multi-use crossings by removing stairs and adding ramps.

Important considerations for roadway crossings include ensuring safe and appropriate distances from the nearest intersection or routing the crossing to an intersection with signals and/or highly visible crosswalks when possible. For railroad crossings, California Public Utilities Commission (CPUC) coordination would be required. Examples of existing crossings in the Plan Area as well as an example of a controlled intersection are shown in Figures 2-28 through 2-31.



Figure 2-28. Existing pedestrian bridge crossing over Big Dalton Wash



Figure 2-29. An inaccessible railroad crossing over Walnut Creek

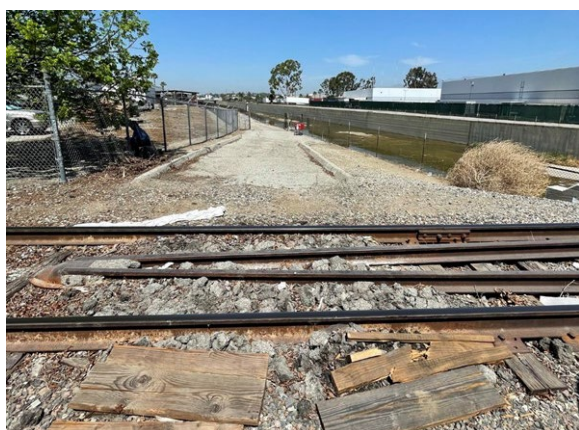


Figure 2-30. Union Pacific Railroad Tracks Cross San Jose Creek in West Covina, CA



Figure 2-31. Example protected intersection in San Francisco, CA.

2.3.1.3.1 Anticipated Construction

Depending on the type and size of the crossing structure, construction activities may include use of heavy construction equipment such as excavators, dump trucks, backhoes, utility trucks, paving machines, loaders, bore/drill rigs, and cranes. For the purposes of this conservative analysis, the construction of a road overcrossing is considered as typical of a larger-scale safe crossing project component. Most footbridges up to spans of about 150 feet can be prefabricated as a complete length of the span and then installed. Longer overcrossings would be constructed in place. Table 2.3-4 provides an estimate of project duration and construction equipment required for each phase associated with construction of a pedestrian overcrossing spanning a four-lane road, which is the maximum extent of any safe crossing identified in the Plan. Due to the program nature of the Plan, staging areas cannot be determined at this time. However, for the purposes of this PEIR, all staging areas are assumed to be located on District ROW.

Table 2.3-4. Equipment and work duration for the phases of construction for typical road overcrossing of four-lane roadway (maximum width 8 feet, maximum length of 400 feet) and greenway path and greenway amenities

Phase	Number of Work Days	Equipment Type	Number	Horsepower	Hours/Day
Demolition	10	Excavator	1	158	8
		Dump Truck	2	402	3
		Backhoe	2	97	8
		Concrete Saw	1	81	8
		Hoe Ram	1	--	8
		Jack Hammer	1	2.5	8
Site Preparation	20	Skip Loader	1	69	8
		Backhoe	1	97	8
		Wheel Loader	1	203	7
Grading	20	Motor Grader	1	187	7
		Wheel Dozer	1	247	8
		Backhoe	2	97	8
		Excavator	1	158	8
		Bore/Drill Rig	1	221	8
Construction	125	Backhoe	2	97	7
		Excavator	1	158	8
		Crane	1	231	7
		Forklift	2	89	8
		Utility Truck	1	350	8
		Trencher	1	158	8
		Generator Set	1	84	8
		Welder	1	46	8
Paving	10	Paving Machine	1	130	8
		Oil Truck	1	402	8
		Vibratory Roller	1	80	8
		Skid Steer	1	65	8
Architectural	10	Air Compressor	1	78	8
Coating		Utility Truck	1	350	8

Notes: * Greenway path maximum width of 24 feet, maximum length of 5 miles.

2.3.1.3.2 Anticipated Operations

Beneficial project elements of greenway paths + safe crossings include Americans with Disability Act (ADA)-compliant ramps, signage and signals, bridges, bikeways, curb extensions and raised median islands, undercrossings/overcrossings, and decks of cantilever greenway segments over channels.

Operational activities would involve recreation from visitors and maintenance of the greenway paths and safe crossings. Visitors would not be permanent occupants as none of the greenway types or safe crossings are structures that would include human occupancy in their design. Maintenance of the safe crossing beneficial elements may include routine inspections, testing, repairs, and removal of trash/debris, and landscaping when as needed. Materials used during operations would be small and localized, primarily for maintenance, and may include commonly used hazardous materials such as solvents for cleaning, paints, fuels for equipment, and herbicides or pesticides or herbicides. Maintenance of the safe crossings may require temporary partial lane closures, which would be done in compliance with the Caltrans Manual on Uniform Traffic Control Devices (2024) guidelines to ensure the safety of vehicle, pedestrian, and bicycle traffic. Maintenance trucks/vehicles would be used to conduct inspections and maintenance of the safe crossing elements. Certain types of safe crossings (e.g., underpasses) require additional infrastructure to ensure flooding does not occur. This infrastructure would be inspected and maintained periodically.

The County assumes that up to 1,000 visitors per day would visit greenway paths, amenities, and safe crossings. These visitors are assumed to be dispersed equally throughout the five-mile greenway path and dispersed equally throughout the day (7:00 a.m. through 10:00 p.m.), resulting in approximately 67 visitors per hour along a typical five-mile-long greenway path. This equates to roughly one visitor per minute in any given location. Regular landscape and maintenance activities would include use of powered equipment such as lawnmowers, edgers, and leaf blowers and are assumed to be conducted by two workers once per week with a maximum duration of four hours at any given site. In addition, periodic repair and maintenance of structures and facilities may include use of additional equipment such as cranes or excavators.

2.3.1.4 Stormwater Management

As described in the *Design Guidelines and Standards*, the Plan requires that stormwater BMPs treat or infiltrates a site's stormwater quality design volume (SWQDv) where new infrastructure (impervious surface) is proposed with a preference for nature-based solutions. The protocol for quantifying a site's SWQDv is detailed in Section 11 of the *Design Guidelines and Standards*. With any new construction (e.g., a bikeway), a stormwater BMP must be selected to manage the calculated SWQDv.

Reducing impervious surface area is an overall beneficial change to the landscape and would allow more water to enter the soil as well as dedicated stormwater treatment facilities. Stormwater management options function primarily in three categories:

- **Infiltration**, where runoff is directed to percolate into the underlying soils. Infiltration generally reduces the volume of runoff and increases groundwater recharge.
- **Treatment**, where pollutants are removed through various unit processes, including filtration, settling, sedimentation, sorption, straining, and biological or chemical transformations.
- **Storage**, where runoff is captured, stored (detained), and slowly released into downstream waters. Storage can reduce the peak flow rate from a site but does not directly reduce runoff volume.

Combining a reduction of impervious surfaces with greenway paths and parks fulfills the Plan's goals of creating multi-benefit projects. Stormwater treatment options may be included as a component of these projects and would vary by site based on the unique constraints and needs of the location. These types of facilities are generally "retrofit" type projects that replace existing impervious surfaces with pervious surfaces such as bioinfiltration cells, bioswales, porous pavement, and filter strips that tie into existing stormwater management systems. The types of stormwater treatment options most likely to be constructed as part of the Plan are listed in Table 2.3-5 and described in greater detail below.

Table 2.3-5. Potential Stormwater Management Facilities and Structures for Pairing with Greenways and Parks

Stormwater Management Facility Types	Examples
Bioretention	Bioretention, Biofiltration, Green streets Bioretention with underdrain, bio infiltration, high flow biotreatment and raised underdrain, vegetated swales, filter strips Facilities to capture, store, and treat stormwater
Permeable Pavement	Permeable pavement
Subsurface Infiltration	Surface infiltration (e.g., infiltration basins, infiltration trenches, bioretention, permeable pavement); subsurface infiltration galleries; multi-directional infiltration BMPs (e.g., dry wells, hybrid bioretention and dry wells)
Constructed Wetlands	Facilities to capture, store, and treat stormwater
Extended Detention Basin	Aboveground or Belowground options Dry detention basin, Wet detention pond, Detention chamber
Proprietary Devices	Planter boxes & Rainfall harvest Debris booms/nets, End-of-pipe nets, Floating trash booms, Hydrodynamic separators, Water clarifiers, Stormwater quality vaults

2.3.1.4.1 Stormwater Management Facilities

2.3.1.4.1.1 Permeable Pavement

Permeable pavement is a stable load-bearing surface that allows for stormwater infiltration. Beneath the permeable surface is a crushed-rock/aggregate reservoir that provides structural support while allowing runoff to percolate to the underlying soils. Permeable pavement can be fully infiltrating or can have an underdrain like biofiltration practices. There are multiple types of permeable pavement. The mixes for pervious concrete and porous asphalt exclude fines from the aggregate to create permeable void space. Permeable interlocking concrete pavers allow infiltration of stormwater through joints between the blocks. Permeable pavements are an option for new parks where leaving an area vegetated is not preferred.

2.3.1.4.1.2 Green Streets

Green streets are systems of multiple stormwater management options arranged in a linear fashion within the street ROW (as opposed to a parcel-based implementation). This system could also be applied to facilitate better stormwater management and aesthetics when constructing greenways. Green streets are designed to reduce runoff and improve water quality of runoff from the roadway and

adjacent parcels by replacing impervious surfaces with more porous ones and directing stormwater to vegetated systems that can filter and infiltrate stormwater. Bioretention, biofiltration, and permeable pavement are commonly used together and can be hydraulically connected using subsurface stone reservoirs.

2.3.1.4.1.3 Site-scale Detention

Site-scale detention facilities are designed to detain runoff from an individual parcel and improve water quality through pollutant settling. Site-scale detention facilities can reduce peak flows and improve water quality by storing water in a basin before slowly draining the water through an orifice to the downstream waterway. Settling of sediment and sediment-bound pollutants is the primary pollutant removal mechanism. There are two primary types of site-scale detention: dry detention basins, in which runoff fully drains during storm events, and wet detention ponds, which capture water in a temporary storage zone above a permanent pool.

2.3.1.4.1.4 Green Infrastructure/Low-Impact Development

Green infrastructure and low-impact development (LID) include a broad range of development elements and facilities that aim to manage and treat stormwater as a resource and minimize the differences between pre- and post-development hydrology. Design options for infiltration facilities include bioretention, biofiltration, and infiltration designs. Vegetated swales can be used to help guide water to infiltration facilities.

Bioretention areas are shallow, depressed, vegetated basins with permeable soil media and no underdrains. Runoff temporarily ponds on the surface of these basins before filtering through the soil. Biofiltration areas are bioretention areas with underdrains. Infiltration in these systems is considered incidental, although substantial infiltration can occur in some unlined systems.

Infiltration facilities capture and infiltrate runoff into unvegetated underlying soils. Runoff is typically stored in subsurface trenches or vaults filled with engineered soil media, gravel, or concrete chambers. There are multiple types of infiltration facilities, including dry/wet wells, which are gravel-surrounded vaults with perforated walls that receive runoff from a pipe and allow it to infiltrate into the ground, and infiltration trenches, which are media-filled trenches that capture runoff in pore space prior to infiltration.

Bioswales are vegetated areas that collect and convey storm flow through vegetated, shallow depressions to remove sediment-associated pollutants by settling and filtering mechanisms. Bioswales are typically implemented to act as pretreatment and used to transport runoff to an associated bioretention cell or infiltration structure to provide additional pollutant removal and volume reduction. There are three primary types of bioswales: vegetated swales (which are linear), vegetated channels that convey concentrated flow to another structure (detention, infiltration, storage), and vegetative filter strips (which are more broadly sloped than swales).

Planter boxes are bioretention systems enclosed in concrete structures. They are most commonly designed to drain runoff from paved areas or roofs. They are typically used in urban settings where space constraints limit the implementation of other LID elements such as bioswales and bioretention systems. Planter boxes may be designed to both filter and store runoff using a series of filter media and

aggregate layers below the vegetated layers. They can be used in combination with rain barrels and cisterns that store the runoff and then direct these boxes to filter the runoff.

Manufactured flow-through devices are commercial products that aim to provide stormwater treatment using patented, innovative technologies. Typical types of manufactured devices for stormwater management include cartridge/media filters and high-flow biotreatment devices. Cartridge/media filters are proprietary filtration devices used to remove pollutants. High-flow biotreatment devices are modular, vault-type practices that contain high-flow media and typically incorporate vegetation.

Source control structural products are commercial products designed to treat runoff in highly urbanized environments. Mechanical separation, or more complex physicochemical processes, provides separation of gross solids and other pollutants. Many models feature media or materials designed to sequester hydrocarbons and other pollutants. Types of source control BMPs include catch basin inserts, which use nets, screens, fabric, or similar filtration media to separate sediment and gross solids from stormwater, and hydrodynamic separators, which use screens, baffles, or vertical flow to separate the two.

2.3.1.4.2 Anticipated Construction

The construction of small-scale stormwater capture and use facilities such as detention basins, bioswales, and green infrastructure/LID typically requires the permanent removal of aboveground infrastructure and/or surface materials such as asphalt and concrete for retrofit type projects and excavation and grading for projects on soil-covered sites.

Similar to bioretention and biofiltration installations, porous pavement would typically require the permanent removal of aboveground infrastructure and/or surface materials such as asphalt and concrete for retrofit type projects and excavation and grading for projects on soil covered sites. Porous pavement projects are generally retrofit type projects to increase infiltration and/or filtering of stormwater but may include installation in new development and redevelopment, which may require clearing and grubbing activities prior to installation. The depth of excavation for these distributed systems will vary from several feet and up to six feet depending on the thickness and number of structural support, filter, underground stormwater storage, and underdrain transmission layers. Systems with underdrains will require additional excavation. Generally, excavation is limited to two to six feet below existing grade for these systems. The installation of permeable pavement is frequently associated with the reconstruction of transportation elements such as parking lots, sidewalks, non-motorized paths, and related features.

Because green streets include both porous pavement and LID, the installation of green streets would include construction activities for both as described above. Green streets would typically require the replacement of aboveground infrastructure and/or surface materials such as asphalt and concrete for retrofit type projects with LID and excavation and grading for projects on soil covered sites. In areas proposed for biofiltration without suitably permeable soils, native soils would either have to be excavated, amended, and put back in place, or replaced entirely with biofiltration media (e.g., coarse gravels). The replacement of local soils would likely require that those soils then be hauled off-site. Systems with underdrains may require more extensive excavation and construction so that the underdrain can be connected to the municipal separate storm sewer system (MS4). The depth of excavation for green streets would typically vary from several feet up to six feet depending on the

thickness and number of filter and storage layers. Some of the County's existing green streets have dry wells with depths of over 50 feet; however, generally, excavation is limited to four feet below existing grade for green streets.

Depending on the type, scale, and site-selection for stormwater management BMPs, construction activities may include use of heavy construction equipment such as excavators, dump trucks, backhoes, utility trucks, paving machines, loaders, bore/drill rigs, and cranes. For the purposes of this conservative analysis, the construction of a 0.29-acre BMP feature is considered as typical of a larger-scale BMP project. Table 2.3-6 provides an estimate of project duration and construction equipment required for each phase associated with construction of a typical BMP feature. Due to the program nature of the proposed Project, staging areas cannot be determined at this time. However, it can be reasonably assumed that staging areas would occur on District ROW.

Table 2.3-6. Equipment and work duration for the phases of construction for typical stormwater management feature (maximum size of 0.29 acres) and greenway path and amenities

Phase	Number of Work Days	Equipment Type	Number	Horsepower	Hours/Day
Demolition	10	Excavator	1	158	8
		Dump Truck	2	402	3
		Backhoe	2	97	8
		Concrete Saw	1	81	8
		Hoe Ram	1	--	8
		Jack Hammer	1	2.5	8
Site Preparation	20	Skip Loader	1	69	8
		Backhoe	1	97	8
		Wheel Loader	1	203	7
Grading	20	Motor Grader	1	187	8
		Skip Loader	1	69	8
		Vibratory Roller	1	80	8
Construction	35	Forklift	1	89	8
		Excavator	1	158	8
		Generator Set	1	84	8
		Backhoe	2	97	7
		Trencher	1	40	8
		Welder	1	46	8
Paving	10	Paving Machine	1	130	8
		Oil Truck	1	402	8
		Vibratory Roller	1	80	8

Phase	Number of Work Days	Equipment Type	Number	Horsepower	Hours/Day
		Skid Steer	1	65	8

Notes: * Greenway path maximum width of 24 feet, maximum length of 5 miles.

2.3.1.4.3 Anticipated Operations

Stormwater management includes the following beneficial project elements: bioretention, permeable pavement, subsurface infiltration, constructed wetlands, extended detention basins, and proprietary devices for treatment of water flows. Stormwater management facilities are intended to infiltrate, treat, and store stormwater and non-stormwater runoff and would occur within the constraints of managing flood risk, including maintaining existing flood conveyance capacity and not deteriorating the capacity of any of the Plan Area washes. As described previously, the County assumes up to 1,000 visitors per day at greenway paths and amenities. These visitors are assumed to be dispersed equally throughout the five-mile-long greenway path and equally throughout the day (7:00 a.m. through 10:00 p.m.), resulting in approximately 67 visitors per hour along a typical five-mile-long greenway path. This equates to roughly one visitor per minute in any given location. The inclusion of stormwater management facilities would not affect the assumed number of visitors to the greenway path.

Regular landscape and maintenance activities are assumed to be conducted by two workers once per week with a maximum duration of four hours at any given site. Periodic maintenance would be required to optimize performance of the stormwater management systems, and the type of maintenance would be dependent on the type of BMP installed. For example, a subsurface infiltration system would require different equipment to conduct maintenance if the system is located solely underground versus constructed wetlands which may be accessible from the surface. Maintenance activities would include, but are not limited to, weed removal or tree trimming for bioretention devices, sediment and debris/trash removal from detention basins and treatment devices, and/or landscaping. Materials used for maintenance may include commonly used hazardous materials such as solvents for cleaning, paints, fuels for equipment, and approved herbicides or pesticides or herbicides. Maintenance trucks/vehicles would be used to conduct routine inspections and maintenance of the stormwater management facilities, and specific vehicles such as a vacuum truck to remove sediment and/or debris may be necessary on a less periodic basis. Any sediment and debris removal would be properly handled and disposed of in accordance with regulations and requirements. Any partial lane closures to conduct maintenance would be done in compliance with the Manual on Uniform Traffic Control Devices (Caltrans 2024) guidelines to ensure the safety of vehicle, pedestrian, and bicycle traffic.

2.3.2 Design Guidelines and Standards

The Plan *Design Guidelines and Standards* were created to guide improvements on District property and will be adopted as part of the Plan. The guidelines will ensure overall greenway consistency and provide a framework of best practices for greenway development within the SGV.

For project components located outside of the District ROW on adjacent parcels, additional requirements and standards may apply based on the project location and project type. For example, bicycle facilities adjacent to a roadway (referred to as Class II and Class IV bikeways) should be designed based on Caltrans design criteria. The remaining guidelines and standards are derived from a

compilation of other local, state, and federal references. Design priorities for the Plan include safety, vector control, comfort, community engagement, connectivity, and connection to the environment.

This PEIR assumes that the Plan would be implemented consistent with the *Design Guidelines and Standards* and that all subsequent projects implemented by individual project proponents under the Plan would be in accordance with the *Design Guidelines and Standards*. For the purposes of the impact analysis presented in Chapter 3 of this PEIR, compliance with these required *Design Guidelines and Standards* is assumed and factored into the impact analysis and CEQA determination for the Plan.

2.4 Conceptual Examples of Potential Subsequent Projects

Conceptual designs were developed for 10 example projects to illustrate the opportunities and benefits provided by different greenway project configurations throughout the SGV. Various combinations of channel ROW/greenway section and project components were used to illustrate the multitude of opportunities and benefits available to communities.

As described in Chapter 1, Introduction, after the Plan is approved, subsequent project-specific activities (also known as later activities as defined in State CEQA Guidelines) identified in the Plan could be designed, approved, and implemented over time by any of the jurisdictions or other stakeholders in the Plan Area. These subsequent projects could be located anywhere in the Plan Area, including the area between the top of the levee to the fence line or beyond the fence line (i.e., outside of the District ROW) on adjacent parcels.

The initial planning process led to identification of 10 potential locations for development of conceptual examples. These examples have not yet been funded or planned for implementation; however, they represent the types of projects that are feasible in the SGV and that would be covered under this PEIR. These are described briefly below for illustrative purposes only (Table 2.4-1).

Table 2.4-1. Multi-Benefit Conceptual Project Examples

Conceptual Project Example Name	Description of Conceptual Example Project
Alhambra Wash at Vincent Lugo Park	This conceptual project would provide 1.3 miles of new multi-use trail along Alhambra Wash, connecting Mission Road to the north, and Hovey Boulevard to the south. A portion of the proposed Alhambra Wash Greenway project falls within an area of the wash that is owned and operated by USACE. The project extents fall within the Cities of Alhambra and San Gabriel. Central to the project is connecting Vincent Lugo Park to the greenway network as a shared community park/greenway amenity. There is space for an interpretive neighborhood garden or pollinator habitat. The greenway segment would provide connection to existing parks and would require replacing an existing pedestrian bridge with an ADA compliant 10-foot-wide crossing.
Big Dalton Wash at Hilda L. Solis Park	This example greenway path would start at Hilda Solis Park and continue northeast along the east bank of Big Dalton Wash for 1.8 miles to Irwindale Avenue. At the south limit, it would connect with the recently completed Big Dalton Wash Greening Phase II project, a multi-use trail along the north bank of Walnut Creek from Baldwin Park Boulevard, up Big Dalton Wash to Badillo Avenue. At the north limit, it would connect with the recently completed Vincent Community Bikeway Project. The project area for this conceptual design falls within the Cities of

Conceptual Project Example Name	Description of Conceptual Example Project
	<p>Baldwin Park and Irwindale. The project has the potential to expand open spaces, incorporate two gateway parks, and add stormwater BMPs to Puente Avenue via a green street.</p> <p>Hilda L. Solis Park itself is somewhat constrained for treating off-site stormwater, but there may be potential for a subsurface infiltration area to treat stormwater from Big Dalton Wash. There is limited stormwater drainage nearby Hilda L. Solis Park to treat stormwater from neighboring areas. Stormwater that is feasibly captured nearby planted vegetation may support passive irrigation.</p>
Eaton Wash Greenway at Spreading Ground Site	<p>This conceptual project would provide 2 miles of greenway paths, starting at Woodlyn Road to the north and ending at Blanche Park on Eaton Wash to the south. A central component of this conceptual design is the large spreading grounds site north of Sierra Madre Boulevard into a park ribbon around the spreading basin for pedestrians, studies, nature enthusiasts, and cyclists to enjoy. The ROW has space available to create greening, shade, and stormwater BMPs. The site is in the City of Pasadena. Amenities would include parking, trail head and signage, a gateway bridge park, a garden, a rest area and bathroom, and safe crossing at Sierra Madre Boulevard.</p>
Eaton Wash at Eaton Blanche Park	<p>This conceptual design includes open-space and functional landscape improvements to Eaton Blanche Park, and a greenway path along the eastern bank of the tributary from Eaton Blanche Park to Longden Avenue. This would connect to the Eaton Wash Bike Path Phase I project by LA County, between Longden Avenue and Rosemead Boulevard. A bicycle/pedestrian bridge linking the greenway to Eaton Blanche Park would enhance connectivity and access to the project. Eaton Blanche Park consists of open greenspace that could be adapted for stormwater control. Surface nature-based or subsurface stormwater controls could be implemented across the site. The location of this conceptual design is within the City of Pasadena.</p>
San Dimas Wash at Arrow High School	<p>This conceptual project's main focus would be to navigate the intersection and crossing in front of Arrow High School at Gladstone Street and Sunflower Avenue, to build a connection to the school yard, and potentially create an education amenity within the school yard itself and further enhancing the existing San Dimas Wash Urban Trail. This project would modify the existing pocket park, currently fenced off from the public, to improve security by means of lighting and visibility improvements. An accessible pocket park could be built, and the greenway would present opportunities for native gardens, art display, a bike fix station, etc.</p>
San Dimas Wash at Hollenbeck Park	<p>This conceptual project would include a multi-use path starting at Lark Ellen Avenue and continuing east along the north bank of San Dimas Wash for 1.5 miles to Citrus Avenue within the City of Covina. The western end would connect with the existing Vincent Community Bikeways Project by LA County. The ROW is spacious enough to allow inclusion of pocket parks, outdoor classrooms, small community garden plots, or rest areas with seating or shade. The park location is nearby a storm drain running from north to south on Hollenbeck Ave before it discharges to the San Dimas Wash. Storm drain flows could be diverted and infiltrated/treated using stormwater control measures (e.g., bioretention, subsurface infiltration, or an extended detention basin.) There may also be potential for stormwater measures to treat stormwater directly from San Dimas Wash. Stormwater that is feasibly captured nearby planted vegetation may support passive irrigation.</p>

Conceptual Project Example Name	Description of Conceptual Example Project
San Jose Creek at Pocket Park	<p>This conceptual project is a 2.3-mile-long segment of greenway path along San Jose Creek that would start at the LA County San Jose Creek Regional Access project at Workman Mill Road and continue east with enhancements along the existing bike path on the south bank from Workman Mill Road to 7th Avenue. The western end of the proposed alignment connects to Workman Mill Road and extends the greenway to the San Gabriel River. A Class I bike path can be provided on the north (right) bank adjacent to the channel edge, within the existing equestrian trail between the proposed cross-channel EIP bridge to the west and the road leading to Workman Mill Road. Adequate separation will be provided between bicycle and equestrian uses. The design includes a small pocket park on the south bank where the concrete-bottom wash meets the natural-bottom channel. The greenway path brushes up against a roughly 0.25-acre area. A seating area with shade that overlooks the San Jose Creek could be implemented to create a moment of respite along the multi-use path.</p> <p>This conceptual example is located within the City of Industry and the unincorporated LA County community of Avocado Heights. Greenway segments to the west of 7th Avenue overlap with an existing storm drain, which could be captured and routed through nature-based stormwater controls instead of being discharged to the channel. There also may be potential to add stormwater controls to treat dry weather flows and/or stormwater from San Jose Creek. There are multiple other storm drains that intersect with the existing bike path that could be re-routed to on-path stormwater controls if desired. Stormwater that is feasibly captured nearby planted vegetation may support passive irrigation.</p>
Thompson Creek at the Fairplex	<p>This conceptual example depicts a 3.3-mile-long greenway path that would connect the Fairplex to the Pomona North Metrolink Station while reducing impact runoff from a large, paved area at its southern end. The location of the greenway in this example falls within the City of Pomona, City of La Verne, and City of Claremont.</p> <p>The Fairplex parking parcel represents significant impervious area that could be adapted for stormwater controls. Stormwater could be diverted from Thompson Creek or from a stormwater drainage line to the North under Arrow Highway. There is 66.7 acres of parking area that could be adapted to add nature-based stormwater controls while still maintaining core site purpose. This could be a potential LA County Safe Clean Water Project application. Stormwater that is feasibly captured nearby planted vegetation may support passive irrigation. The project elements that could be incorporated into this large project area include gateways, public art, shaded seating, picnic areas, pollinator garden, bioretention, bike fix-it station, riparian plant community, interpretive signage, etc.</p>
Walnut Creek at Syhre Park	<p>This conceptual example presents a potential greenway path that would start at Baldwin Park Boulevard and continue east along the southern bank of Walnut Creek for 2.9 miles to Sunset Avenue. The design shows how a greenway path could provide connection to the Big Dalton Wash Trail Greening Project Phase I, and the Big Dalton Wash Greening Project Phase II, which is proposed along the north bank from Baldwin Park Boulevard (where the SGR/WCB terminates) and up Big Dalton Wash to Badillo Street at Hilda L. Solis Park. The depicted greenway path in this example falls within the City of Baldwin Park and City of West Covina. A bicycle and pedestrian overcrossing of the Metrolink tracks could provide a direct connection between the Greenway and the City of Baldwin Park's San Gabriel River Greenway Project.</p> <p>The two nursery sites along the south bank, on either side of Syhre Park provide a unique opportunity to expand the width of the Greenway to create habitat gardens for birds, and a slower meandering pedestrian walk through the gardens. Syhre Park is 1.6 acres and includes a baseball field. Surface nature-based stormwater controls could be implemented around the baseball field, and subsurface options could be implemented using the full site. Stormwater</p>

Conceptual Project Example Name	Description of Conceptual Example Project
	could be diverted from the Walnut Creek Channel, but there is limited formal stormwater drainage nearby Syhre Park to enable diversion and treatment of stormwater from neighboring areas. Stormwater that is feasibly captured nearby planted vegetation may support passive irrigation.
Walnut Creek at Pocket Park	This conceptual design includes a greenway path that would start at the intersection of Glendora Avenue and Valinda Avenue, continuing east along the south bank for 2.2 miles to Citrus Street. Both ends of this proposed alignment would connect with an existing bike path between Lark Ellen Avenue and Azusa Avenue, creating a continuous path for the community. The greenway path presented in this example falls within the City of West Covina. This conceptual project provides opportunities to include public artwork, character planting, shade, seating, interpretive signage, and a small area for picnicking that serves greenway users and neighborhood residents. In addition to providing amenities for people, habitat creation can work to optimize biodiversity along the greenway as a primary objective.

SECTION 3 Environmental Impacts and Mitigation Measures

3.0 Introduction to the Impact Analysis

This section describes the existing environmental conditions in the Plan Area, the thresholds used to determine the significance of potential impacts, the potential impacts that could occur due to construction and operation of future projects implemented under the Plan, and measures to mitigate impacts that are identified as significant. The thresholds that have been identified to determine the significance of impacts are based on the environmental checklist questions in Appendix G of the State CEQA Guidelines. Where there are agencies that have specific jurisdiction within a particular resource category and those agencies have numeric thresholds (e.g., the South Coast Air Quality Management District (SCAQMD) emissions thresholds), those thresholds have been used in addition to Appendix G to determine the significance of potential impacts.

This analysis evaluates the construction and operation impacts of potential future projects implemented under the Plan based on the identified set of Plan project components and beneficial project elements (as described in Section 2, Project Description and Table 2.2-1, San Gabriel Valley Greenway Project Component, Subcomponent, and Beneficial Elements). The impacts are assessed at a program-level based on the relevant regulatory framework. All Plan components area analyzed by comparing baseline conditions, as described in the Environmental Setting section of each resource category, to conditions that would occur during construction and/or operation of projects that may be implemented under the Plan. The potential effects evaluated in each resource category are based on a literature review of conditions within and adjacent to the Plan Area. Where feasible, maps have been prepared to visualize these conditions. In addition, as described in Section 1.3.2, Documents Incorporated by Reference, the discussion of potential effects incorporates by reference the analysis conducted in the EWMP PEIR (2015), where applicable, to support the significance determinations. Further, the analysis assumes that the design of all future projects implemented under the Plan would adhere to the *Design Guidelines and Standards*. Additionally, this PEIR qualitatively evaluates the impacts of 10 conceptual design examples within the bounds of the program-level analysis.

3.0.1 Organization of the Environmental Analysis

The NOP and comments on the NOP were used to identify those impacts requiring further analysis in this section. This section is organized as follows:

- Section 3.1, Aesthetics
- Section 3.2, Agricultural and Forestry Resources
- Section 3.3, Air Quality
- Section 3.4, Biological Resources
- Section 3.5, Cultural Resources
- Section 3.6, Energy
- Section 3.7, Geology and Soils
- Section 3.8, Greenhouse Gases

- Section 3.9, Hazards and Hazardous Materials
- Section 3.10, Hydrology and Water Quality
- Section 3.11, Land Use and Planning
- Section 3.12, Mineral Resources
- Section 3.13, Noise
- Section 3.14, Population and Housing
- Section 3.15, Public Services
- Section 3.16, Recreation
- Section 3.17, Transportation
- Section 3.18, Tribal Cultural Resources
- Section 3.19, Utilities and Service Systems
- Section 3.20, Wildfire

3.0.2 Format of the Environmental Analysis

Each of the environmental resource topics presented in this section contains the following subsections:

- **Environmental Setting.** This subsection presents a description of the baseline physical environmental conditions in the Plan Area with respect to the environmental resource topics. Baseline environmental conditions are the physical conditions that existed at the time of publication of the NOP (October 2022).
- **Regulatory Setting.** This subsection describes the relevant laws and regulations that apply to the environmental resources in the Plan Area and the governmental agencies responsible for enforcing those laws and regulations. This subsection provides the applicable federal, state, and Los Angeles County regulations, as well as a table that describes the relevant general plans, municipal codes, and other ordinances adopted by each of the incorporated cities within the Plan Area. A general plan is a basic planning document that, alongside the zoning code, governs development in a city or county. The state requires each city and county to adopt a general plan with seven mandatory elements: land use, open space, circulation, housing, noise, conservation, and safety, along with any number of optional elements as appropriate. The Los Angeles County General Plan and regulations are applicable to those portions of the Plan Area and future projects implemented under the Plan that are in unincorporated County jurisdiction. Individual city general plans, municipal codes, and ordinances are applicable to those portions of the Plan Area and future projects implemented under the Plan that are located within the boundaries of an incorporated city or cities.
- **Impact Analysis.** This subsection evaluates the potential for the construction and operation of projects implemented under the Plan to adversely affect the physical environment described in the environmental setting. Significance criteria for evaluating environmental impacts are defined for each resource category and are based on Appendix G of the State CEQA Guidelines and any applicable thresholds that may be set by a specific jurisdiction within a particular resource category (e.g., SCAQMD emissions thresholds). The impact analysis concludes by determining the significance of each impact; identifies feasible mitigation measures, as necessary, to avoid and/or minimize potentially significant impacts; and determines the significance of each impact with mitigation measures incorporated. The impact analysis discussion for each resource category is organized as follows:
 - Plan Impacts
 - a. Greenway Paths + Greenway Amenities
 - b. Greenway Paths + Pocket Parks and Greenspaces
 - c. Greenway Paths + Safe Crossings

d. Greenway Paths + Stormwater Management

- Impacts of Example Conceptual Designs

Chapter 2, Project Description, describes the Plan project components and beneficial project elements of the Plan in detail, including the anticipated typical and/or maximum size of projects that would be developed under the Plan, summarized below:

- Greenway Paths: Segments up to 5 miles long and 24 feet wide.
- Greenway Amenities: Fitting within the greenway paths.
- Pocket Parks and Greenspaces: Typical pocket parks approximately 1 acre in size; maximum greenspace possible in the Plan Area would be 25 acres in size.
- Safe Crossings: Bridges/crossings up to a maximum of 400 feet long and 8 feet wide.
- Stormwater Management: A typical stormwater BMP up to approximately 0.29 acres in size.

Impacts associated with greenways, amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities under the Plan are analyzed at a program level based on these estimated sizes. The categories of project components (greenway paths + amenities, greenway paths + pocket parks and greenspaces; greenway paths + safe crossings, and greenway paths + stormwater management) and construction and operations impacts are presented separately for impact analysis, but combined for discussion if there is an overlap to address a specific criterion and it would not be meaningful to discuss the impacts separately.

The 10 conceptual design examples are analyzed within the bounds of the program-level analysis to determine if their impacts would be more significant than the project component findings. Thus, no new mitigation measures that are not already identified during program level analysis for the project components are proposed for the conceptual design examples. A more detailed description of impacts of the 10 conceptual design examples within the specific jurisdictions or environmental setting of their location is included when applicable. It is important to note that the 10 conceptual design examples serve only as examples of the types of projects possible under the Plan, are not being proposed for implementation as part of the Plan and have not been developed at a level of detail sufficient to support project-level analysis.

As described in Section 2.3.2, *Design Guidelines and Standards*, these standards were created to guide the subsequent design and implementation of improvements and would be adopted as part of the Plan. The impact analyses in this PEIR assume that all subsequent projects under the Plan would be implemented in accordance with the *Design Guidelines and Standards* by project proponents. Therefore, compliance with these *Design Guidelines and Standards* is assumed and factored into the impact analysis and CEQA determination for the Plan.

3.0.3 Impact Determinations in this PEIR

As described in Section 1, Introduction, the impact analysis in the PEIR is at a program level because the exact location and design of projects that would be implemented under the Plan have not yet been determined with sufficient detail to complete a project-level analysis. Rather, the Plan provides a guide for future project proponents to design and implement a greenway project anywhere within the Plan Area, which includes the District ROW along specific waterbodies in the SGV and adjacent parcels. As such, impact determinations presented in this PEIR could change once specific information for later activities or subsequent projects is known. Therefore, a conclusion of a significant and unavoidable

impact determination or less than significant with mitigation determination in this PEIR does not preclude a less than significant impact determination for subsequent project approvals, if supported by substantial evidence. For projects implemented in unincorporated LA County or by the County, the County would enforce implementation of all applicable mitigation measures, which would reduce many, if not all, impacts to less than significant levels. For projects outside of unincorporated lands, as well as projects implemented by project proponents other than the County, the County would not have jurisdiction to enforce mitigation measures. However, all mitigation measures identified in this PEIR are feasible, and local agencies can and should adopt these mitigation measures in order for project proponents to carry out future projects in accordance with the Plan.

3.1 Aesthetics

This section discusses the aesthetic and visual setting of the Plan Area, the laws and policies applicable to these resources, and the potential impacts on these resources that would result from the Plan, as well as mitigation measures to reduce these impacts.

Table 3.1-1. Summary of Potential Impacts of the Plan on Aesthetics

Plan Component	Impact Determination: Construction	Impact Determination: Operation	Mitigation Measures
Would the plan:			
1(a) Have a substantial adverse effect on a scenic vista?			
Greenway Paths + Greenway Amenities	Less than Significant with Mitigation	Less than Significant.	Construction: MM AES-1: Install Construction Fencing for Visual Screening and Security for Construction Lasting Longer than 30 Days
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant with Mitigation	Less than Significant	Operations: No mitigation
Greenway Paths + Safe Crossings	Less than Significant with Mitigation	Less than Significant	
Greenway Paths + Stormwater Management	Less than Significant with Mitigation	Less than Significant	
1(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			
Greenway Paths + Greenway Amenities	Less than Significant	Less than Significant	Construction: No mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant	Less than Significant	Operations: No mitigation
Greenway Paths + Safe Crossings	Less than Significant	Less than Significant	
Greenway Paths + Stormwater Management	Less than Significant	Less than Significant	
1(c) In nonurbanized 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). If the project is in an urbanized area, would the project			

Plan Component	Impact Determination: Construction	Impact Determination: Operation	Mitigation Measures
conflict with applicable zoning and other regulations governing scenic quality?			
Greenway Paths + Greenway Amenities	Significant and Unavoidable	Significant and Unavoidable	Construction: No mitigation
Greenway Paths + Pocket Parks and Greenspaces	Significant and Unavoidable	Significant and Unavoidable	Operations: No mitigation
Greenway Paths + Safe Crossings	Significant and Unavoidable	Significant and Unavoidable	
Greenway Paths + Stormwater Management	Significant and Unavoidable	Significant and Unavoidable	
1(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			
Greenway Paths + Greenway Amenities	Less than Significant	Less than Significant with Mitigation	Construction: No mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant	Less than Significant with Mitigation	Operations: MM AES-2: Develop and Submit Lighting Plan
Greenway Paths + Safe Crossings	Less than Significant	Less than Significant with Mitigation	
Greenway Paths + Stormwater Management	Less than Significant	Less than Significant with Mitigation	

3.1.1 Environmental Setting

Aesthetic and visual resources encompass a large swath of existing forms, including landforms, vegetation, and water features, as well as the features of the surrounding built environment. The Plan Area is located in the SGV, an area of east Los Angeles County. Most of this area is characterized by the vast urban sprawl that exists throughout the County but still has significant aesthetic and natural resources. The valley includes the San Gabriel Mountains to the north, the Puente Hills to the south, and boasts multiple greenspaces, including areas such as the Santa Fe Dam Recreation Area and the Frank G. Bonelli Regional Park. All of these areas provide aesthetic and other environmental benefits to the residents of the valley, and are under the protection of federal, regional, and local entities. These natural spaces also provide habitat and space for endemic flora and fauna and are of high value to the region (LA County Department of Regional Planning 2022).

The SGV's rivers and tributaries sit within one of the world's most diverse Mediterranean biodiversity hotspots. The Plan Area includes the District ROW and adjacent parcels along segments of the following tributaries: Alhambra Wash, Arcadia Wash, Big Dalton Wash, Eaton Wash, Little Dalton Wash, Puente

Creek, Rubio Wash, San Dimas Wash/Puddingstone Channel/Live Oak Wash, San Jose Creek, Santa Anita Wash, Sawpit Wash, Thompson Creek, and Walnut Creek. These flood control channels are characterized by their flat, open concrete planes, and cut through various municipalities to convey stormwater to downstream watercourses. The channels traverse through both residential and industrial areas. The parks existing within the Plan Area provide open and greenspace to the communities in which they reside, allowing for recreation and aesthetic benefit.

3.1.1.1 State Scenic Highways

The California Scenic Highway Program identifies lengths of highway that are protected by Caltrans, as discussed in Section 3.1.2.2.1, California Scenic Highway Program. These stretches of highway preserve scenic vistas and unique visual resources along roadway corridors. Within the Plan Area, there are stretches of “Eligible” highways, but no areas of roadway are listed as “Officially Designated”, as shown in Figure 3.1-1.

3.1.1.2 Hillsides, Scenic Viewsheds, and Ridgelines

In addition to scenic roadways, Los Angeles County includes hillsides, scenic viewsheds, and ridgelines as scenic resources in planning documents. The County of Los Angeles has identified significant ridgelines that provide views of unincorporated areas as well as hillside management areas throughout the County. The San Gabriel Mountains, Verdugo Hills, Santa Susana Mountains, Simi Hills, Santa Monica Mountains, and Puente Hills are where most of these scenic resources have been identified (LA County Department of Regional Planning 2022). In addition, there are County-designated hillside management areas located in the vicinity of the Plan Area. While the Plan Area is visible from the ridgelines and scenic viewpoints in the region, there are no County-designated scenic viewpoints, hillsides, or ridgelines present in the Plan Area.

3.1.1.3 Light and Glare

Light and glare are typical features in urban environments. The primary sources of light within the vicinity of Plan Area are associated with transportation, including vehicle and streetlights, and commercial and residential uses. Glare occurs when light from any source, natural or artificial, is reflected on a surface. Regardless of the source, light and glare can be highly detrimental to the health of an ecosystem, disrupting plants, animals, and residents alike (National Geographic 2019).

3.1.2 Regulatory Setting

3.1.2.1 State

3.1.2.1.1 California Scenic Highway Program

In 1963, the California Legislature created the California Scenic Highway Program through the adoption of Senate Bill 1467. This bill called for the designation of scenic highways to protect the aesthetic value of various scenic corridors adjacent to said highways throughout the state. These areas of highway may be nominated for designation by the local governing body with jurisdiction over the lands surrounding the highway. At this point, Caltrans will review the application and issue notifications of approval.

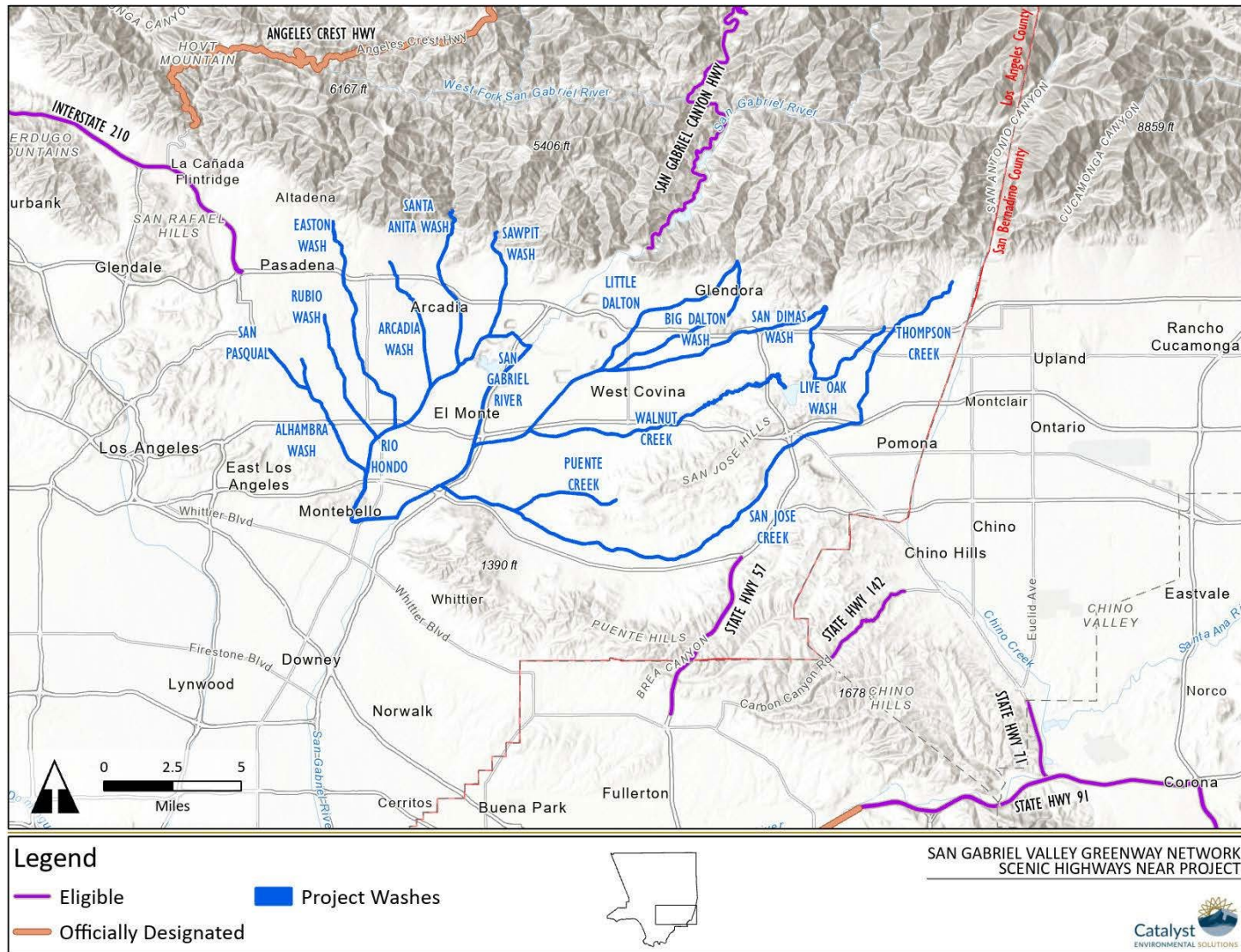


Figure 3.1-1. Designated Scenic Highways in Vicinity of Plan Area

Once designated as a scenic highway, it becomes the responsibility of the state to assign regulation of the land use along these corridors to the appropriate agencies (Caltrans 2022). A highway may be designated as “scenic” depending on how much of the natural landscape can be seen by travelers, the scenic quality of the surrounding landscape, and the extent to which development intrudes upon the traveler’s enjoyment of the view. Highways may also be identified as “candidate” scenic highways, pending official designation. State laws that govern the Scenic Highway Program are found in the Street and Highways Code, Sections 260 through 263. Caltrans maintains a list of eligible and officially designated State scenic highways, which are identified in Section 263 of the Streets and Highways Code (Caltrans 2022). As described in Section 3.1.1, no designated scenic highways are located in the Plan Area, as observed in Figure 3.1-1.

3.1.2.2 Los Angeles County

3.1.2.2.1 Los Angeles County General Plan

The Conservation and Natural Resources Element of the General Plan addresses the County’s intention to protect scenic resources throughout its jurisdiction (LA County Department of Regional Planning 2022). The General Plan is applicable to those areas of the Plan Area that are in unincorporated LA County and not applicable to incorporated cities. Within the County, scenic resources consist of designated scenic highways and corridors, and hillsides and ridgelines. The following goals and policies identified in the General Plan are relevant to the Plan:

- Goal C/NR 13: Protected visual and scenic resources.
- Policy C/NR 13.1: Protect scenic resources through land use regulations that mitigate development impacts.
- Policy C/NR 13.2: Protect ridgelines from incompatible development that diminishes their scenic value.
- Policy C/NR 13.3: Reduce light trespass, light pollution and other threats to scenic resources.
- Policy C/NR 13.4: Encourage developments to be designed to create a consistent visual relationship with the natural terrain and vegetation.
- Policy C/NR 13.5: Encourage required grading to be compatible with the existing terrain.
- Policy C/NR 13.6: Prohibit outdoor advertising and billboards along scenic routes, corridors, waterways, and other scenic areas.
- Policy C/NR 13.7: Encourage the incorporation of roadside rest stops, vista points, and interpretive displays into projects in scenic areas.
- Policy C/NR 13.8: Manage development in Hillside Management Areas to protect their natural and scenic character and minimize risks from natural hazards, such as fire, flood, erosion, and landslides.



3.1.2.3 Incorporated Cities Within the Plan Area

The table below presents the policies related to aesthetics from each of the incorporated cities within the Plan Area that would be applicable to projects implemented under the Plan within the boundaries of any incorporated city.

Table 3.1-2. Applicable Local City Policies Related to Aesthetics

Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Alhambra	<p>Land Use and Community Design:</p> <p>Policy LU-1D Encourage land use patterns that minimize incompatibility between uses.</p> <p>Policy LU-2A Promote the use of high-quality design, materials, landscaping, and pedestrian connections.</p> <p>Policy LU-2C Design parking and loading areas as an integral part of the total project design. Locate parking and loading areas so that the visual impacts of these areas on adjacent development and the public right-of-way are minimized, and screen them attractively using a combination of fencing and landscaping.</p> <p>Goal LU-3: A high quality overall community appearance and identity.</p> <p>Policy LU-3A Foster new development that is consistent with the established land use type, intensity, character, and scale of the area.</p> <p>Policy LU-3B Promote neighborhood cohesiveness through neighborhood-based design guidelines consistent with existing or proposed architectural themes, taking into consideration spatial definition, continuity, and building scale.</p> <p>Policy LU-3C Beautify entry points to the City and develop attractive parks, signs, and landscaped rights-of-way clearly visible to motorists that will distinguish Alhambra from surrounding cities.</p> <p>Policy LU-3D Incorporate streetscape design improvements for important corridors, such as Atlantic, Fremont, Valley, Main, and Garfield.</p> <p>Goal LU-8 Maintenance and development of quality public spaces.</p> <p>Policy LU-8A Continue to implement the parkway tree planting plan to promote pedestrian activity by establishing well-designed streetscapes, active ground floor uses, and tree-canopied sidewalks that are unique to the neighborhood.</p> <p>Policy LU-8B Ensure that signs, lighting, and other potential nuisances are sensitive to existing residential neighbors.</p> <p>Policy LU-8C Enhance the open space network around corridors and activity nodes by providing paseos, courtyards, plazas, larger parkways, and landscaped setbacks.</p>	<p>Municipal codes applicable to aesthetic resources within the Plan Area can be found in Chapter 23.50 (Sign Standards).</p> <p>Chapter 23.50 (Sign Standards) of the Alhambra Code of Ordinances establishes sign regulations that are intended to support the use of signs for businesses, local activities, and city character, as well as facilitate the ability for the public to identify uses and premises without creating distractions to pedestrians or vehicles. General standards for signs include (1) the sign primarily identifies the business, establishment, or type of activity conducted on the same premises, or the product, service, or interest being offered for sale, rent, or lease thereon, (2) the sign is restrained in size, design, and illumination, and as an identification device, does not excessively compete for the public’s attention, (3) the sign is harmonious with the materials, color, texture, scale, size, shape, height, placement, and design of the building, property, and neighborhood of which it is a part, (4) The sign improves community appearances by avoiding excessive variety and monotonous repetition and is not so at variance with the appearance of the neighborhood as to cause the nature of the local environment to materially depreciate in appearance, (5) the sign is architecturally integrated and does not overwhelm or dominate the structure or object to which it is attached, (6) the sign’s illumination is directed solely at the sign or is internal to it, and (7) the sign’s design and placement would not be detrimental to the public interest, health, safety, convenience, or welfare.</p>	<p>No other applicable ordinances were identified.</p>
Arcadia	<p>Land Use & Community Design Element:</p> <p>Goal LU-2: A City with a distinctive and attractive public realm, with pedestrian-friendly amenities in commercial and mixed-use districts and single-family neighborhoods that continue to maintain Arcadia’s standard of architectural and aesthetic quality.</p> <p>Policy LU-2.1: Ensure that trees planted in the public right-of-way continue to be well maintained where they exist, are planted in areas where they are currently lacking, and encourage replacement of undesirable tree species in public rights-of-way.</p> <p>Policy LU-2.6: Ensure the aesthetic quality and pedestrian orientation of the City’s commercial corridors by implementing the recommendations of the Community Design section, as well as the Architectural Design Guidelines for commercial and industrial properties.</p>	<p>Municipal codes applicable to aesthetic resources within the Plan Area can be found in Section 9103.01.120 (Exterior Lighting), Section 9103.09 (Landscaping), Section 9103.13.070 (Light and Glare), and Section 9103.11.070 (Permanent Signs by Zone).</p> <p>Section 9103.01.120 (Exterior Lighting) establishes exterior lighting standards that are intended to balance safety and security needs for lighting with efforts to guard against adverse light trespass (spill light), light pollution, and glare onto surrounding properties. Unless specifically exempted, Section 9103.01.120 applies to any exterior lighting that is not within a fully enclosed building or structure.</p> <p>Section 9103.09 (Landscaping) establishes minimum landscape standards for all uses in compliance with applicable state standards and guidelines and to promote sustainable development and is intended to supplement the Water Efficient Landscaping Ordinance (Article VII, Part 5, Division 4, Section 7554 of the City’s Municipal Code).</p>	<p>Water Efficient Landscape Ordinance</p> <p>According to Article VII, Part 5, Division 4, Section 7554, Water Efficient Landscaping, the Project would be subject to the City’s Water Efficient Landscaping Ordinance. The purpose of this ordinance is to promote landscaping practices that integrate water conservation and water waste prevention. This Section establishes requirements regarding landscaping irrigation, soil and grading, and recycled water. Additionally, the Water Efficient Landscaping Ordinance requires the preparation of a Landscape Design Plan and a Landscape Documentation Package by a license landscape architect pursuant to Section 7554.4, which shall include information on the proposed plant material, water features, and soil preparation, mulch, and amendments.</p> <p>Signage Design Guidelines</p> <p>The City Signage Design Guidelines are intended to balance the legitimate needs for business identification with the need to prevent visual clutter that detracts from a</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal LU-5 Hillside management approaches that balance desires for unique neighborhoods and home sites with the need to protect residents from environmental hazards and to respect wildlife habitat and viewsheds.</p> <p>Policy LU-5.1: Maintain the visual character of hillsides, recognizing both the importance of the exposure of hillside development from off-site public views and the importance of providing panoramic public views from and of hillsides.</p> <p>Policy LU-5.2: Minimize the alteration of existing landforms and maintain the natural topographic characteristics of hillside areas, allowing only minimal disruption.</p> <p>Policy LU-5.3: Protect the natural character of hillside areas by means of contour grading to blend graded slopes and terraces with the natural topography.</p> <p>Policy LU-5.6: Require hillside development to incorporate architecture, scale, massing, building form, building color, roof materials, and landscaping to reflect the natural hillside setting.</p> <p>Policy LU-6.11: Provide mature street trees, continuous landscaping (that includes drought-tolerant plants), and pedestrian amenities along corridors and within districts to create a more visually pleasing and cohesive streetscape.</p> <p>Policy LU-6.12: Create pedestrian connections along corridors and districts that link surrounding neighborhoods and provide a more pedestrian-friendly atmosphere.</p>	<p>The purpose of Section 9103.09 is to establish a structure for planning, designing, installing, maintaining, and managing water-efficient landscapes in new construction and rehabilitated projects.</p> <p>Section 9103.13.070 (Light and Glare) requires that every existing or proposed use, activity, or process or portion thereof producing glare be shielded in such a manner that the glare is not perceptible at or beyond any property line.</p> <p>Section 9103.11.070 (Permanent Signs by Zone), Locations and Allowed Sign Area. This Section provides regulations for permanent signs by designated zoning areas.</p>	<p>project and the community’s overall character (City of Arcadia 2019b). In general signs should be integrated into the building design, complementary of the building architecture, and compatible with the building colors and materials and other signage on the building. The Signage Design Guidelines are not intended to supersede the requirements of the Development Code but rather, the Signage Design Guidelines are utilized during the City’s development review process to encourage “the highest level of design quality” while at the same time providing the flexibility necessary to encourage creativity on the part of an applicant in response to existing site conditions.</p>
Azusa	<p>Chapter 3 The Built Environment:</p> <p><i>Land Use Compatibility</i></p> <p>Goal 10: Ensure the compatibility among various types of land uses.</p> <p>Policy 10.6: Work with public and private organizations and individuals to minimize the land use impacts in and around the river, the canyons, and foothills, such impacts may include but not be limited to noise generation, natural resources encroachment, air quality degradation, aesthetic degradation, etc.</p> <p><i>Building and Property Maintenance</i></p> <p>Goal 11: Ensure the proper maintenance of buildings and properties.</p> <p>Policy 11.2: Periodically review and update the City’s building and development codes and regulations to ensure that they incorporate professionally accepted state of-the-art standards.</p> <p>Policy 11.5: Promote programs and work with local service, business, and neighborhood organizations to inform property owners and tenants regarding property maintenance responsibilities, and maintenance and rehabilitation opportunities.</p> <p>Policy 11.7: Require new development and existing development be maintained in a safe manner.</p> <p><i>Urban Form</i></p> <p>Goal 1: Protect the historic and significant built and natural resources in the city.</p> <p>Policy 1.1 Require development projects to establish the historicity of existing buildings and landscapes and require City review and permission to allow for their removal in accordance with California Environmental Quality Act (CEQA) and the Cultural and Historic Preservation Ordinance.</p> <p>Policy 1.2 Consider including the preservation and rehabilitation of historically significant landscapes.</p> <p>Goal 4: Improve the visual appeal of the city.</p>	<p>Municipal codes applicable to aesthetic resources within the Plan Area can be found in Chapter 88.31 (Operational Standards) Section 88.31.030 (Outdoor Lighting), Section 88.31.040 (Performance Standards).</p> <p>Under Chapter 88.31 (Operational Standards) Section 88.31.030 (Outdoor Lighting) the following apply:</p> <p>A. An outdoor light fixture shall be limited to a maximum height of 14 feet or the height of the nearest building, whichever is less.</p> <p>B. Outdoor lighting shall utilize energy-efficient fixtures and lamps; examples include high pressure sodium, hardwired compact fluorescent, or other lighting technology that is of equal or greater energy efficiency.</p> <p>C. Lighting fixtures shall be shielded or recessed to reduce light bleed to adjoining properties, by:</p> <ul style="list-style-type: none">1. Ensuring that the light source (e.g., bulb, etc.) is not visible from off the site; and2. Confining glare and reflections within the boundaries of the site to the maximum extent feasible. <p>Each light fixture shall be directed downward and away from adjoining properties and public rights-of-way, so that no on-site light fixture directly illuminates an area off the site.</p> <p>D. No lighting on private property shall produce an illumination level greater than one footcandle on any property within a Neighborhood except on the site of the light source.</p> <p>E. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness, as determined by the director.</p> <p>Under Section 88.31.040 (Performance Standards) the following applies:</p> <p>F. Light and Glare. Outdoor lighting shall comply with the requirements of Section 88.31.030 (Outdoor Lighting).</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 4.1: Plant all public thoroughfares with rows of trees, as feasible.</p> <p>Policy 4.2: Encourage attractive gateway treatments to establish a positive image at the edges of the city and its districts and corridors.</p> <p>Policy 4.3: Continue the underground overhead utilities.</p> <p>Policy 4.4: Require signage to be designed considering the scale and materials of adjacent buildings, the desired character of the neighborhood, district, or corridor where the site is located, and pedestrian orientation.</p>	<p>Under Chapter 88.38 (Signs) Section 88.38.050 (</p>	
Baldwin Park	<p>Urban Design Element:</p> <p>This element addresses six major issues:</p> <ol style="list-style-type: none">1. Provide urban design opportunities for gateway entrances in Baldwin Park;2. Establish a positive image on the I-10 San Bernardino Freeway corridor;3. Establish Downtown as a pedestrian-oriented zone;4. Enhance the aesthetic quality of development in the City; and5. Improve streetscape environments to enhance the city’s environmental conditions; and6. Enhance residential neighborhoods in Baldwin Park. <p>The Design Element specifically identifies streets that should be given high priority for upgrading the City’s image; they include Baldwin Park Boulevard, Ramona Boulevard, Pacific Avenue, and Maine Avenue. Upgrading, according to the Design Element, should include the following streetscape improvements:</p> <ul style="list-style-type: none">• Street trees;• Underground utilities;• Street furniture;• Enhanced paving;• Graphics and signage; and• Lighting. <p>Goal 2: Establish a positive City image on the I-10 Corridor between I- 605 and Baldwin Park Town Center (Merced Avenue). Create a “green corridor” on both sides of the freeway. A high-quality overall community appearance and identity.</p> <p>Policy 2.1: Provide coordinated landscape design within the corridor. Coordinate with Caltrans during the I-10 widening and access improvements for landscape enhancements, soundwall design and materials, signage and access. Plant clinging vines to all freeway abutments, grade separations and pedestrian bridges to enhance the green corridor concept and discourage graffiti.</p> <p>Policy 2.2: Establish landscape buffers and/ or aesthetically treated walls to screen unsightly views.</p> <p>Policy 2.3: Provide special landscaping and gateway signage and graphics at key freeway access points.</p> <p>Goal 4: Enhance the aesthetic quality of development in the City.</p> <p>Policy 4.2: Review and revise, as necessary, the City’s development standards to improve the quality of new development and to protect public health and safety.</p>	<p>Municipal codes applicable to aesthetic resources within the Plan Area can be found in Section 153.140.040 (Light and Glare) and Subchapter 153.170 (Sign Regulations).</p> <p>Section 153.140.040 (Light and Glare) establishes light and glare performance standards for development within the city, including standards related to acceptable candle-power of lighting, the height of lighting support structures, lighting shielding, and sign lighting. Specifically, Section 153.140.040 mandates that candle-power shall be the minimum necessary in order to achieve the purpose of the light and that all lights shall be directed, oriented and shielded to prevent light from shining onto adjacent properties, onto public rights-of-way, and into driveway areas in a manner that would obstruct motorists’ vision.</p> <p>Subchapter 153.170 (Sign Regulations) establishes urban design and safety standards, goals for city appearance, hazards prevention, and visual quality. General standards include (1) Sigh lettering and numbering criteria, (2) sigh lighting and illumination, (3) sign location, and (4) sign aesthetics.</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 5: Promote urban forestry concepts to enhance the environmental conditions in the city by providing shade, shelter from inclement weather, improved air quality, and aesthetic improvements to neighborhoods.</p> <p>Goal 6: Enhance the neighborhood environments within Baldwin Park.</p> <p>Policy 6.2: Buffer residential from non-residential uses with aesthetically pleasing walls, landscaping and/ or fencing.</p> <p>Land Use Element</p> <p>Goal 6: Enhance the neighborhood environments within Baldwin Park.</p> <p>Policy 6.2: Buffer residential from non-residential uses with aesthetically pleasing walls, landscaping and/or fencing.</p> <p>Public Safety Element:</p> <p>Goal 5.0: Provide a safe environment for the community of Baldwin Park.</p> <p>Policy 5.4: Promote the use of defensible space concepts (e.g. site and building lighting, visual observation of open spaces, secured areas) in project design to enhance public safety.</p>		
Claremont	<p>Land Use Character, Community Character, and Heritage Preservation Element:</p> <p>Goal 2-4: Protect, preserve, and manage the City’s diverse and valuable open space, water, air, and habitat resources.</p> <p>Policy 2-4.1: Encourage the preservation of different types of open spaces.</p> <p>Policy 2-4.2: Continue to place a high priority on acquiring and preserving open space lands in Claremont’ s hillside areas for purposes of recreation. Habitat protection and enhancement. Fire hazard management. Public safety purposes, water resource protection. And overall community benefit.</p> <p>Policy 2-4.4: Provide a high standard of maintenance and quality of construction of facilities and grounds in public parks and City-maintained landscaped areas taking into account the need to conserve water and energy.</p> <p>Policy 2.9-2: Provide lighting for walking and nighttime activities, where appropriate.</p> <p>Policy 2-10.4: Look for opportunities to provide connections along easements and other areas where vehicles are not permitted.</p> <p>Goal 2-12: Create distinctive places throughout Claremont.</p> <p>Policy 2-12.3: 3 Encourage new developments to incorporate drought tolerant and native landscaping that is pedestrian-friendly, attractive, and consistent with the landscaped character of Claremont.</p> <p>Policy 2-12.4: Encourage all new development to preserve the natural topography of a site and existing mature trees.</p>	<p>Municipal codes applicable to aesthetic resources within the Plan Area can be found in Chapter 16.154 (Environmental Protective Standards) and Title 18 (Signs).</p> <p>Chapter 16.154 (Environmental Protective Standards) of the Claremont Municipal Code, includes the following general outdoor lighting and glare requirements. General Requirements include (1) outdoor light fixtures shall be designed, installed, and maintained so as to direct light only onto the property on which the light source is located. All outdoor lighting fixtures shall have prismatic diffusing lenses and/or appropriate shielding so the light source is not directly visible from the public right-of-way or abutting residential properties, (2) In residential areas, no mercury vapor utility yard lights or other light fixtures with high intensity discharge lamps or bulbs, which are not designed to limit or control where light is directed and/or which do not shield the light source from direct view from neighboring residential properties or public right-of-way, shall be permitted, (3) Any indirect illumination of neighboring residential properties or uses shall not exceed 0.5 footcandles at the property line as measured horizontally and vertically from adjacent grade to a height of 14 feet, and (5) All illumination of signs shall be reviewed and approved per the provisions of Title 18.</p> <p>Title 18 (Signs) establishes standards for the use of signs within the City. General standards include (1) sign area measurement, (2) sign height measurement, (3) sign locations, (4) sign illumination and shielding, and (5) sign maintenance.</p>	<p>No other applicable ordinances were identified.</p>
Covina	<p>No scenic vistas have been officially designated within the City’s General Plan.</p> <p>Land Use Element:</p> <p>Goal 1: A physical environment that provides for the housing, employment, business, service, recreational, social, educational, cultural, and entertainment needs of and maintains and enhances a high quality of life for its residents.</p> <p>Policy 6: Preserve the very low-density character, sensitive environmental resources, and natural appearance of Covina Hills by minimizing future grading and development.</p>	<p>Municipal codes related to aesthetic resources within the Plan Area can be found in Chapter 9.42 (Environmental Disturbances).</p> <p>Chapter 9.42 (Environmental Disturbances) defines disturbances and prevents disturbances imposed upon residential uses. Sources of environmental disturbances include (A) Odors. No operation or activity of odorous gases or other odorous matter in such quantities as to be dangerous, injurious, noxious, or otherwise objectionable, which is detectable with or without the aid of instruments, shall be permitted at or beyond the lot line of the property generating the odorous gases or matter, (B) glare, no operation, activity, sign, or lighting fixture shall create illumination that exceeds five</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 9: Ensure that all properties and uses are physically, aesthetically, and functionally maintained to retain community appearance, image, and stability.</p> <p>Objective 3: A community that is attractive and maintains a good image and small-town atmosphere.</p> <p>Policy ee: Maintain and, where possible, enhance Covina’s attractive appearance, positive image, and small-town character.</p> <p>Natural Resources and Open Space Element:</p> <p>Policy 2: Preserve and protect in their natural conditions, through appropriate land use controls, development standards, and other reasonable measures, the unimproved segments of two flood control channels running though Covina (Charter Oak Wash in Wingate Park and Walnut Creek in the Covina Hills/southeastern area) and concomitant riparian woodland communities as important functional, ecological, biological, aesthetic, and passive open space resources.</p> <p>Policy 3: Continue to enforce the Covina Oak Tree Ordinance as a means of protecting oak tree resources and to attempt to preserve mature trees of all types in conjunction with new private and quasi-pubic construction or redevelopment proposals as well as public works projects for aesthetic and ecological purposes.</p> <p>Policy 4: Meeting all applicable City standards, provide for needed landscape improvements of the City’s parks and recreational facilities and continue to require and/or call for the maintenance of landscaping in conjunction with private, quasi-public, and public developments or lands for aesthetic and ecological reasons.</p>	<p>foot-candles on any adjacent property, whether the illumination is direct or indirect light from the source. Glare levels shall be measured with a photoelectric photometer following the standard spectral luminous efficiency curve adopted by the International Commission on Illumination. For purposes of this subsection, a foot-candle is the illumination produced by a light of one international candle upon a surface one foot away, (C) Smoke. No operation or activity is permitted to have operations that emit excessive smoke, fumes, or dust that exceeds the requirements or levels specified by the South Coast Air Quality Management District (SCAQMD), (D) Temperature Change. No operation or activity shall emit heat or cold that would cause a temperature increase or decrease on any adjacent property in excess of 10 degrees Fahrenheit, whether the change is in the air, on the ground, or on any structure, (E) Electrical Interference. No operation or activity shall transmit, generate, or otherwise cause any electrical or magnetic radiation disturbance that affects persons in the operation of any use, equipment (including, but not limited to, television and radio reception), or process employed by any use beyond the boundary of the site, and (F) Ground Water Pollution. No operation or activity shall cause the seeping into the ground of any area of wastes, whether liquid or not, that are determined by the State Department of Health Services to be toxic or of a similar hazardous nature. (Ord. 1666 § 1, 1988.)</p>	
El Monte	<p>General Plan Goals:</p> <p>Goal 1: A safe, aesthetically pleasing, and unified community appearance within the context of distinct districts and neighborhoods.</p> <p>Policy 1.1 Require public landscaping along streets, sidewalks, and property frontages and in public spaces to strengthen the City’s identity.</p> <p>Program 1.1 Create a streetscape plan addressing landscaping, signage, lighting, and special design features along Durfee Road.</p> <p>Community Design Element:</p> <p>Policy CD-1.5: Streetscapes. Develop unifying streetscape plans for major corridors and subdistricts that include specialized streetlights, landscaping, a community forest, signage, and street furniture.</p> <p>Policy CD-1.8: Emerald Necklace. Recreate the Emerald Necklace of multi-use trails and parks along the San Gabriel and Rio Hondo rivers to provide parks, open space, and recreational amenities.</p> <p>Policy CD-2.12: Public Signage. Establish a comprehensive signage plan that identifies City entries, street names, public facilities, parks, multiuse trails, transit stations, and key districts.</p> <p>Policy CD-2.14: Sign Quality. Prohibit signs that incorporate blinking or flashing elements, pole structures, roof signs, or temporary lettering or structures; require the use of high quality materials, complementary colors, and nondistracting lighting.</p> <p>Policy CD-3.1: Public Rights-of-Way. Beautify major transportation corridors, freeway easements, utility easements, railroad rights-of-way, schools, parks, and public facilities with a forest of canopy trees.</p>	<p>Municipal codes applicable to aesthetic resources within the Plan Area can be found in Section 17.60.050 (Outdoor Lighting) and Chapter 17.80 (Signage Regulations).</p> <p>Section 17.60.050 (Outdoor Lighting) requires the submittal of a lighting plan prepared by a qualified lighting engineer. Performance standards include (1) All lights shall be directed, oriented, and shielded to prevent light trespass or glare onto adjacent properties, onto the public right-of-way and/or driveway areas, (2) Exterior lighting shall demonstrate an efficient distribution of lighting using low-glare, low-light pollution fixtures for lighting building exteriors and surrounding areas, (3) Motion detector lighting fixtures are allowed; provided, that: (a) There is no light trespass or spillover onto adjacent properties; (b) The fixtures are mounted within five, and (5) feet of an entrance or exit door, garage door, or alcove of a structure; (c) Installed no more than eight (8) feet above the ground; and (d) Illuminated with a maximum of two (2) light bulbs of no more than seventy-five (75) watts each, (4) Exterior lighting shall be turned off during daylight hours. As used herein, "daylight hours" means the hours between sunrise (dawn) and sunset (dusk), (5) No permanently installed lighting shall blink, flash or be of unusually high intensity or brightness, and (6) Outdoor lighting shall not be directed skyward with exception to typical landscape lighting meant to accent architectural features of structures, trees and shrubs. (Ord. No. 3011 , § 3(Exh. B), 6-21-2022; Ord. No. 3023 , § 4.B(Exh. B), 5-2-2023)</p> <p>Chapter 17.80 (Signage Regulations) defines the uses, standards, and design requirements regarding signs in the City. General standards cover (A) applicability, (B) design and placement, (C) colors, (D) sign copy and graphics, (E) materials and installation, and (F) lighting. (Ord. No. 3011 , § 3(Exh. B), 6-21-2022)</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy CD-3.4 Greenways. Place greenways/medians, dotted with miniparks where feasible, and appropriate landscaping along major corridors and in commercial areas and residential neighborhoods.</p> <p>Policy CD-3.6: Emerald Necklace. Create an Emerald Necklace of multi-use trails and parks along the Rio Hondo and San Gabriel Rivers that offer ample greenery, trees, and open space.</p> <p>Policy CD-4.7 Landscaping. Require lush and well-maintained landscaping appropriate the structure and its use and context in a manner that meets community expectations for quality.</p> <p>CD-4.9 Utilitarian Aspects. Mechanical equipment, electrical boxes, fencing, and other utilitarian aspects should be shielded so as not to detract from the aesthetic quality of the building or site.</p> <p>Parks and Recreation Element:</p> <p>Goal PR-4: A lush network of greenways, linear parks, and a community forest that enhances property values, public health, aesthetics, and quality of life.</p> <p>Policy PR-4.1: Location. Place green infrastructure along freeways, utility corridors, major roadways, public rights-of-way, near schools,</p>		
Glendora	<p>Land Use Element:</p> <p>Policy LU-18.1: Ensure the preservation of a scale and character of development is sensitive to adjoining uses.</p> <p>Policy LU-18.3: Encourage land uses that are complimentary in form and function with existing development.</p> <p>Policy LU-22.2: Establish programs that identify important community attributes that should be preserved.</p> <p>Open Space and Recreation Element:</p> <p>Policy OSR-1.8: Support regional and local efforts to acquire, develop, and maintain open space linkages.</p> <p>Policy OSR-2.3 Control the grading of land to minimize the potential for erosion, land sliding, and other forms of land failure, as well as to limit the negative aesthetic impact of excessive modification of natural landforms.</p>	<p>Municipal codes applicable to aesthetic resources within the Plan Area can be found in Chapter 19.24 (Sign Code).</p> <p>Chapter 19.24 (Sign Code) defines the uses, zones, and sign conformance throughout the City. General provisions include (a) Except as expressly permitted by this chapter, or by the requirements of law or federal or state regulations, all signs are prohibited on private property; (b) Except as expressly permitted by this chapter, or by the requirements of law or federal or state regulations, all signs are prohibited on public property; (c) All signs and their supporting structures, except interior signs, shall be constructed of metal, wood or comparable weatherproof material, shall be so enclosed as to provide against their infestation by birds and vermin, shall be structurally safe, and shall be maintained in good condition, and in a manner so as not to constitute a hazard to public safety or to property; (d) Signs attached to a building shall not extend above the top of the wall, parapet, fascia or mansard to which they are attached. No sign structure or part thereof shall project from the wall or façade to which it is attached more than three inches; (e) Signs painted directly on buildings pertaining to other than the identification of the building or business contained therein are prohibited; (f) No sign, nor any part thereof, shall be constructed or maintained to flash, move, or in any way simulate motion, except those signs which thereby advise the viewing public of time, temperature, or both; (g) No illumination permitted herein shall be distracting to traffic on public rights-of-way, interfere with illuminated traffic signals, or shine directly onto residential zones. Intensity shall be determined from specifications as covered in the current county sign code; (h) Abandoned signs are prohibited. Upon application and hearing by the planning commission any sign which would be presumed abandoned may be found by the planning commission not to have been abandoned where:</p> <p>(1) All identification of the premises, the services or goods available thereon, and the name or names of any and all persons have been removed;</p> <p>(2) The sign is in conformity with all other provisions of this chapter; and</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		(3) There is a substantial probability that the sign will be utilized without substantial changes in, or additions to, the structure thereof by a business subsequently operating on the premises. And (i) Portable signs are prohibited. (Ord. 1481 § 3, 1986; Ord. 1415 § 2, 1983; Ord. 1370 § 1, 1981; Ord. 1342 § 3, 1980)	
Industry	Land Use Element: Goals LU 5: High quality and well-maintained properties, buildings, and infrastructure that enhance property values and encourage additional public and private investment. Policy LU 5-1: Maintain a high-quality appearance and functionality of public lands, properties, and rights-of-way, including sidewalks, street trees/landscaping, curbs, and street lighting.	Municipal codes applicable to aesthetic resources within the Plan Area can be found in Section 15.32.070 (Material, design, construction and maintenance standards). Section 15.32.070 (Material, design, construction and maintenance standards) of the Industry Municipal Code establishes sign regulations and illumination standards to ensure that illumination from or upon any sign must be shaded, shielded, directed or reduced so as to minimize light spillage onto the public right-of-way or adjacent properties. Externally illuminated signs must be lighted by screened or hidden light sources.	No other applicable ordinances were identified.
Irwindale	Community Development Element: Issue Area – Urban Design: The City of Irwindale will continue its efforts in improving the appearance of the community. Policy 14: The City of Irwindale will continue to promote property maintenance in all areas of the City. Policy 15: The City of Irwindale will continue to work towards improving the appearance of the City entryways. Policy 16. The City of Irwindale will continue to work towards the development of streetscape, sign standards, and a Public Art Program.	No applicable ordinances relevant to aesthetic resources within the Plan Area were identified.	No other applicable ordinances were identified.
La Puente	Community Development Element: Goal 5: Safe and attractive neighborhoods providing a range of quality housing, parks, community services, and public facilities. Policy 5.2: Encourage property maintenance and rehabilitation and housing replacement activities, where appropriate, to improve neighborhood conditions.	Municipal codes applicable to aesthetic resources within the Plan Area can be found in section 10.38.080 (Outdoor light and Glare). Section 10.38.080 (Outdoor light and Glare). All lighting shall be arranged so as to keep light from directed on site, whether the illumination is direct or indirect light from the source. No operation, activity, sign or lighting fixture shall create illumination which exceeds 0.5 foot-candles minimum maintained on any adjacent property. No direct or sky-reflected glare, whether from floodlights or from high temperature processes such as combustion or welding or otherwise, visible at the property lot line of the source, shall be permitted.	No other applicable ordinances were identified.
La Verne	Community Design Element: Goal 1: Protect our small-town character. Policy 1.7: Monitor neighboring development in unincorporated areas. Implementation Measure a: Use the environmental review process to ensure that the environmental and aesthetic qualities of projects in adjacent unincorporated areas meet the same standards expected of La Verne projects. Goal 4: Develop in deference to our natural setting. Policy 4.1: Design Sensitive and subtle hillside development. Implementation Measures: a. Uphold the Hillside Development policies of the land Ule Chapter. b. Adhere to the standards of the Hillside Development Overlay Zone ordinance.	Municipal codes applicable to aesthetic resources within the Plan Area can be found in Title (Signs) and Chapter 18.16 (Development Review). Title (Signs) establishes the standards for signs placed in the City. General objectives of the sign regulation include (1) to provide a reasonable system of controls for signs, to ensure the development of a high quality environment, (2) encourage signs which are well designed and pleasing in appearance and to provide incentive and latitude for variety, good design relationship, and spacing, (3) enhance the economic value of the community through the regulation of such characteristics as size, number, location, design and illumination of signs, (4) reduce possible traffic and safety hazards through good signs, and (5) implement goals and objectives contained in the La Verne general plan community design element. (Ord. 855 § 2, 1993) Chapter 18.16 (Development Review) ensures that development is consistent with the general plan, applicable zoning and specific plans. It implements hillside, tree	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>c. Require the following measures for all hillside development:</p> <p>(1) HILLSIDE siting shall be sensitive to the environment:</p> <ul style="list-style-type: none">Prohibit "view" and ridgeline lots visible from the valley below.Limit development to flat mesas or gently sloping plains that can accommodate it without incurring visual or physical damage.Provide a view analysis for all development projects.Conceal the full building height, screen rooflines and preserve views from below through City approved grading practices.Minimize effect of grade change through split level buildings and uphill/downhill building siting.Determine project density by net developable area: that is, density credit shall not be given for those portions of a development site having geologic, topographic, ecological or other constraints. <p>(2) Hillside design shall incorporate architecture that melds itself to the topography rather than dominates it, by design:</p> <ul style="list-style-type: none">Architecture that incorporates the natural limitations identified by the constraints analysis into its design.Natural materials complementary to the landscape, such as creek rock, clinker brick, heavy wood timbers, glazed and unglazed tile.Earthen tones complementary to the natural landscape.Low height and intensity street lighting and underground utilities to minimize the visual impact. <p>Land Use Element:</p> <p>Policy 2.2: Shield all hillside development from view from the valley floor below.</p> <p>Implementation Measures</p> <ul style="list-style-type: none">a. Require a dense screen of trees where residential development approaches a significant ridgeline or viewshed that may be compromised by encroaching development (rooflines, antennae, streetlights).b. Prohibit development in areas with a natural slope of 25 percent or greater. Roads to service development may be permitted in these areas if they are designed to minimize visibility and grading scars.c. Prohibit hillside grading and development practices which damage the integrity of hillside areas in order to provide off-site views. <p>Resource Management Element:</p> <p>Goal 3: Protect and promote our scenic vistas and routes.</p> <p>Policy 3.1: Preserve our scenic vistas.</p> <p>Implementation Measures:</p> <ul style="list-style-type: none">a. require that any development that is proposed within the scenic vista areas are designed so views of the mountains or the canyons will not be compromised.b. Prohibit grading of any type of feature that could be considered a ridge.c. Require that all plans for these scenic vistas conform to standards contained in the Community Design Chapter. <p>Policy 3.2 Improve our scenic routes.</p> <p>Implementation Measures:</p>	<p>preservation, architectural, site planning, circulation, landscaping and other planning policies. Development review shall be performed by either the community development director of the development review committee, as specified in this chapter. (Ord. 753 § 6, 1988)</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<div><div>a. Prioritize funding of scenic corridor improvements over other streetscape improvements, including developing a planting plan for street trees along each designated street with scenic vistas, as identified on MAP RM-5.</div><div>b. Develop additional amenities such as bike routes, hiking trails, and par courses along the scenic vista streets.</div><div>c. Post each of the designated streets as a scenic corridor.</div><div>d. Underground utilities and replace existing streetlights with less obtrusive lighting for these designated streets.</div><div>e. Where possible, require that any improvements to flood control channels be designed to retain the natural plant communities along the channels.</div><div>f. Encourage landscaping with native plants of existing flood control channels of the Los Angeles County Flood Control District.</div></div>		
Monrovia	<div>Land Use Element:</div> <div>Urban Design Objectives</div> <div><div>– Improve design elements within the public realm to strengthen local identity and enhance overall aesthetic quality.</div></div> <div>San Gabriel Mountains are identified as a visual resource in the City’s General Plan.</div>	<div>Municipal codes applicable to aesthetic resources within the Plan Area can be found in Section 17.12.010 (Residential Foothill (RF) Development Standards), Section 17.32.080 (Light), Section 17.32.090 (Glare), and Chapter 17.28 (Signs).</div> <div>Section 17.12.010 (Residential Foothill (RF) Development Standards) states that every reasonable effort shall be made to preserve or minimize the impact on view corridors and scenic vistas. A visual impact analysis shall be required per the city's adopted Hillside Development Policies and Standards.</div> <div>Section 17.32.080 (Light); Lighting where provided to illuminate private property shall be so arranged as to reflect away from adjoining property or any public way and to be arranged so as not to cause a nuisance either to highway traffic or to the living environment.</div> <div>(`83 Code, § 17.32.080) (Ord. 94-03 § 6, 1994)</div> <div>Section 17.32.090 (Glare) No direct or reflected glare, whether produced by floodlight, high temperature processes such as combustion or welding, or other processes, so as to be visible from the boundary line of property on which the same is produced, shall be permitted. Sky-reflected glare from buildings or game courts shall be so controlled by such reasonable means as are practical to the end that the sky-reflected glare will not inconvenience or annoy persons or interfere with the use and enjoyment of property in and about the area where it occurs.</div> <div>(`83 Code, § 17.32.090) (Ord. 94-03 § 6, 1994)</div> <div>Chapter 17.28 (Signs) establishes the use of signs within the city and specifies their use to advertise a place of business or provide information and shall be architectural attractive and contribute to the character of the area.</div>	No other applicable ordinances were identified.
Montebello	<div>Our Natural Community Chapter:</div> <div>Goal 1: Protect and enhance natural vegetation in parks and open spaces for wildlife habitat, erosion control, and to serve as noise and scenic buffers.</div> <div>Policy P1.1: Enhance air and water quality, increase public green space through the integration of green infrastructure.</div> <div>Our Well Planned Community Chapter:</div> <div>Policy P3.3: Revitalize established neighborhoods and corridors.</div> <div>Action A3.3b: Protect adjoining properties from the potential adverse impacts associated with non-residential uses on corridors adjacent to residential areas with proper mitigation measures that address scale, massing, traffic, noise, appearance, lighting, and drainage.</div> <div>Our Creative Community Chapter:</div>	<div>Municipal codes applicable to aesthetic resources within the Plan Area can be found in Chapter 17.62 (Signs) Section 17.63.020 (Location and Code Provisions).</div> <div>Under Chapter 17.62 (Signs) Section 17.63.020 (Location and Code Provisions) the following apply:</div> <div>Signs shall be constructed and located in compliance with the provisions of this chapter and with the applicable requirements of the California Outdoor Advertising Act, Uniform Building Code and Uniform Sign Code, and the California Electrical Code, whichever code or code provision(s) is more restrictive, as may be adopted and amended from time to time. Approval from the City of Montebello departments of planning and building services shall be obtained prior to erecting, constructing, altering, rebuilding, replacing, or moving any sign. Approval by the department of public works is also required for any freestanding or projecting sign located within twenty feet of, or projecting over, the public right-of-way. (Ord. 2160 § 5 (part), 1997)</div>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy P8.12: Create a useful portal to historical information and preservation resources on the City’s web site.</p> <p>Policy P8.13: Make information related to the City’s historic built environment available on multiple platforms and in varied formats.</p> <p>Scenic Highways Element:</p> <p>Policy 1: Acknowledge that there are no officially designated scenic corridors or highways in the City of Montebello.</p> <p>Policy 2: Consider promotion and establishment of unofficial scenic routes in conjunction with development and redevelopment of the Montebello Hills, Rio Hondo Channel areas, and other applicable locations in the City. Of particular promise are routes and points in the Montebello Hills where vistas of the South Coast Basin, Downtown Los Angeles, the San Gabriel Mountains and Valley, and the Whittier Narrows-Puente Hills are most impressive. Consideration of scenic route designation shall include providing turn outs, picnic areas, and vista locations to take maximum advantage of these scenic qualities.</p> <p>3. Relate scenic route designation to other applicable General Plan Elements and City policies.</p>	<p>(Ord. No. 2375, § 1, 2-24-2016)</p>	
Pasadena	<p>Land Use Element:</p> <p>Goal 4: Elements Contributing to Urban Form. A safe, well-designed, accessible City with a diversity of uses and forms. These diverse forms include distinct, walkable districts, corridors, and transit and neighborhood villages and cohesive, unique single and multi-family residential neighborhoods and open spaces where people of all ages can live, work, shop and recreate.</p> <p>Policy 4.11: Development that is Compatible. Require that development demonstrates a contextual relationship with neighboring structures and sites addressing such elements as building scale, massing, orientation, setbacks, buffering, the arrangement of shared and private open spaces, visibility, privacy, automobile and truck access, impacts of noise and lighting, landscape quality, infrastructure, and aesthetics.</p> <p>Goal 6: Character and Scale of Pasadena. A built environment that evolves while maintaining Pasadena’s unique sense of place, character, and the urban fabric.</p> <p>Policy 6.7 Public Safety and Community Design: Require that neighborhoods, centers, streets, and public spaces be designed to enhance public safety and discourage crime by providing street-fronting uses (“eyes on the street”), adequate lighting and sight lines, and features that cultivate a sense of community ownership.</p>	<p>Municipal codes applicable to aesthetic resources within the Plan Area can be found in Section 17.40.080(Outdoor Lighting), and Chapter 17.48 (Signs).</p> <p>Section 17.40.080(Outdoor Lighting) establishes standards for the regulation of exterior lighting on private property. General standards include (A) lighting shall be energy-efficient, and shielded. Lighting shall be energy-efficient, and shielded or recessed so that direct glare and reflections are confined to the maximum extent feasible within the boundaries of the site, and shall be directed downward and away from adjoining properties and public rights-of-way. No lighting on private property shall produce an illumination level greater than one footcandle on any property within a residential zoning district except on the site of the light source, (B) no lights shall blink, flash, or be of high intensity or brightness. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness, as determined by the Zoning Administrator, (C) lighting shall be appropriate in scale, intensity, and height. All lighting fixtures shall be appropriate in scale, intensity, and height to the use they are serving, and (D) outdoor sports court lighting. Lighting for an outdoor sports court or field within 300 feet of a residential zoning district shall require Minor Conditional Use Permit approval.</p> <p>Chapter 17.48 (Signs) provides standards for signs to safeguard life, health, property, safety, and public welfare, while encouraging compatibility, creativity, variety, and enhancement of the City's visual image.</p>	<p>No other applicable ordinances were identified.</p>
Pico Rivera	<p>Land Use Element:</p> <p>Goal 3.5: Recognize the importance of the Whittier Narrows Dam, Rio Hondo and San Gabriel River channels in shaping the character, identity and physical structure of the community by protecting and enhancing these features.</p> <p>Policy 3.5-4: Open Space and Landscaping. Identify opportunities to provide open space/parks and/or landscaping along the Whittier Narrows Dam, Rio Hondo and San Gabriel River channels that will soften and enhance the edges adjacent to these natural features.</p>	<p>No applicable ordinances relevant to aesthetic resources within the Plan Area were identified.</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 3.6: Improve the community image by ensuring a consistent level of high quality design and ongoing maintenance and improvement of existing development.</p> <p>Policy 3.6-1: Design Guidelines. Ensure a consistent level of high quality design through the development of design guidelines and a design review process for new development. At a minimum, the design guidelines should provide direction on the following:</p> <ul style="list-style-type: none">• Site design• Building design• Parking and circulation• Landscaping• Services and Accessory Structures <p>Policy 3.6-3: Code Enforcement. Improve the appearance of substandard structures, properties and signage through improved code enforcement efforts, which is the primary means to ensure that properties are well maintained.</p> <p>Policy 3.6-4 Sign Ordinance. Update the existing sign ordinance to better regulate the quantity of signs as well as size, location and overall design to maintain and enhance the visual quality of the community.</p> <p>Implementation Program for Policy 3.6-4:</p> <ul style="list-style-type: none">• Adopt an update to the existing sign ordinance.• Complete an inventory of signs to identify illegal signs, legal, non-conforming signs and conforming signs and develop an amortization schedule and procedures for property owners to bring these signs into compliance with the sign ordinance.		
Pomona	<p>No scenic vistas have been officially designated within the City’s General Plan.</p> <p>Conservation Element:</p> <p>Policy 7E.P6: Ensure that lighting from new development adjacent to sensitive habitat, including in Phillips Ranch, Westmont Hill, Mountain Meadows and Ganesha Hills, minimizes nighttime lighting on these sensitive habitat areas.</p> <p>Community Design Element:</p> <p>Policy 7F.P7: Provide visual interest and express the human scale in building design with; Pedestrian-scale signage and ornamental lighting.</p>	<p>Municipal codes applicable to aesthetic resources within the Plan Area can be found in Section 17.40.080(Outdoor Lighting), and Chapter 17.42 (Signs).</p> <p>Chapter 17.42 (Signs) establishes standards for the placement of signs on public property, political signs, and advertising structure adjacent to freeways throughout the City.</p>	No other applicable ordinances were identified.
Rosemead	No goals or policies related to aesthetic resources were identified.	<p>Municipal codes applicable to aesthetic resources within the Plan Area can be found in Chapter 17.88 (lighting) and Chapter 17.116 (Signs).</p> <p>Chapter 17.88 (Lighting) standards include (A) a photometric survey (lighting plan) may be required at the discretion of the Community Development Director for new lighting proposed in multifamily, commercial, industrial, institutional, and mixed-use developments, (B) all developments shall have exterior lighting that provides adequate visibility at entrances, public sidewalks, open areas, and parking lots with a safe level of illumination at night, (C) exterior lighting shall be of low intensity and shielded so that light will not spill out onto surrounding properties or project above the horizontal plane. In residential/commercial mixed-use and commercial/industrial mixed-use development, the lighting for commercial uses shall be appropriately shielded so that it does not negatively impact the on-site residential units, (D) flashing, revolving, or intermittent exterior lighting visible from any property line or street shall be prohibited, except if approved in conjunction with a public art project or as an</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>accessory feature on a temporary basis in conjunction with a special event permit, and (E) lighting shall be integrated with landscaping wherever possible.</p> <p>(Ord. No. 931, § 5(Exh. A), 10-22-13)</p> <p>Chapter 17.116 (Signs) establishes all standards and provisions related to signage in the City. General standards include (A) no sign of any kind shall be permitted to advertise or display an unlawful act, business or purpose, (B) illumination signs shall be located, and light sources shielded to prevent glare, annoyance or hazard to the public or neighboring properties:</p> <ol style="list-style-type: none">1. Signs may be internally or indirectly lighted;2. No blinking or flashing signs shall be permitted in any zone, except for time and temperature signs, <p>(C) maximum height of freestanding and roof signs in any commercial or industrial zone shall not exceed thirty-five (35) feet above grade level of the adjoining public walk, (D) signs projecting out over the building line or public right-of-way are prohibited, except projecting flag (vertical) signs, (E) clearance above grade less than eight feet: no projection is permitted. Clearance above grade over eight feet: one inch of projection is permitted for each additional inch of clearance, provided that no such projection shall exceed a distance of four feet, (F) all signs shall be established under a valid building permit in accordance with fire and building code regulations, and (G) all signs shall be maintained in good condition and repair and shall pose no hazard to public safety statutes, standards and ordinances.</p> <p>(Ord. No. 931, § 5(Exh. A), 10-22-13; Ord. No. 978, § 5(Exh. A), 2-27-18)</p>	
San Dimas	<p>Open Space:</p> <p>Policy 4.1: Preserve existing views of the foothills.</p> <p>Land Use:</p> <p>Policy 2.4.3: Control exterior light sources.</p> <p>Policy 2.5.1: Minimize changes to the natural topography.</p> <p>Policy 2.5.2: Follow hillside contours</p> <p>Policy 9.15: Preserve important view corridors.</p>	<p>Municipal codes applicable to aesthetic resources within the Plan Area can be found in Chapter 18.108 (Scenic Highway Overlay Zone), Chapter 18.152 (Signs), Chapter 18.164 (Hillside Development), and Section 18.516.080 (Scenic easements).</p> <p>Chapter 18.108 (Scenic Highway Overlay Zone) describes standards to Scenic Highways in the City. Scenic Highways shall be designated on the official zoning map and apply to property adjacent to designated scenic highways, as follows:</p> <p>A. Whenever a scenic highway overlay designation is placed on a highway and/or street, those properties adjacent to the designated highway and/or street shall be subject to the provisions of the scenic highway overlay zone in addition to the provisions of the underlying zone of the property.</p> <p>B. Method of designation. The abbreviation “SHO,” designating property adjacent to the scenic highway, shall be appended to the base zoning district on the official zoning map. (Example: A commercial-highway zone would show on the official zoning Map as C-H (SHO)). (Ord. 975 § 1, 1992)</p> <p>In addition to those development standards required by the base zoning district, the following minimum development standards shall be applicable to all property with a <i>scenic</i> highway overlay designation:</p> <p>A. Setbacks. Except as otherwise provided in this chapter, all <i>scenic</i> highway overlay required yards shall be void of structures and improvements and fully landscaped. For the purposes of this section, the <i>scenic</i> highway overlay zone required yard shall be measured from the property line of those properties abutting the designated <i>scenic</i> highway, towards the interior of the property. The following required yards shall be provided as follows, and as indicated on Exhibits A, B, and C located at the end of this chapter:</p>	No other applicable ordinances were identified.



Incorporated			licable Ordinances
		<p>1. Foothill Boulevard. The required yard for both sides of Foothill Boulevard shall be twenty-five feet, except for the intersection of Foothill Boulevard and San Dimas Canyon Avenue, as indicated on Exhibit C, the required yard area shall be 10 feet. Said yard area may be reduced to five feet for drive aisles and circulation routes if approved in the Precise Plan during the site plan review process.</p> <p>2. Via Verde. Except for the intersections of Via Verde and San Dimas Avenue, and Via Verde and Puente Street, as indicated on said Exhibits A and B, the required yard for both sides of Via Verde shall be fifty feet.</p> <p>3. Puente Street. Except for the intersection of Via Verde and Puente Street, as indicated on Exhibit B, the required yard for Puente Street shall be as follows:</p> <p>a. The northerly side of Puente Street, fifty feet.</p> <p>b. The southerly side of Puente Street, thirty five feet.</p> <p>4. The setback requirements for those streets designated with the <i>scenic</i> highway overlay zone, and not specifically provided for in subsection A shall be determined at the time of designation of the overlay zone.</p> <p>B. Building location, height and coverage shall be arranged to protect the significant views and vistas.</p> <p>C. Landscaping shall be designed, installed and maintained in such a manner as to protect and enhance the visual appearance of the <i>scenic</i> highway.</p> <p>D. All utilities related to the project shall be located underground.</p> <p>E. Street dedications and improvements, as required by Chapter <u>17.32</u> of the San Dimas Municipal Code, shall be completed.</p> <p>Chapter 18.152 (Signs) the intent is to encourage the installation of signs that provide reasonable opportunities for business identification, improve the appearance of buildings and neighborhoods, encourage innovation and enhance the economic effectiveness of the business community while preventing needless distraction and clutter from the other signs in the area. All signs shall be subject to the following design and maintenance specifications:</p> <p>A. Safety.</p> <p>1. Signs, as permitted in this chapter, shall in no way endanger the health or safety by causing distraction or impairing visibility to operators of motor vehicles on the streets and highways. Location, lighting and color of signs shall be such as to cause no confusion with public signs or traffic signals.</p> <p>2. Any sign that contains red, yellow or green lights shall not be located within a distance of one hundred feet from traffic signals. Such signs may cause a potential distraction or hazard to highway users.</p> <p>3. No exposed light bulb used as a part of sign display shall exceed a rating of eleven watts as measured equivalent to an incandescent bulb.</p> <p>4. No beacons shall be allowed in the city.</p> <p>5. No sign, including the illumination thereof, shall be animated or so designed or operated as to flash, scintillate or in any way simulate motion other than: time and temperature signs, barber pole signs and electronic message boards.</p> <p>B. Affixing Signs on Curbs, Streets or Street Signs. No person shall paint, mark, paste, fasten or in any manner affix or cause to be painted, marked, pasted, fastened or in any manner affixed to or on any curb, street, sidewalk, street sign post, or to or on any sign erected for the purpose of directing or warning traffic, or to or on any telephone,</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>telegraph or electric light pole, or to or on any tree or shrub in any park, public street, alley, parkway or sidewalk any sign, poster or advertisement of any kind without first obtaining a written permit from the city council. Nothing in this section shall be so construed as to prohibit the erection and maintenance of official warning or directional signs by any department of the city or to legal notices posted in the places and manner prescribed by law.</p> <p>C. Sign Maintenance.</p> <p>1. All signs together with their supports and appurtenances shall be kept in a proper state of preservation. The display surface of all signs shall be kept neatly painted and posted. The planning director or building official may order the removal of any sign that is not maintained in accordance with the provisions of this chapter.</p> <p>2. All signs and identification structures which are constructed on property lines, or within five feet thereof, shall have a smooth surface. No nails, tacks or wires shall protrude therefrom, except electrical reflectors and devices which may extend over the top and in front of the sign or identification structure.</p> <p>D. Illumination. The application for a permit for erection of a sign or other identification structure in which electrical wiring and connections are to be used shall be submitted to the building official. The building official shall examine the plans and specifications respecting all wiring and connections to determine if the same comply with the electrical code of the city, and shall approve or disapprove the plans and specifications accordingly.</p> <p>1. Illuminated signs shall be constructed of approved combustible or incombustible materials.</p> <p>2. Illuminated signs which do not bear the label of an approved testing laboratory shall be inspected before erection.</p> <p>3. Electrical equipment used in connection with all signs shall be installed in accordance with local ordinances regulating electrical installations.</p> <p>4. Gooseneck reflectors shall be permitted on wall signs; provided, however, such reflectors shall be provided with proper glass lenses concentrating the illumination upon the area of the sign so as to prevent glare upon the street or adjacent property.</p> <p>5. Any sign that contains red, yellow or green lights shall not be located within a distance of one hundred feet from traffic control signals. Such signs creating a potential distraction or hazard to highway users will not be permitted.</p> <p>6. No exposed light bulb used as a part of a sign display shall exceed a rating of eleven watts as measured equivalent to an incandescent bulb.</p> <p>7. No beacons shall be allowed in the city.</p> <p>8. No sign, including the illumination thereof, hereinafter erected or maintained in the city, shall be animated or so designed or operated as to flash, scintillate, or in any way simulate motion other than:</p> <p>a. Time and temperature signs;</p> <p>b. Barber pole signs;</p> <p>c. Electronic message boards, subject to the standards in subsection E.</p> <p>E. Electronic Message Boards. Where permitted by this chapter as a component of a monument or freeway-oriented sign but not as a component of any other sign including wall signs, electronic message boards shall comply with the following:</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>1. An electronic message board may contain a changeable message that utilizes changeable text, images, pictures, and/or symbols that may appear as an on/off message. An electronic message board shall not contain or display animated, moving video, scroll, flash, blink, fly, or chase sign message into view or create a sense of motion. An electronic message board sign shall contain only static displays. The changeable commercial message display intervals shall change no more frequently than once every eight seconds; and that blinking and/or moving characters shall be prohibited. A change of message shall be accomplished within two seconds with an on/off cycle. Fade out/fade in from one static image to another static image is allowed.</p> <p>2. Electronic message boards shall have automatic dimming capability that adjusts the brightness to the ambient light at all times of day and night. Electronic message boards shall not increase their luminance by greater than three-tenths foot-candle above ambient levels of lighting measured at a distance of one hundred feet from the sign face and five feet above grade.</p> <p>3. The electronic message board component of a sign shall be automatically dimmed after dark. The electronic message board must contain a default mechanism that freezes the sign in one position if a malfunction occurs; and automatically adjusts the intensity of its display according to natural ambient light conditions.</p> <p>4. The sign shall be properly maintained so that inoperative or improperly lighted bulbs do not impair the appearance and legibility of the sign.</p> <p>5. That the electronic changeable-copy sign shall be screened, tinted, shielded or otherwise modified, as necessary, to eliminate excessive glare, as deemed sufficient by the planning director.</p> <p>6. Commercial messages on signs permitted pursuant to this chapter shall advertise only the businesses conducted, services rendered, or goods produced or sold within the development complex which the identification sign is intended to serve. Public service information, including, but not limited to, the time, date, temperature, weather, and similar information shall be permitted. No off-site advertising or messages, other than public service information approved by the city, shall be displayed.</p> <p>7. Public service messages are encouraged. Such messages include announcements of meetings, activities and events of a general community-wide interest but do not include political messages.</p> <p>F. Identification. Every sign or other advertising structure hereafter erected shall have an identifying number, name of erector, installation year, and when illuminated, the voltage plainly placed on the exterior surface of the sign body in a location where such information will be readily visible after installation and erection. (Ord. 1212 § 1, 2012; Ord. 1103 § 1, 1999)</p> <p>Chapter 18.164 (Hillside Development) regulates use, development and alteration of land in hill areas so that essential natural characteristics such as land form, vegetation and wildlife communities, scenic qualities and open spaces can be substantially maintained; to preserve unique and significant geologic, biologic and hydrologic features of public value; to encourage alternative approaches to conventional hillside construction practices by achieving land use patterns and intensities that are consistent with the natural characteristics of hill areas such as slope, land form, vegetation and scenic quality.</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>It is further the intent of this chapter to protect predominant views of and from hill areas in order to maintain the identity, image and environmental quality of the city. (Ord. 463 § 1, 1974; Ord. 37 § 703.02, 1961)</p> <p>General development standards must comply with Section 18.164.070 (Development standards)</p> <p>Section 18.516.080 (Scenic easements), the intent of this easement is to preserve the open space character of the bluff by restricting the introduction of visible man-made structures, preserving and enhancing the natural aesthetics of the bluff area, while also maintaining the health, safety and welfare of residents and protection of property. Restrictions in the <i>scenic</i> easement area, as identified on the land use development plan, Exhibit A, are as follows:</p> <p>A. Grading and removal of existing plant material is permitted for slope stability and control, fire hazard modification, and for the promotion of health, safety and protection of property only;</p> <p>B. No structures, appurtenances, or walls may be constructed in this easement area except for those conditions listed in subsection A of this section;</p> <p>C. Introduction of plant material is restricted to native species and/or those plant types presently existing on-site;</p> <p>D. The open space easement shall be located as depicted on Exhibit A. (Ord. 774 § 1, 1982)</p>	
San Gabriel	<p>Community Design:</p> <p>Goal 10.1: Create an expectation that San Gabriel will accept nothing less than the highest quality in architecture, in landscape design, and in streetscape.</p> <p>Target 10.1.1: Adopt the principles for design enhancement specified below.</p> <p>14 Actions Leading to a More Livable San Gabriel:</p> <ol style="list-style-type: none">1. Expect and demand the best quality design;2. Build on our community’s history and culture;3. Create designs that live and breathe like the neighborhoods in which they are placed;4. Build on existing neighborhood centers to reinforce their value;5. Beautify key commercial corridors;6. Create unique and compelling gateways into town;7. Reward good design;8. Make good landscaping a part of every project;9. End sign clutter;10. Establish engineering standards that will make walking safe and enjoyable;11. Enhance the Alameda Corridor East;12. Integrate public art and architecture;13. Design for pedestrian safety and comfort; and14. Respect historical and environmental features. <p>Target 10.1.5: Reject projects that fail to properly adhere to design standards, and insist that new projects meet the standards of the general plan and design guidelines.</p> <p>Goal 10.2. Build on the history and culture of San Gabriel in defining future design directions.</p>	<p>Municipal codes applicable to aesthetic resources within the Plan Area can be found in Chapter 153.320 (Signs), Chapter 153.350 (Design Review), and Chapter 153.530 (Landscape).</p> <p>Chapter 153.320 (Signs) describes the standards and purposes of signage within the City. General polices regarding signage include:</p> <p>(A) Signs shall be limited to the identification of the business and/or product or service being sold or leased on the premises. Logos for national or regional businesses shall be addressed as a special consideration in reviewing compliance with the provisions of this subchapter.</p> <p>(B) Signage shall be no larger or higher than necessary for adequate identification of the business or building.</p> <p>(C) Signs shall be designed with minimum copy and crowding.</p> <p>(D) Signs shall identify a business without interfering with the ability of adjoining businesses to properly identify themselves.</p> <p>(E) Signs located on the same lot or parcel shall be designed to be harmonious and visually related to other signs on the same lot or parcel as well as the building on rich they are located. This shall be accomplished and enforced by the requirement of a Master Sign Plan for such lots or parcels with multiple businesses and signs.</p> <p>(F) Signs in residential zones shall be designed and located so as to minimize the visual impact on adjoining residential properties.</p> <p>('65 Code, § 9-3.2402) (Ord. 445-C.S., passed 5-16-95)</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 10.11 End Sign Clutter in San Gabriel.</p> <p>Target 10.11.3: Require that master sign programs be submitted, reviewed and approved by the City for all multi-tenant developments.</p> <p>Environmental Resources:</p> <p>Goal 8.1. Goal Create a verdant City by maintaining significant trees, requiring developers to plant additional trees, and promoting the healthy maintenance of trees.</p> <p>Target 8.3.3: Require that all new construction include a landscape component that will increase the number of trees onsite.</p> <p>Target 8.3.4: Implement policies to require developers to plant one tree for every one thousand square feet of net lot area on new commercial and residential projects. At least one tree shall be planted in the front yard of every new house or addition.</p> <p>Target 8.3.5: Require applicants submitting plans for all additions of more than 800 square feet and all new buildings to submit landscape plans.</p> <p>Target 8.3.6: Encourage developers to incorporate existing mature and specimen tree and other significant vegetation into the design of a development project for that site.</p> <p>Goal 8.5. Restore the lost environmental value of San Gabriel’s waterways – the Los Angeles County Flood Control channels (Alhambra Wash, Rubio Wash) and the San Gabriel River.</p> <p>Target 8.5.1 Investigate the feasibility of using the flood control channels for functional and/or passive open space.</p> <p>Target 8.5.2 Protect the flood control channels from enclosure by developers.</p> <p>Target 8.5.3 Work with the San Gabriel Mountains and River Conservancy, and other interested agencies, to restore the San Gabriel River to a more environmentally healthy state.</p>	<p>Chapter 153.350 (Design Review) establishes that no building or construction permit shall be issued until a precise plan of design or site plan review covering the parcel or parcels to be used is approved. General purposes of the Chapter include</p> <p>(A) To ensure the implementation of urban design policies and principles consistent with the city's General Plan;</p> <p>(B) To maintain and protect property values and financial investments;</p> <p>(C) To ensure the development of safe and adequate circulation and parking;</p> <p>(D) To promote the highest quality of architectural design for the public benefit and the improvement of the city's community environment; and</p> <p>(E) To, within the dictates of the Zoning Code, balance the rights of adjoining property owners regarding privacy, noise, light and air.</p> <p>(F) To ensure fair, equitable and consistent application of design standards in a timely manner.</p> <p>('65 Code, § 9-3.2501) (Ord. 449-C.S., passed 6-6-95; Am. Ord. 512-C.S., passed 3-20-01)</p> <p>Chapter 153.530 (Landscape) describes the purposes of the landscape regulations. Purposes specific to the Project include,</p> <p>(H) Help restore the lost environmental value of the Los Angeles County flood control channels (Alhambra Wash, Rubio Wash) and enhance the washes as scenic community amenities.</p> <p>Specific areas to be landscaped include,</p> <p>(D) <i>Flood control channels.</i> A 15-foot wide landscape buffer planted with drought tolerant plants, including a 12-foot wide service road and bike path, shall be provided along the outer edge of flood channel easements. In those cases where a strict compliance with the landscaping requirements set forth in this division may be a hardship on the property owner or the developer thereof, an alternate plan accomplishing the objectives of helping restore the lost environmental value of the Alhambra and Rubio washes and enhancing the washes as scenic community amenities may be submitted for review by the Community Development Director. The Community Development Director shall be authorized to disapprove, approve, or conditionally approve the alternate plan.</p>	
San Marino	<p>Land Use Chapter:</p> <p>Goal 1: Maintain the residential character of San Marino.</p> <p>Goal 12: Maintain the current standard of high-quality and well-maintained properties.</p> <p>Community Services Chapter:</p> <p>Goal 1: Keep public infrastructure systems in San Marino operational, safe, and aesthetically pleasing.</p>	<p>No applicable ordinances relevant to aesthetic resources within the Plan Area were identified.</p>	<p>No other applicable ordinances were identified.</p>
South El Monte	<p>Land Use Element:</p> <p>Goal 5.0: Create a sense of identity and place for South El Monte within the San Gabriel Valley.</p> <p>Policy 5.1: Locate distinctive public signage and landscaping that identify South El Monte at key entry points into the City, including Santa Anita A venue, Peck Road, Rosemead Boulevard, and Garvey A venue.</p>	<p>Municipal codes applicable to aesthetic resources within the Plan Area can be found in Chapter 17.20 (Public Facilities Zone (P-F)) Section 17.20.190 (Exterior Lighting Facilities), and Chapter 17.62 (Advertising Signs) Section 17.62.080 (General Sign Provision).</p> <p>Under Chapter 17.20 (Public Facilities Zone (P-F)) Section 17.20.190 (Exterior Lighting Facilities) the following apply:</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 5.2: Provide for the consistent use of street trees along all sidewalks and property frontages.</p> <p>Policy 5.3: Establish a consistent style of design for all public signage, including fixture type, lettering, colors, symbols/and logos.</p> <p>Goal 6.0: Provide for the revitalization of deteriorating land uses and properties.</p> <p>Policy 6.3: Promote vigorous enforcement of City codes, including building, zoning, and health and safety, to promote property maintenance.</p>	<p>Exterior lighting facilities shall be arranged in a manner that will not provide a direct glare or create hazardous interference with highways and neighboring properties. (Ord. 822 §1, 1989)</p> <p>Under Chapter 17.62 (Advertising Signs) Section 17.62.080 (General Sign Provision) the following applies:</p> <p>The following provisions pertain generally to all signs erected or maintained within the city. Where a conflict occurs between this section and any other sections of the City Code concerning signs, these regulations shall apply:</p> <p>A. Sign Maintenance.</p> <p>1. All signs, together with their supports and appurtenances, shall be kept in a proper state of repair. The display surface of all signs shall be kept neatly painted or posted. The building official may order the repair or removal of any sign that is not maintained in accordance with the provisions of these regulations.</p> <p>2. All signs and advertising structures which are constructed on property lines, or within five feet thereof, shall have a smooth surface. No nails, tacks or wires shall protrude, except for electrical reflectors and devices which extend over the top and in front of the advertising structure.</p> <p>B. Signs at Intersections. No on-site advertising display or portion thereof shall be erected or maintained at the intersection of any public or private street within a triangular area formed by a line connecting points forty feet from the intersection of the projected street property lines. No sign shall be placed in such a location as to interfere with, obstruct the view of, or be confused with any authorized traffic sign or signal.</p> <p>C. Obstruction of Passage. No sign or sign structure shall be erected in such a manner that any portion of its surface or supports will interfere in any way with the free use of a fire escape, exit or standpipe. No sign shall obstruct any window to such an extent that light or ventilation is reduced to a point below that required by any law, code or ordinance.</p> <p>D. Signs on Public Property. Signs on public property or within the public right-of-way shall be prohibited unless otherwise authorized by these regulations.</p> <p>E. Signs on Curbs, Streets or Street Signs. No person shall paint, mark, paste, fasten, or in any manner affix or cause to be painted, marked, pasted, fastened, or any manner affixed to or on the curb, street, sidewalk, street sign post, or to or on any sign erected for the purpose of directing or warning traffic, or to or on any telephone, telegraph or electric light pole, or to or on any tree or shrub in any park, public street, alley, parkway or sidewalk any sign, poster, or advertisement of any kind without first obtaining written approval of the city council to do so. Nothing in this section shall be construed as to prohibit the posting of official signs by any department of the city, county, state or federal government, or to the posting of legal notices in the place or manner prescribed by law. (Ord. 822 §1, 1989; Ord. 963 §36, 1995)</p>	
Temple City	<p>Land Use:</p> <p>Goal LU 2: Land Use Mix. A complete community that is balanced with places for living, working, shopping, recreation, education, and arts and culture that reflect Temple City’s history, tradition, and diversity.</p> <p>LU 2.1 Complete Community. Allow for the development of uses contributing a complete and self-sustaining community, containing a mix of uses that minimize the</p>	<p>Municipal codes applicable to aesthetic resources within the Plan Area can be found in Title 9 Article F (Signs).</p> <p>Title 9 Article F (Signs) was established for the purpose of protecting and enhancing the aesthetic qualities that define and distinguish Temple City, protecting public safety and general welfare, assisting property and business owners and business tenants to benefit from their investments, and promoting economic development and</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>need for residents to travel outside of the City for retail goods and services, employment, entertainment, and recreation.</p> <p>LU 2.7 Places for Recreation and Celebration. Provide parks, open spaces, venues for community events, and similar uses enabling residents to participate in healthy lifestyles and celebrate the community.</p> <p>LU 3.6 Pedestrian-Active Districts. Maintain a robust network of streetscape and pedestrian amenities within the downtown core and mixed-use and commercial centers supporting pedestrian activity and enhancing walkability.</p> <p>LU 4.1 Development Compatibility. Require that development is located and designed to assure compatibility among land uses, addressing such elements as building orientation and setbacks, buffering, visibility and privacy, automobile and truck access, impacts of noise and lighting, landscape quality, and aesthetics.</p> <p>LU 4.7 Development that is Compatible. Require that development demonstrates a contextual relationship with neighboring structures and sites addressing such elements as building scale, massing, orientation, setbacks, buffering, arrangement of shared and private open spaces, visibility, privacy, automobile and truck access, impacts of noise and lighting, landscape quality, infrastructure, and aesthetics.</p> <p>Natural Resources:</p> <p>Goal NR 5: Conservation and Protection. Conserve, protect, and enhance Temple City’s natural environment.</p> <p>NR 5.1 A Greener City. Maintain and protect the City’s urban forest which provides shade and avian habitat, sequesters carbon monoxide emissions, and supports pedestrian activity.</p> <p>NR 5.2 Tree Preservation. Encourage the on-site preservation or off-site relocation of all mature and native trees in good health in all new development or renovation projects, as feasible.</p> <p>NR 5.4 Landscaping. Require landscaping that minimizes the need for herbicides and pesticides and provides food, water, habitat, and nesting sites for birds and other beneficial insects that help maintain the environmental resources and restore the larger ecosystem.</p> <p>NR 5.5 Native Plant Use. Require the use of native and drought tolerant plant materials, including native tree species, in public and private landscaping and revegetation projects.</p> <p>Community Services:</p> <p>CS 8.9 Vacant and/or Underutilized Property. Develop a strategy to acquire, activate, or program vacant and/or underutilized property within Temple City to expand recreation and open space opportunities, while also improving the aesthetics and urban form of the community.</p> <p>CS 8.11 Sustainable Parks. Require that new parks are designed and existing parks are retrofitted over time to incorporate sustainable development and landscape practices that reduce water and energy consumption.</p> <p>CS 8.12 Physical Activity. Ensure that Temple City’s recreation and open space areas provide opportunities for residents of all ages, abilities, and incomes to achieve recommended levels of daily physical activity.</p> <p>Goal CS 10: Trails. An accessible and connected trail system that provides recreational opportunities throughout Temple City.</p>	<p>investments through enhanced aesthetic appeal, proper sign regulations are an important governmental interest. Specific rules and regulations include the following;</p> <p>A. Compliance Required: No person shall erect, re-erect, construct, maintain, enlarge, alter, change copy, repair, move, improve, remove, convert, or equip any sign or sign structure, or paint a new wall mural in the city, or cause or permit the same to be done, contrary to, or in violation of, any provision of this article.</p> <p>B. Interpretations by Director: Interpretations of the requirements of this article shall be exercised considering the city’s content neutrality policy. Where a particular type of sign is proposed in a permit application, and the type is neither expressly allowed nor prohibited by this article, or whenever a sign does not qualify as a “structure” as defined in the California Building Code, then the director shall approve, conditionally approve, or deny the application based on the most similar sign type that is expressly regulated by this article.</p> <p>C. Content Neutrality: It is the city’s policy to regulate signs in a constitutional manner that is content neutral with respect to both noncommercial and commercial messages. For the purposes of this article, a content-neutral regulation is a so-called “time, place, or manner” regulation, which, as the name suggests, does no more than place limits on when, where, and how a message may be displayed or conveyed.</p> <p>D. Message Substitution: Signs authorized by this article can carry noncommercial messages in lieu of any other commercial or noncommercial messages. Substitution of messages may be made without an additional permitting process. This provision prevails over any more specific provision to the contrary within this article. The purpose of this provision is to prevent an inadvertent favoring of commercial speech over noncommercial speech, or favoring of any noncommercial message over any other noncommercial message. This provision does not create a right to increase the total amount of signs or allowable sign area on a parcel, nor does it affect the requirement that a sign structure or mounting device be properly constructed.</p> <p>E. Rules for Design and Installation Aspects of Signs: Rules and regulations concerning the design and installation aspects of signs, (e.g., number, type, location, size, height, illumination, spacing orientation, etc.) stand enforceable.</p> <p>F. Address Signs: Address signs, 12 inches high or less, do not count toward the maximum allowable sign area and are required to comply with Title 3 (Public Safety).</p> <p>G. Property Owner’s Consent Required: Signs shall not be displayed without the expressed written consent of the legal owner of the property or authorized representative of the property on which the sign is mounted or displayed. For purposes of this regulation, “owner” means the holder of the legal title to the property and all parties and persons holding a present right to possession, control, or use of the property.</p> <p>H. Off-Site Commercial Sign Regulation: The city clearly and completely prohibits the construction, erection, or use of off-site signs displaying off-site commercial messages (i.e., billboards), other than those that legally exist in the city, or for which a valid permit has been issued and has not yet expired, as of the date on which this provision was first adopted. The city adopts this regulation in compliance with California Government Code Section 65850, California Business and Professions Code Sections 5354(a) and 5408.3 (both effective January 1, 2003). Permits shall not be issued for off-site signs displaying off-site commercial messages that violate this regulation, and the city will take immediate abatement action against such signs constructed or maintained in violation of this regulation. The council affirmatively declares that it</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>CS 10.1 Connections. Connect residential neighborhoods, schools, recreational and open space areas, and key commercial and activity centers to the extent feasible, with trails, walking paths, and bikeways.</p> <p>CS 10.2 Safe Trails. Ensure that trails are safe, well-marked, and well lit.</p> <p>CS 10.3 Linear Park/Greenbelt. Strive towards the development of a linear park/greenbelt system that includes trails along the Eaton Wash and Arcadia Wash that is linked with neighborhoods, recreation and open spaces, and adjoining communities.</p> <p>CS 10.4 Regional Trail System. Cooperate and collaborate with adjacent jurisdictions in developing a regional trail system.</p>	<p>would have adopted this regulation even if it were the only provision in this article. The council intends for this off-site sign regulation to be severable and separately enforceable even if other provisions of this article may be declared, by a court of competent jurisdiction, to be unconstitutional, invalid, or unenforceable. This provision does not prohibit agreements to relocate existing, legal off-site signs, as encouraged by California Business and Professions Code Section 5412. (Ord. 19-1036; amd. Ord. 22-1060)</p>	
West Covina	<p>Our Natural Community:</p> <p>Goal: To live in balance with our natural environment by preserving the existing open spaces, improving the quality of natural resources, and greater access to open space.</p> <p>Policy P1.1: Promote alternative transportation modes like walking, biking, and transit that reduce emissions related to vehicular travel.</p> <p>Policy P1.5: Where appropriate, new development shall minimize impervious area, minimize runoff and pollution, and incorporate best management practices.</p> <p>Policy P1.6: Preserve, conserve, and add to public open space.</p> <p>Policy P1.9: During the review of public and private development projects, analyze potential impacts to views of natural areas from public streets, parks, trails, and community facilities.</p> <p>Policy P1.10: To preserve nighttime views within and immediately adjacent to single family residential zones, require property owners within and directly adjacent to these zones to utilize shielding and directional lighting methods to direct lighting away from adjoining properties.</p> <p>Policy P1.11: Adopt development standards that prevent glare and light trespass and assess the impact of outdoor lighting during the development review process.</p> <p>Our Prosperous Community:</p> <p>Policy P2.3: Focus new growth in the Downtown Area to create vibrancy and invest in key public improvements.</p> <p>Action A2.3a: Invest in infrastructure and improve the public realm.</p> <p>A cohesive “sense of place” and aesthetic appeal is increasingly important to a broad range of demographics and implementing public realm improvements will be essential to capturing new development. West Covina should prioritize realizing the improvements identified in the General Plan update during regular streetscape upgrades, as well as investing in targeted improvements. In addition to streetscape, signage, and lighting improvements, the City should consider aesthetic improvements to the Walnut Creek Wash in partnership with County and other regional partners. The improved Wash can become a recreational and leisure hub for residents and visitors. The City should create a targeted downtown infrastructure implementation plan as part of the City’s capital development and public works plan, and prioritize investments based available resources.</p> <p>Our Well Planned Community:</p>	<p>Municipal codes applicable to aesthetic resources within the Plan Area can be found in Article XIII (Overlay Zones), Article VII (Signs), and Article X (Nonresidential Zones).</p> <p>Article XIII (Overlay Zones) Division 2 regarding Hillside zones establishes standards for undeveloped land designated as being within the hillside overlay zone. Guiding principles and standards are set forth to accomplish the following:</p> <ul style="list-style-type: none">a. To assure the orderly development of hillside areas.b. To achieve land use densities that are in conformance with the general plan; however, the uniformity of these densities will be modified by, (1) prohibiting development on excessively steep slopes and (2) permitting "density transfers" in order to achieve specific economic, energy, environmental and aesthetic objectives.c. To promote a development pattern that balances economics with environmental concerns, and private property rights with the public interest.d. To assure land planning and development patterns that take into account the cost-benefits of alternative designs upon city services and fiscal resources.e. To assure development patterns that will minimize the utilization of the critically scarce resources, water and energy.f. To encourage hillside development that will leave a residual amount and pattern of undeveloped land, so as to form the nucleus of a viable open space system in the San Jose Hills.g. To assure the placement of hillside development so that the open space will coincide with areas of critical environmental concern and/or recreational opportunity.h. To assure that well-designed residential development occurs, that is compatible with the site and the adjacent hillsides.i. To assure that hillside development demonstrates a concern for the view of the hills as well as the view from the hills so as to retain the sense of identity and image that these hill areas impart to the city and its environs.j. To assure that streets, public utilities and facilities are designed and constructed in an orderly, well-managed, planned manner; with each development taking into consideration its impact on existing and future development in the area. <p>(Code 1960, § 11202.01; Ord. No. 1333, § 1, 4-25-77; Ord. No. 1358, § 1, 10-24-77)</p> <p>Article VII (Signs) establishes appropriate sign regulations to protect the public health, safety, and welfare of the community. The following regulations must be adhered to:</p> <ul style="list-style-type: none">a. Protect and enhance the positive image of the city and its property values, preserve and advance the quality of life for residents of the city, and provide a pleasing aesthetic setting for those who reside in and visit the city.	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy P3.3: New growth will complete, enhance, and reinforce the form and character of the unique West Covina neighborhoods, districts, and corridors.</p> <p>Our Accessible Community:</p> <p>Goal: To provide safe access for all users – pedestrians, cyclists, public transit users, and motorists – of all ages and abilities. Design streets that consider both the existing and future context of transportation and land use and seek to be in harmony with the adjacent area’s history, environmental resources, and overall aesthetic.</p> <p>Policy P4.5: Work to eliminate barriers to pedestrian and bicycle travel.</p> <p>Our Active Community:</p> <p>Policy P8.1: Encourage the distribution of a variety of park types and sizes throughout the City.</p> <p>Policy P8.2: Encourage the development of non-traditional park types, including green belts, linear parks, urban trails, and pocket parks.</p>	<div><div><div>b.</div><div>Promote the use of signs that create a high quality visual environment and that are complimentary in scale and proportion with surrounding buildings and harmonious with surrounding neighborhoods.</div></div><div><div>c.</div><div>Ensure that signs do not proliferate to the extent that they create confusion and visually dominate the setting in which they are located.</div></div><div><div>d.</div><div>Provide for the welfare of the local business community and the economic welfare of the overall community by providing reasonable opportunities for the identification of businesses and the goods and services that they offer.</div></div><div><div>e.</div><div>Ensure that signs are designed and located so as to not create a hazard to the safety and movement of vehicles and pedestrians.</div></div><div><div>f.</div><div>Facilitate the provision of more housing to both current and prospective residents desiring to reside in the city, by enabling sellers and lessors of a variety of housing types, including low-income, multi-family, single-family, and otherwise, to reach buyers and renters more effectively, thereby increasing the opportunities for citizens to find appropriate new and existing real estate for lease or sale.</div></div></div> <p>(Ord. No. 1981, § 2, 12-17-96; Ord. No. 2332, § 1, 3-6-18)</p> <p>Article X (Nonresidential Zones) Division 3, Development Standards, establishes the design standards for development in nonresidential zones.</p> <p>Section 26-567 (Precise Plan of Design)</p> <p>A precise plan of design will be required as specified in article VI, division 2 of this chapter, with particular attention given to compatibility with adjacent residential and commercial zoning and uses, and must be approved prior to development. In addition, all municipal parks and recreational areas shall be developed in a manner consistent with the adopted specific plans of design for parks contained in the city's adopted environmental quality element. Such precise plans of design shall conform to planning commission resolution No. 567.</p> <p>(Code 1960, § 10904.01; Ord. No. 1333, § 1, 4-25-77; Ord. No. 2204, § 3(Exh. A), 2-16-10)</p> <p>Section 26-570 (Lighting)</p> <div><div><div>a.</div><div>All lighting of the building, landscaping, parking lot or similar facilities other than exposed neon shall be so hooded and directed as to reflect away from adjoining properties.</div></div><div><div>b.</div><div>All luminaries shall be designed and placed to complement the development. Luminaries attached to a building shall be concealed, wall-mounted or recessed fixtures.</div></div><div><div>c.</div><div>Security lighting fixtures are not to be substituted for parking lot or walkway lighting fixtures and are restricted to lighting loading and storage areas, and similar service locations.</div></div><div><div>d.</div><div>Exposed tube architectural lighting shall not constitute undue glare or nuisance to adjoining street and properties.</div></div><div><div>e.</div><div>Neon architectural lighting shall be limited to thirty (30) milliamps, except that a planning director's modification may be granted for unusual installations requiring amperage higher than thirty (30) milliamps in order to achieve brightness comparable to that which is ordinarily achievable with thirty (30) milliamps.</div></div><div><div>f.</div><div>Exposed neon architectural lighting shall be subject to approval by the planning commission as a part of the precise plan of design as required by Article VI, Divisions 1 and 2 of this chapter. A precise plan shall be required</div></div></div>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>where no precise plan exists, for structures built prior to the precise plan requirement in the Municipal Code (Article VI, Division 2, section 26-226).</p> <p>g. Neon architectural lighting shall be approved pursuant to the Municipal Code requirements for neon signs in Chapter 26, Article VII (signs), and Chapter 7, Article IX (signs).</p> <p>(Code 1960, § 10904.04; Ord. No. 1333, § 1, 4-25-77; Ord. No. 1768, § 5, 2-22-88; Ord. No. 2030, § 4, 4-20-99; Ord. No. 2204, § 3(Exh. A), 2-16-10)</p>	

3.1.3 Impact Assessment

3.1.3.1 Significance Criteria

Appendix G of the State CEQA guidelines was reviewed to determine if the Plan would result in significant impacts related to aesthetics. These guidelines serve as the threshold of significance for determining impacts to aesthetic resources and consider if the Plan would:

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

3.1.3.2 Methodology

Analysis of potential impacts on the aesthetic, scenic, and visual environment was conducted using a viewshed approach where a three-mile limit (i.e., the general extent of the human eyes line of sight, per Doerry 2013) was considered around the Plan Area. This approach allows for the assessment of both nearby/localized visual impacts as well as how the Project would contrast or blend in with the existing scenic environment. Contextual factors such as form, color, height, and lighting were considered in assessing the compatibility of a proposed facility with the existing urbanized and developed environment.

3.1.3.3 Plan Impacts

3.1.3.3.1 1(a) Have a substantial adverse effect on a scenic vista?

3.1.3.3.1.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Stormwater Management

Construction

Less than Significant with Mitigation. A substantial adverse effect on scenic vistas can occur when the visible scenic landscape is altered or when a new contrasting object or structure is introduced that blocks or obscures a scenic vista from a public location. A scenic vista can be defined as any view of a beautiful landscape. Given the range of potential areas encapsulated in the Plan Area, there is the potential for an individual project to include or be adjacent to a scenic vista, including but not limited to open spaces, undeveloped hillsides, and ridgelines that provide beneficial aesthetic qualities to the existing environment. These existing scenic vistas may be impacted by the alteration of the landscape or the construction of a feature that may obstruct the vista. Some municipalities note in their general plan that no scenic vistas have been officially designated (e.g., City of Covina, City of Pomona, City of

Rosemead, La Puente); however, lack of official designation does not mean that a scenic vista does not exist in the Plan Area.

Construction of the greenway paths and amenities, pocket parks and greenspaces, and stormwater management facilities would typically result in new or newly configured greenspaces in the parcels affected. Construction would involve ground disturbance, construction equipment operation, stockpiling of materials, views of incomplete structures, and worker activities that would contrast with the aesthetic character of a site. Equipment could include excavators, dump trucks, backhoes, pavers, loaders, cranes, water trucks, and utility trucks. Construction would occur during normal business hours (e.g., Monday through Friday with 8-hr workdays). Staging areas would be located primarily in the District ROW. Construction equipment is likely to remain on-site during non-construction hours. Construction equipment and activities may be visible from certain distances or angles from informal scenic views.

These conditions would be present for the duration of the construction period and would temporarily impact scenic vistas if located within the viewshed of a designated area. Construction activities could also result in an adverse impact to the views from nearby residents and people on the District ROW and adjacent parcels where a project may be located. The larger and more complex the proposed project is, the greater the potential impacts to visual resources. Implementation of **MM AES-1: Install Construction Fencing for Visual Screening and Security for Construction Lasting Longer than 30 Days** would reduce visual impacts of construction areas using screening/fencing. While temporary and limited to the construction phase, substantial adverse impacts to scenic vistas and viewsheds may occur.

Operation

Less than Significant. Many of the Project components would be low in profile or small in scale (e.g., fencing, gates, seating, benches, bike parking, signage, public art, trash receptacles, water stations), and some would be moderate in size (e.g., restrooms, shade structures). As the pathways would be constructed along existing stormwater channels, the existence of greenways in the District ROW would not create a new significant linear feature from a scenic vista. Pathways and amenities, such as shade structure, public art, or seating, as well as features such as pocket parks and greenspaces and stormwater management facilities would likely be considered as improved views of the District ROW from existing scenic vistas due to their integration of plants and other visually appealing features. Further, all proposed features, art, signage, and structures would be subject to the applicable municipal code(s) for aesthetics and visual environment; therefore, operational impacts to scenic vistas and views would be less than significant.

Mitigation Measures

MM AES-1: Install Construction Fencing for Visual Screening and Security for Construction Lasting Longer than 30 Days. For construction projects lasting greater than 30 days, the project proponent shall require contractors to 1) install neutral color (e.g., green, brown, black, white, tan, navy) perimeter fencing of a minimum height of six feet around construction areas to screen and provide security to pedestrians and other people with a view of the site to reduce views of construction staging areas, grading, and site disturbance.

Significance After Mitigation

For construction impacts, implementation of **MM AES-1: Install Construction Fencing for Visual Screening and Security for Construction Lasting Longer than 30 Days** would screen construction equipment and activities from scenic vistas/views and the views of nearby residents and commuters, such that construction vehicles, excavation activity or stockpiles are less visible, and construction sites are more likely to blend into the surrounding views. The construction sites would still stand out to nearby viewers, but the developed nature of the area and District ROW would allow for the screened construction areas to blend in with the surrounding aesthetic environment, reducing the potentially significant impacts to less than significant levels.

Operational impacts would be less than significant. No mitigation is required.

3.1.3.3.1.2 Greenway Paths and Greenway Amenities + Safe Crossings

Construction

Less than Significant with Mitigation. Impacts associated with construction of greenway paths would occur as described above. The inclusion of safe crossings in an individual project design would result in additional potential impacts to visual resources as this project component would be more readily visible to visual receptors and could be located along public roadways and could include new bridges crossing existing channels. While all construction would be temporary and many projects would be short in duration, disturbance to scenic vistas could vary in intensity as well as the length of time necessary to complete a project, particularly for larger crossings, such as pedestrian bridges. Implementation of **MM AES-1: Install Construction Fencing for Visual Screening and Security for Construction Lasting Longer than 30 Days** would reduce visual impacts of construction areas using screening/fencing. This could result in a significant adverse effect to a scenic vista. Construction activities could also result in an adverse impact to the views from nearby residents and commuters along the District ROW where a project may be located. While temporary and limited to the construction phase, potentially significant impacts to scenic vistas and viewsheds may occur.

Operations

Less than Significant. As the pathways would be constructed along existing stormwater channels, the existence of greenways in the ROW would not create a new significant linear feature from a scenic vista. Safe crossings would permanently alter the aesthetic of existing roads and channels by introducing pedestrian-friendly safety features such as pedestrian bridges or ramps crossing the channels, crosswalk signage, and safety signals. While the majority of project upgrades will be to existing roadways, new bridges that span the existing channels (up to 400 feet in length) may also be constructed under the Plan to improve access throughout the Plan Area. These bridges would be developed over the existing stormwater channels, an entirely developed project area. Due to the highly urbanized nature of the Plan Area, these alterations to road structure and design would blend in with the surrounding urbanized environment and have less than significant impacts to scenic vistas.

Mitigation Measures

MM AES-1: Install Construction Fencing for Visual Screening and Security for Construction Lasting Longer than 30 Days.

Significance After Mitigation

It may not be possible to use construction fencing entirely around an active bridge development site. Construction equipment and activities may be visible during bridge construction, but fencing would be used to the greatest extent feasible to minimize aesthetic impacts. The construction sites would still stand out to nearby viewers, but the developed nature of the area and District ROW would allow for the screened construction areas to blend in with the surrounding aesthetic environment, reducing the potentially significant impacts to less than significant levels.

Operational impacts would be less than significant. No mitigation is required.

3.1.3.3.2 1(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

3.1.3.3.2.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less Than Significant. Approximately three miles with clean line-of-sight is considered the visible extent of the human eye; therefore, anything beyond three miles is considered outside of the visible zone (Doerry 2013). As observed in Figure 3.1-1, the Plan Area does not include any designated state scenic highways; no designed scenic highways are within three miles of the Plan Area; and the Plan Area is not visible from any state scenic highways. Accordingly, any proposed projects greater than three miles from a scenic highway would not result in the damage of any scenic resources, such as trees, rock outcroppings, or historic buildings that are located within or along a state scenic highway. Therefore, potential impacts to scenic resources within a state scenic highway zone would be less than significant.

Operations

Less than Significant. Operation of the greenway and amenities and any other Plan component would not substantially damage natural features, such as trees, rock outcroppings, and historic buildings. For those proposed greenways and Plan components located within visual zone of any scenic highways, these new permanent features would serve as a long-term beneficial impact to the surrounding highly urbanized scenic area as viewed from scenic highways. Therefore, potential operational impacts to scenic resources within a state scenic highway zone would be less than significant.

Mitigation Measures

Potential impacts to natural features and resources within a state scenic highway zone would be less than significant, and no mitigation is required.

Significance After Mitigation

Construction and operational impacts would be less than significant. No mitigation is required.

3.1.3.3.3 1(c) In nonurbanized 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). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

3.1.3.3.3.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Significant and Unavoidable. There are no nonurbanized areas in the Plan Area. Greenway paths and amenities, pocket parks and greenspaces, safe crossings, and stormwater management would be constructed within the District ROW and on adjacent parcels and would be designed, constructed, and implemented following the *Design Guidelines and Standards*, which are compatible with the General Plan and subject to the applicable municipal zoning, codes, and other relevant County regulations. However, the potential exists that construction of future projects in accordance with the *Design Guidelines and Standards* may still conflict with the specific zoning and regulations of an incorporated city within the Plan Area in which the project is located. Therefore, impacts would be significant and unavoidable.

Operations

Significant and Unavoidable. The Plan Area is within urbanized or industrial areas of the SGV. One objective of the Plan is to facilitate the development of more greenspace and natural features within existing urbanized areas. The Plan, therefore, does not seek to degrade a site's existing visual character or quality, but rather enhance it. The *Design Guidelines and Standards* were prepared to support the development of specific design and technical solutions for future greenway projects to be implemented under the Plan. The overall goal is to build compatible projects that provide a secure and uniform visual identity and user experience across the Plan Area. This uniform visual identity is crucial to ensuring that future projects will not conflict with applicable zoning and other regulations governing scenic quality to the extent feasible. Design priorities required by the *Design Guidelines and Standards* intentionally incorporate community values and priorities identified through the community engagement process described in the Plan. Bikeway and multi-use greenways design criteria are described in detail in Sections 4-8 of the *Design Guidelines and Standards*. These details include descriptions of alignment, horizontal clearance, surface types, and other aspects of design that contribute to the ultimate aesthetic. In addition, the potential effects of construction and installation of the stormwater management features included in the Plan on visual character were evaluated in detail in the Los Angeles County EWMP PEIR (2015) and are incorporated by reference herein. As described in Section 3.1 of the EWMP PEIR, aboveground stormwater management features such as bioswales and constructed wetlands could result in adverse effects to aesthetics if not properly maintained. As stated, "[p]oorly maintained BMPs, such as wet ponds or constructed wetlands, may be unsightly as a result of excess algal growth or public littering. Wet ponds and constructed wetlands can also become mosquito-breeding grounds. However, mosquito problems can usually be reduced or eliminated through proper design and/or organic controls such as mosquito-eating fish. Successful design avoids shallow or stagnant water and reduces large areas of periodic drying, which can occur in a dry detention basin. In addition, all BMPs need to have trash and debris removed periodically to prevent odor and preserve

aesthetic values.” Section 11 of the *Design Guidelines and Standards* specifically addresses these potential maintenance issues and specifies design and maintenance requirements to avoid potential vector control issues.

Landscaping guidelines for the greenways and their amenities (e.g., gardens, gateways, greenspaces) are provided in Section 10.10 of the *Design Guidelines and Standards*. Greenway paths would be constructed within the District ROW and would be designed, constructed, and implemented following the *Design Guidelines and Standards*, which are compatible with the General Plan and subject to the applicable but not necessarily with the municipal zoning, codes, and regulations of every city in the Plan Area. Policies relevant to urban design and aesthetics for the many municipalities in the Plan Area are identified in Section 3.1.2, Regulatory Setting. Specific policies pertaining to land use, aesthetics, and scenic quality generally pertain to ensuring compatible uses for all development and ensuring high quality design and architectural elements. Some municipal regulations specifically identify goals of promoting and protecting public spaces, pedestrian and bicycle access and amenities, and increased opportunities for open space and recreation. However, the potential exists that project designs for greenways, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management completed in accordance with the *Design Guidelines and Standards* may still conflict with the specific zoning and regulations of an incorporated city within the Plan Area in which the project is located, resulting in significant and unavoidable impacts to scenic quality.

Mitigation Measures

No mitigation measures that would avoid a significant impact or reduce impacts to less than significant levels have been identified.

Significance After Mitigation

Projects would comply with the *Design Guidelines and Standards*, which ensure compatibility with County rules and regulations. However, projects implemented under the Plan may be implemented by community groups or other private entities anywhere within the Plan Area, including areas under the jurisdiction of incorporated cities. While projects completed by cities or private entities would be required to obtain local land use approvals for individual projects, the County is not subject to permitting requirements and compliance with local jurisdictions; Therefore, potential exists for projects to conflict with local regulations. Accordingly, impacts would be significant and unavoidable.

3.1.3.3.4 1(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

3.1.3.3.4.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant. Construction activities and staging areas for construction of greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management would be located within the District ROW and on adjacent parcels. Any Plan components proposed for construction under the Plan would be in a setting in which there are numerous existing sources of light and glare including safety lighting; nearby rail and road/freeway activity; and nearby residential,

industrial, and commercial buildings on adjacent streets. Construction activities would not produce substantial glare. The contribution of any lights from construction equipment, vehicles, and materials from project construction activities when added to the existing sources of light and glare would not be major, and lighting would only be operated during work hours. Impacts associated with additional illumination would be temporary.

Construction activities are generally expected to occur during daylight hours in eight-hour days, consistent with County and city regulations governing construction. Therefore, construction activities for greenway paths and greenway amenities are unlikely to substantially alter ambient illumination light levels or result in significant light impacts or glare on surrounding land uses. Therefore, construction activities for greenway paths and greenway amenities are unlikely to substantially alter ambient illumination light levels or result in significant light impacts or glare on surrounding land uses and impacts during construction would be less than significant.

Operations

Less Than Significant with Mitigation. Lighting plays an important role in keeping greenways safe and accessible for all. Adjacent parks, gathering spaces, undercrossings, overcrossings, wayfinding signage, call boxes, and other important amenities require attention to lighting with regards to safety and visibility. All greenway and adjacent project area lighting shall be sensitive to greenway users and area residents and habitat.

The SGV is a highly urbanized area. Lighting along the District ROW is from the surrounding surface streets, bridges, parks, buildings, residences, and other developments. Nighttime lighting fluctuates throughout the Plan Area due to motor vehicle headlights, existing streetlights, and building security lights. Existing glare in the surrounding environment is typical of highly urbanized areas, with sunlight reflected off the surfaces of buildings, vehicles, and windows. The channels in the Plan Area feature concrete or natural bottoms and do not contain reflective materials. While highly urbanized, a significant impact would occur if a new substantial source of light/glare is introduced by a project.

The County and local codes and ordinances applicable to light/glare are provided in Section 3.1.2. Section 10.6 of the *Design Guidelines and Standards* provides Plan-specific lighting guidance. Aesthetic guidance for lighting includes the following:

- Select fixtures that have a modern, urban aesthetic free of extraneous decorative elements.
- Acorn light fixtures and light masts are prohibited.
- Integrate lighting into architecture where possible rather than having standalone fixtures.
- Finish for luminaries and pole must be available in a neutral solid metallic gray color matching RAL 9007 or comparable equal.
- Complete lighting study to determine appropriate light levels and fixture types, locations, and heights.
- Install lighting at over/underpasses, intersections, and trailheads for safety.
- Ensure lighting is consistent for all Plan Areas and will not be blocked by growing trees/shrubs and any other obstructions.
- Use light-emitting diode (LED) or more efficient light source.
- Use Dark Sky compliant and BUG rated (backlight, up-light, glare) fixtures. These ratings should be as efficient as possible and eliminate spillover lighting. Fixtures should meet these requirements without adding additional shielding.

- Use downlighting and yellow-spectrum lighting to minimize overall impacts on people, wildlife, and the night sky.
- Provide fixtures that have Illuminating Engineering Society files for illumination measured in lumens (bulb strength depending on pole height) and footcandles (light falling on a surface determined by lighting designer).
- Engineer poles and footings to withstand all project loads, including but not limited to, wind loads.
- Luminaire housing to be IP66 suitable for damp locations.
- Require UL listed products.
- Require manufacturers with an established history of light fixture production.
- Snap together assembly or comparable system for ease of installation.
- Use fixtures that can host other uses including emergency call boxes, banners, and signs.
- Use products supported with complete engineering drawings and patents.
- Energy Use and Maintenance
- Use solar powered light fixtures.
- Use fixtures made with recycled content as much as possible.
- Ensure fixtures have LED cartridges that are easily replaced.

Additional guidance for wildlife and habitat areas is also provided in the Design Guidelines and Standards:

- Use only what fixtures are needed, and the warmest color temperature possible to provide safety and egress.
- Do not over-light or make lights unnecessarily bright.
- Provide fixtures and controls capable of dimming or shutting off lighting when occupancy loads are low (example: dimmable driver and occupancy sensor).
- Color rendering should be at least 80 CRI.
- Avoid light bollards where possible.
- Use as few fixtures as possible. Fixtures should be low-level lighting. Avoid tall poles where possible.
- Use the warmest color temperature possible, no more than 2200K as a maximum. Consider other measures that impact wildlife when selecting an appropriate fixture, such as the light spectrum emitted.
- Transition to a warm color temperature in gradual steps if moving from a street or path of egress to a habitat area.
- Provide fixtures and controls capable of shutting off lighting on a timer, such as when a park is closed, to limit the duration of lighting to the absolute minimum period possible.
- No CRI level is required. Light should be as amber as possible.

Sample fixtures that may meet requirements include Landscape Forms RAMA, Landscape Forms Torres, and Hess Linea. BEGA also carries low-level lighting fixtures that may meet requirements for lighting wildlife habitat areas.

The design, construction, and operations of greenways and other Plan components would follow the *Design Guidelines and Standards*, as described above, including lighting standards meant to minimize lighting and glare impacts that could affect day or nighttime views in the Plan Area. Although greenway paths and other Plan components would be implemented within the Plan Area, light or glare generated in the ROW and adjacent parcels would be visible from outside of the Plan Area. Proposed lighting would be limited to dispersed and few sources of light, such as spaced post lamps and security/safety lighting. These types of new lighting sources would not constitute a significant new source and are anticipated to blend into the existing developed and urbanized environment. However, depending on

location relative to the location of other designated open spaces or residential areas, individual projects may conflict with the lighting code and policies of the individual incorporated cities in which they are located, which could result in the introduction of a new source of lighting that may cause a potentially significant impact. Implementation of **MM AES-2: Develop and Submit Lighting Plan** would reduce visual impacts from lighting by gaining approval of lighting options prior to project finalization.

Mitigation Measures

MM AES-2: Develop and Submit Lighting Plan. The project proponent shall develop a lighting plan consistent with the lighting code and policies of the municipality in which the project is located.

Significance After Mitigation

Construction impacts would be less than significant. No mitigation is required.

While project lighting is not anticipated to represent a new significant source of lighting, **MM AES-2: Develop and Submit Lighting Plan** would ensure that the project lighting plan adheres to local codes, plans, policies and would provide the municipality the discretion in allowing new sources of light. This measure would ensure that residual impacts during operation are less than significant after mitigation.

3.1.3.4 Impacts of Conceptual Designs

This section discusses potential impacts from the 10 conceptual designs discussed in Section 2.4.

3.1.3.4.1 1(a) Have a substantial adverse effect on a scenic vista?

Construction

Less than Significant with Mitigation. The components proposed for all 10 conceptual designs are within the maximum extent limits as described for the Plan in Section 2. Further, based on the example locations for each of the conceptual designs, no scenic vistas are located within close proximity of the example sites from which the construction of any of the conceptual designs would be visible (if implemented in the future by a project proponent). Further, with implementation of **MM AES-1: Install Construction Fencing for Visual Screening and Security for Construction Lasting Longer than 30 Days**, as described in Section 3.1.3.1.1, Impacts 1(a) for the Plan, any impacts to visual setting from construction activity would be minimized to less than significant levels. Therefore, none of the 10 conceptual design examples would result in any impacts to scenic vistas not previously described for the Plan in Section 3.1.3.1.1, and none of the 10 conceptual designs would result in impacts of greater severity than described for the Plan. No additional mitigation measures would be required. Construction impacts from the 10 conceptual design projects would be less than significant with mitigation **MM AES-1: Install Construction Fencing for Visual Screening and Security for Construction Lasting Longer than 30 Days**.

Operations

Less than Significant. Because all of the 10 conceptual designs are within the maximum extent limits as described for the Plan in Section 2, the 10 conceptual designs would have less than significant and potentially beneficial impact to scenic vistas as described previously under Plan Impacts.

3.1.3.4.2 1(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Construction

Less than Significant. As described in Section 3.1.3.3, Impacts 1(b) for the Plan, any projects located greater than three miles from a state scenic highway would not be visible from the scenic highway and therefore would result in no impacts to scenic resources within a state scenic highway. As described in Table 3.1-3, several of the conceptual design project examples are greater than three miles from the nearest scenic highway and therefore, no impacts would occur. There would be no additional impacts not already addressed in Section 3.1.3.3, Impacts 1(b) for the Plan, and no impacts of greater severity than described in Section 3.1.3.3, Plan Impacts 1(b). For the other conceptual design projects, the example locations are under three miles from Highway 210, San Gabriel Canyon Highway, or State Highway 57, and construction activities could be visible to motorist traveling on the highway. However, there would be no additional impacts or impacts of greater severity than as described in Section 3.1.3.3, Plan Impacts 1(b). No additional mitigation measures are required.

Operations

Less than Significant. Following construction, operation of the conceptual design projects at each of these example locations would contribute beneficially to the scenic resources along nearby scenic resources. Operation of the conceptual design projects would not substantially damage natural features, such as trees, rock outcroppings, and historic buildings. Brief descriptions providing greater details of this analysis for each example site are provided in the table below. As indicated in each of the descriptions, none of the conceptual design examples introduce any components not previously considered within the Plan and therefore, would not result in any new impacts or more severe impacts than as described for the Plan.

Table 3.1-3. Analysis of Construction and Operations Impacts to Scenic Resources Visible from State Scenic Highways from Conceptual Design

Conceptual Design Project	1(b). Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i>	No Impact. Route 110 (federal byway) is the closest scenic route at approximately four miles to the northwest of the site, putting the site outside of the visible zone of the Scenic Highway. Accordingly, the proposed activities would not result in the damage of any scenic resources, such as trees, rock outcroppings, or historic buildings that are located within or along a state scenic highway. Thus, there would be no impact as a result of either construction activities or long-term operation of the proposed facilities, if this conceptual design project was to be implemented in the future by a project proponent.
Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i>	Less Than Significant. Route 210 (eligible state scenic highway) is the closest scenic route to the location identified for this proposed conceptual project design and is approximately two miles to the northeast of the site. Based on the conceptual design example for this site, the conceptual project would not require the removal or damage of any scenic resources along or adjacent to the scenic highway; however, if this conceptual project were to be implemented by a project proponent in the future, the construction activities would potentially be visible by motorists traveling along Route 210. This would be considered a short-term but less than significant impact because no

Conceptual Design Project	1(b). Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
	<p>physical damage would occur to natural features or historic buildings visible from Route 210.</p> <p>In addition, if this conceptual project were to be implemented in the future, the long-term operation of the proposed greenway and other facilities would expand open spaces, incorporate two gateway parks, and add stormwater BMPs to Puente Avenue via a green street, which could serve as a long-term beneficial feature of the surrounding scenic area as viewed from the eligible state scenic highway. Therefore, potential impacts would be less than significant.</p>
<p>Eaton Wash Greenway at Spreading Ground Site <i>City of Pasadena</i></p>	<p>Less Than Significant. Route 110 is the closest scenic route to the location identified for this proposed conceptual project design and is approximately two miles west of the site. Based on the conceptual design example for this site, the conceptual project would not require the removal or damage of any scenic resources along or adjacent to the scenic highway; however, if this conceptual project were to be implemented by a project proponent in the future, the construction activities would potentially be visible by motorists traveling along Route 110. This would be considered a short-term but less than significant impact because no physical damage would occur to natural features or historic buildings visible from Route 110.</p> <p>In addition, if this conceptual project were to be implemented in the future, the long-term operation of the proposed greenway and other facilities would permanently alter the scenery from a large spreading ground to a new park ribbon around the spreading basin for pedestrians, studies, nature enthusiasts, and cyclists to enjoy as well as feature amenities (e.g., shade) and stormwater management facilities. This could serve as a long-term beneficial feature of the surrounding scenic area as viewed from the state scenic highway.</p>
<p>Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i></p>	<p>Less Than Significant. Route 110 is the closest scenic route to the location identified for this proposed conceptual project design and is approximately two miles west of the site. Based on the conceptual design example for this site, the conceptual project would not require the removal or damage of any scenic resources along or adjacent to the scenic highway; however, if this conceptual project were to be implemented by a project proponent in the future, the construction activities would potentially be visible by motorists traveling along Route 110. This would be considered a short-term but less than significant impact because no physical damage would occur to natural features or historic buildings visible from Route 110.</p> <p>In addition, if this conceptual project were to be implemented in the future, the long-term operation of the proposed greenway, safe crossing, and other facilities would permanently alter the scenery to include greenspaces and possibly stormwater management facilities. This could serve as a long-term beneficial feature of the surrounding scenic area as viewed from the state scenic highway.</p>
<p>San Dimas Wash at Arrow High School <i>City of Glendora</i></p>	<p>Less Than Significant. Route 210 (eligible state scenic highway) is the closest scenic route to the location identified for this proposed conceptual project design and is approximately two miles to the west of the site. Based on the conceptual design example for this site, the conceptual project would not require the removal or damage of any scenic resources along or adjacent to the scenic highway; however, if this conceptual project were to be implemented by a project proponent in the future, the construction activities would potentially be visible by motorists traveling along Route 210. This would be considered a short-term but less than significant impact because no</p>

Conceptual Design Project	1(b). Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
	<p>physical damage would occur to natural features or historic buildings visible from Route 210.</p> <p>In addition, if this conceptual project were to be implemented in the future, the long-term operation of the proposed greenway, safe crossing in front of Arrow High School, potential creations of an education amenity within the school yard itself, further enhancement of the existing San Dimas Wash Urban Trail, modification of the existing pocket park, improved security by means of lighting and visibility improvements, and optional new pocket parks, native gardens, art displays, and bike fix station could serve as a long-term beneficial feature of the surrounding scenic area as viewed from the eligible state scenic highway.</p>
<p>San Dimas Wash at Hollenbeck Park <i>City of Covina</i></p>	<p>Less Than Significant. Route 210 (eligible state scenic highway) is the closest scenic route to the location identified for this proposed conceptual project design and is approximately one mile to the north of the site. Based on the conceptual design example for this site, the conceptual project would not require the removal or damage of any scenic resources along or adjacent to the scenic highway; however, if this conceptual project were to be implemented by a project proponent in the future, the construction activities would potentially be visible by motorists traveling along Route 210. This would be considered a short-term but less than significant impact because no physical damage would occur to natural features or historic buildings visible from Route 210.</p> <p>In addition, if this conceptual project were to be implemented in the future, the long-term operation of the proposed greenway, pocket parks, outdoor classrooms, small community garden plots, or rest areas with seating or shade, and possibly stormwater BMPs could serve as a long-term beneficial feature of the surrounding scenic area as viewed from the state scenic highway.</p>
<p>San Jose Creek at Pocket Park <i>City of Industry and the unincorporated LA County community of Avocado Heights</i></p>	<p>No Impact. Route 90 is the closest scenic route at more than five miles to the east of the site, putting it outside of the visible zone of the scenic highway. Accordingly, the proposed activities would not result in the damage of any scenic resources, such as trees, rock outcroppings, or historic buildings that are located within or along a state scenic highway. Thus, there would be no impact as a result of either construction activities or long-term operation of the proposed facilities, if this conceptual design project were to be implemented in the future by a project proponent.</p>
<p>Thompson Creek at the Fairplex <i>Cities of Pomona, La Verne, and Claremont</i></p>	<p>No Impact. Route 210 is the closest scenic highway at more than five miles to the west of the conceptual design site, putting it outside of the visible zone of the scenic highway. Accordingly, the proposed activities would not result in the damage of any scenic resources, such as trees, rock outcroppings, or historic buildings that are located within or along a state scenic highway. Thus, there would be no impact as a result of either construction activities or long-term operation of the proposed facilities, if this conceptual design project were to be implemented in the future by a project proponent.</p>
<p>Walnut Creek at Syhre Park <i>Cities of Baldwin Park West Covina</i></p>	<p>No Impact. Route 210 is the closest scenic route at more than five miles to the west of the site, putting it outside of the visible zone of the scenic highway. Accordingly, the proposed activities would not result in the damage of any scenic resources, such as trees, rock outcroppings, or historic buildings that are located within or along a state scenic highway. Thus, there would be no impact as a result of either construction activities or long-term operation of the proposed facilities, if this conceptual design project were to be implemented in the future by a project proponent.</p>

Conceptual Design Project	1(b). Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
Walnut Creek at Pocket Park <i>City of West Covina</i>	No Impact. Route 210 is the closest scenic route at approximately five miles to the northeast of the site, putting it outside of the visible zone of the scenic highway. Accordingly, the proposed activities would not result in the damage of any scenic resources, such as trees, rock outcroppings, or historic buildings that are located within or along a state scenic highway. Thus, there would be no impact as a result of either construction activities or long-term operation of the proposed facilities, if this conceptual design project were to be implemented in the future by a project proponent.

3.1.3.4.3 1(c) In nonurbanized 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). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Construction and Operations

Less than Significant. As described in Section 3.1.3.3, Impacts 1(c) for the Plan, the entire Plan Area is urbanized, therefore this analysis evaluates whether the conceptual design examples would conflict with applicable zoning and other regulations governing scenic quality. Construction of any of the 10 conceptual design examples is not anticipated to result in any additional impacts not already addressed in Section 3.1.3.3, and no impacts of greater severity than described in Section 3.1.3.3, because the size of each of the components included in the conceptual design examples are all within the maximum extent analyzed for the Plan. Specific compatibility with local policies is described for each conceptual design project in the table below. As described for each of the conceptual design examples in the table, as currently illustrated at a conceptual level, none are anticipated to conflict with applicable zoning in the example locations or with any of the other applicable regulations governing scenic quality in those locations. More detailed analysis for each of the conceptual designs is provided in Table 3.1-4 below.

Table 3.1-4. Analysis of Conceptual Design Examples for Consistency with Applicable Zoning and Regulations Governing Scenic Quality for both Construction and Operations

Conceptual Design Project	1(c). In [...] an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i>	Less Than Significant. The cities of Alhambra and San Gabriel are urbanized. The construction and operation of the features included in this conceptual design project would conform with the <i>Design Guidelines and Standards</i> and are anticipated to be compatible with the Alhambra General Plan policies and goals and the City of San Gabriel General Plan's Community Design and Environmental Resources elements related to visual resources, aesthetics, and light/glare. The San Gabriel General Plan includes a goal under Environmental Resources that demonstrates the compatibility of this conceptual design project with the City's goals. Environmental Resources Goal 8.5 is "restore the lost environmental value of San Gabriel's waterways – the Los Angeles County Flood Control channels (Alhambra Wash, Rubio Wash) and the San Gabriel River." Target 8.5.1 of the San Gabriel General Plan is to "invest in the feasibility of using the flood control channels for functional and/or passive open space". Impacts would therefore be less than significant for both construction and operation of this conceptual design project.

Conceptual Design Project	1(c). In [...] an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i>	Less Than Significant. The cities of Baldwin Park and Irwindale are urbanized. The construction and operation of the features included in this conceptual design project would conform with the <i>Design Guidelines and Standards</i> and would likely be compatible with the Baldwin Park 2020 General Plan Urban Design Element, which addresses improvements to gateway entrances, pedestrian zones, enhanced aesthetic quality, improved streetscapes, and enhanced neighborhoods. Impacts would therefore be less than significant for both construction and operation of this conceptual design project.
Eaton Wash Greenway at Spreading Ground Site <i>City of Pasadena</i>	Less Than Significant. The City of Pasadena is urbanized. The construction and operation of the features included in this conceptual design project would conform with the <i>Design Guidelines and Standards</i> and would likely be compatible with the City of Pasadena 2015 General Plan Policy 4.11 regarding compatible developments, including on the basis of aesthetics. The project would also likely comply with the Pasadena Municipal Code zoning regulations and standards applicable to aesthetic qualities of the City. Impacts would therefore be less than significant for both construction and operation of this conceptual design project.
Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i>	Less Than Significant. The City of Pasadena is urbanized. The construction and operation of the features included in this conceptual design project would conform with the <i>Design Guidelines and Standards</i> and would likely be compatible with the City of Pasadena 2015 General Plan Policy 4.11 regarding compatible developments, including on the basis of aesthetics. The project would also likely comply with the Pasadena Municipal Code zoning regulations and standards applicable to aesthetic qualities of the City. Impacts would therefore be less than significant for both construction and operation of this conceptual design project.
San Dimas Wash at Arrow High School <i>City of Glendora</i>	Less Than Significant. The City of Glendora is urbanized. The construction and operation of the features included in this conceptual design project would conform with the <i>Design Guidelines and Standards</i> and would likely be compatible with the City of Glendora's Community Plan 2025 which contains Land Use Element policies and Open Space and Recreation Element policies. The project would also likely comply with the City of Glendora Municipal Code. Impacts would therefore be less than significant for both construction and operation of this conceptual design project.
San Dimas Wash at Hollenbeck Park <i>City of Covina</i>	Less Than Significant. The City of Covina is urbanized. The construction and operation of the features included in this conceptual design project would conform with the <i>Design Guidelines and Standards</i> and would likely be compatible with the City of Covina General Plan as well as comply with the City of Covina Citywide Design Guidelines. Impacts would therefore be less than significant for both construction and operation of this conceptual design project.
San Jose Creek at Pocket Park <i>City of Industry and the unincorporated LA County community of Avocado Heights</i>	Less Than Significant. The City of Industry and the unincorporated community of Avocado Heights (Los Angeles County) are urbanized. The construction and operation of the features included in this conceptual design project would conform with the <i>Design Guidelines and Standards</i> and would likely be compatible with the City of Industry 2014 General Plan Land Use Element. The project would also likely comply with the City of Industry Municipal Code specific development requirements regulating materials, designs, construction, and maintenance standards. Los Angeles County General Plan goals and policies regarding visual and scenic resources would also be complied with. Impacts would therefore be less than significant for both construction and operation of this conceptual design project.

Conceptual Design Project	1(c). In [...] an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
Thompson Creek at the Fairplex <i>Cities of Pomona, La Verne, and Claremont</i>	Less Than Significant. The cities of Pomona, La Verne, and Claremont are urbanized. The construction and operation of the features included in this conceptual design project would conform with the <i>Design Guidelines and Standards</i> and would likely be compatible with the City of Pomona 2014 General Plan Conservation Component and Community Design policy. Additionally, the project would likely conform to the Pomona Municipal Code. The project would likely comply with the City of La Verne Zoning Ordinance and the City of La Verne General Plan Land Use Element. The project would likely comply with the City of Claremont General Plan policies on Land Use Character, Community Character, and Heritage Preservation Element. Impacts would therefore be less than significant for both construction and operation of this conceptual design project.
Walnut Creek at Syhre Park <i>Cities of Baldwin Park and West Covina</i>	Less Than Significant. The cities of Baldwin Park and West Covina are urbanized. The construction and operation of the features included in this conceptual design project would conform with the <i>Design Guidelines and Standards</i> and would likely be compatible with the Baldwin Park 2020 General Plan Urban Design Element which addresses improvements to gateway entrances, pedestrian zones, enhanced aesthetic quality, improved streetscapes, and enhanced neighborhoods. The project would likely be compatible with the West Covina General Plan which features elements for community planning with goals and policies preserving views (e.g., Our Natural Community Policy P1.9 and P1.10) and providing safe access to corridors (Our Accessible Community Policy P4.5) and encouraging development of greenways and pocket parks (Our Active Community Policy P8.2). The project would also likely comply with the West Covina Municipal Code, Chapter 19 (Streets, Sidewalks, and Public Places). Impacts would therefore be less than significant for both construction and operation of this conceptual design project.
Walnut Creek at Pocket Park <i>City of West Covina</i>	Less Than Significant. The City of West Covina is urbanized. The construction and operation of the features included in this conceptual design project would conform with the Design Guidelines and Standards and would likely be compatible with the West Covina General Plan which features elements for community planning with goals and policies preserving views (e.g., Our Natural Community Policy P1.9 and P1.10) and providing safe access to corridors (Our Accessible Community Policy P4.5) and encouraging development of greenways and pocket parks (Our Active Community Policy P8.2). The project would also likely comply with the West Covina Municipal Code, Chapter 19 (Streets, Sidewalks, and Public Places). Impacts would therefore be less than significant for both construction and operation of this conceptual design project.

3.1.3.4.4 1(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Construction

Less than Significant. As described in Section 3.1.3.3, Impacts 1(d) for the Plan, the entire Plan Area is highly urbanized, and lighting and glare are present from many surrounding sources. Construction of the conceptual design projects would not result in additional impacts to day or nighttime views in the area not already addressed in Section 3.1.3.3 and no impacts of greater severity than described in Section 3.1.3.3.

Operations

Less than Significant with Mitigation. Lighting is an important component of the Plan. All of the conceptual design projects would include permanent lighting. As described in Section 3.1.3.3.4 above, the entire Plan Area is highly urbanized and lighting and glare are present from many surroundings. Operation of the conceptual design projects would not result in additional impacts or nighttime views in the area not already addressed. While conceptual project lighting is not anticipated to represent a new significant source of lighting, **MM AES-2: Develop and Submit Lighting Plan** would ensure that the project lighting plan adheres to local codes, plans, policies and provide the municipality the discretion in allowing new sources of light. This measure would ensure that residual impacts during operation are less than significant after mitigation.

3.2 Agriculture and Forestry Resources

This section describes the existing conditions and applicable regulations pertaining to agriculture and forestry resources in the proposed Plan Area and describes the impacts associated with agriculture and forestry resources that could result from implementation of the proposed Plan.

Table 3.2-1. Summary of Potential Impacts of the Plan on Agriculture and Forestry

Plan Component	Impact Determination: Construction	Impact Determination: Operation	Mitigation Measures
Would the Plan:			
2(a). Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			
Greenway Paths + Greenway Amenities	No Impact	No Impact	Construction: No mitigation
Greenway Paths + Pocket Parks and Greenspaces	No Impact	No Impact	Operations: No mitigation
Greenway Paths + Safe Crossings	No Impact	No Impact	
Greenway Paths + Stormwater Management	No Impact	No Impact	
2(b). Conflict with existing zoning for agricultural use, or a Williamson Act contract?			
Greenway Paths + Greenway Amenities	Significant and Unavoidable	Significant and Unavoidable	Construction: No mitigation
Greenway Paths + Pocket Parks and Greenspaces	Significant and Unavoidable	Significant and Unavoidable	Operations: No mitigation
Greenway Paths + Safe Crossings	Significant and Unavoidable	Significant and Unavoidable	
Greenway Paths + Stormwater Management	Significant and Unavoidable	Significant and Unavoidable	
2(c). Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?			
Greenway Paths + Greenway Amenities	Significant and Unavoidable	Significant and Unavoidable	Construction: No mitigation

Plan Component	Impact Determination: Construction	Impact Determination: Operation	Mitigation Measures
Would the Plan:			
Greenway Paths + Pocket Parks and Greenspaces	Significant and Unavoidable	Significant and Unavoidable	Operations: No mitigation
Greenway Paths + Safe Crossings	Significant and Unavoidable	Significant and Unavoidable	
Greenway Paths + Stormwater Management	Significant and Unavoidable	Significant and Unavoidable	
2(d). Result in the loss of forest land or conversion of forest land to non-forest use?			
Greenway Paths + Greenway Amenities	Significant and Unavoidable	Significant and Unavoidable	Construction: No mitigation
Greenway Paths + Pocket Parks and Greenspaces	Significant and Unavoidable	Significant and Unavoidable	Operations: No mitigation
Greenway Paths + Safe Crossings	Significant and Unavoidable	Significant and Unavoidable	
Greenway Paths + Stormwater Management	Significant and Unavoidable	Significant and Unavoidable	
2(e). 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?			
Greenway Paths + Greenway Amenities	Significant and Unavoidable	Significant and Unavoidable	Construction: No mitigation
Greenway Paths + Pocket Parks and Greenspaces	Significant and Unavoidable	Significant and Unavoidable	Operations: No mitigation
Greenway Paths + Safe Crossings	Significant and Unavoidable	Significant and Unavoidable	
Greenway Paths + Stormwater Management	Significant and Unavoidable	Significant and Unavoidable	

3.2.1 Environmental Setting

Agricultural land is an important resource in California and in Los Angeles County. Much of the agricultural land in Los Angeles County has been developed. Therefore, agricultural land is viewed as a non-renewable resource that needs to be protected from conversion and encroachment of incompatible uses (Los Angeles Department of Regional Planning 2022). In 2019 (the most recent published data) the total gross value of agricultural crops and commodities produced in Los Angeles County was \$177,612,300 with nursery products accounting for the majority at 55.4 percent (Table 3.2-2).

Table 3.2-2. Los Angeles County Agricultural Summary

Commodity	Percentage of Total	2019 Financial Value
Nursery Products	55.4%	\$98,440,000
Flowers & Foliage	2.9%	\$5,089,000
Fruit & Nut Crops	2.3%	\$4,102,000
Vegetable Crops	21.3%	\$37,770,300
Field Crops	7.1%	\$12,600,000
Dairy & Livestock	7.4%	\$13,130,000
Apiary Products	3.6%	\$6,479,000
Forest Products	<0.1%	\$2,000

Source: County of Los Angeles 2019

The California Department of Conservation's (CDOC) Farmland Mapping and Monitoring Program (FMMP) produces maps and statistical data used for analyzing land use impacts on California's agricultural resources. The FMMP categorizes agricultural production potential based on a combination of physical and chemical characteristics of the soil and climate that determine the degree of suitability of the land for crop production. A detailed breakdown of the FMMP classifications and total acreage by category within Los Angeles County is shown in Table 3.2-3. Prime Farmland, Farmland of Statewide Importance, and Unique Farmland are sparsely present within the Plan Area (CDOC 2022a; Figure 3.2-1). In addition to farmland, Figure 3.2-2 indicates the location of lands zoned for agricultural use in the Plan Area.

The most recent status report published by the CDOC lists Los Angeles County as a non-participating county for Williamson Act. The status report specifies there are no executed Land Conservation Act (Williamson Act) contracts reported for the County (CDOC 2022b). Therefore, no Williamson Act lands are located within the proposed Plan Area.

Table 3.2-3. Important Farmland and Other Land Use Acreages in Los Angeles County

FMMP Category	FMMP Description	Acres in Los Angeles County
Prime Farmland	Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.	22,238
Farmland of Statewide Importance	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.	703
Unique Farmland	Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in	1,785

FMMP Category	FMMP Description	Acres in Los Angeles County
	California. Land must have been cropped at some time during the four years prior to the mapping date.	
Farmland of Local Importance	Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee. In some counties, confined animal agriculture facilities are part of this category.	2,739
Grazing Land	Land on which the existing vegetation is suited to the grazing of livestock.	260,697
Urban & Built-up Land	Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.	788,355
Other Land	Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development greater than 40 acres is mapped as other Land.	754,979
Water Area	Perennial water bodies with an extent of at least 40 acres.	6,414

Source: CDOC 2018, 2023a

PRC Section 12220(g) defines “forest land” 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, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Forest land is present throughout portions of the Plan Area (Figure 3.2-3) and includes urban forest and non-urban forest.

PRC Section 4526 defines “timberland” as land, other than land owned by the federal government and land designated by the California Board of Forestry and Fire Protection as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. No areas in the Plan Area meet the definition of timberland and none are zoned for timberland production as defined by Government Code Section 51104(g).

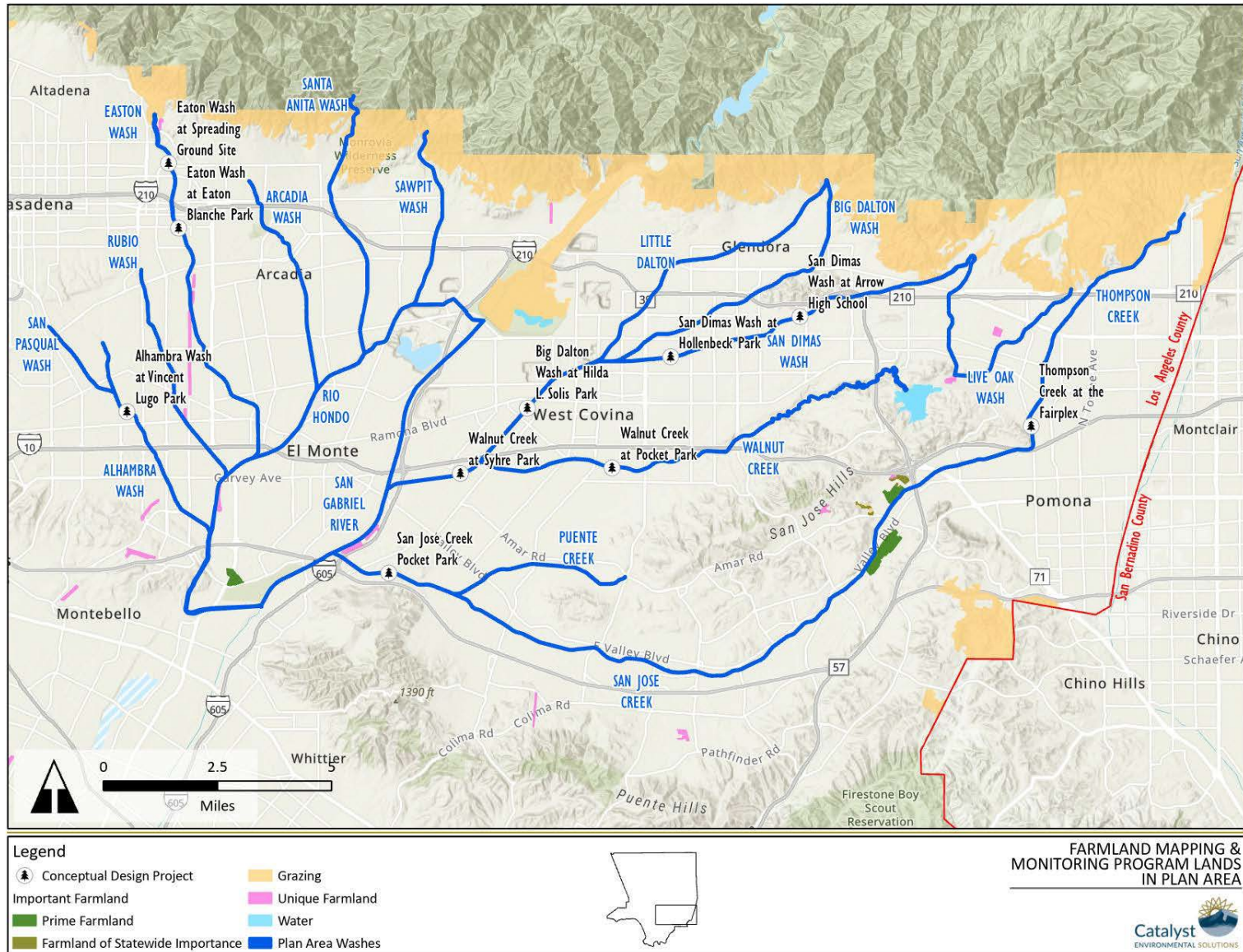


Figure 3.2-1. Farmland Mapping and Monitoring Program Lands in the Plan Area.

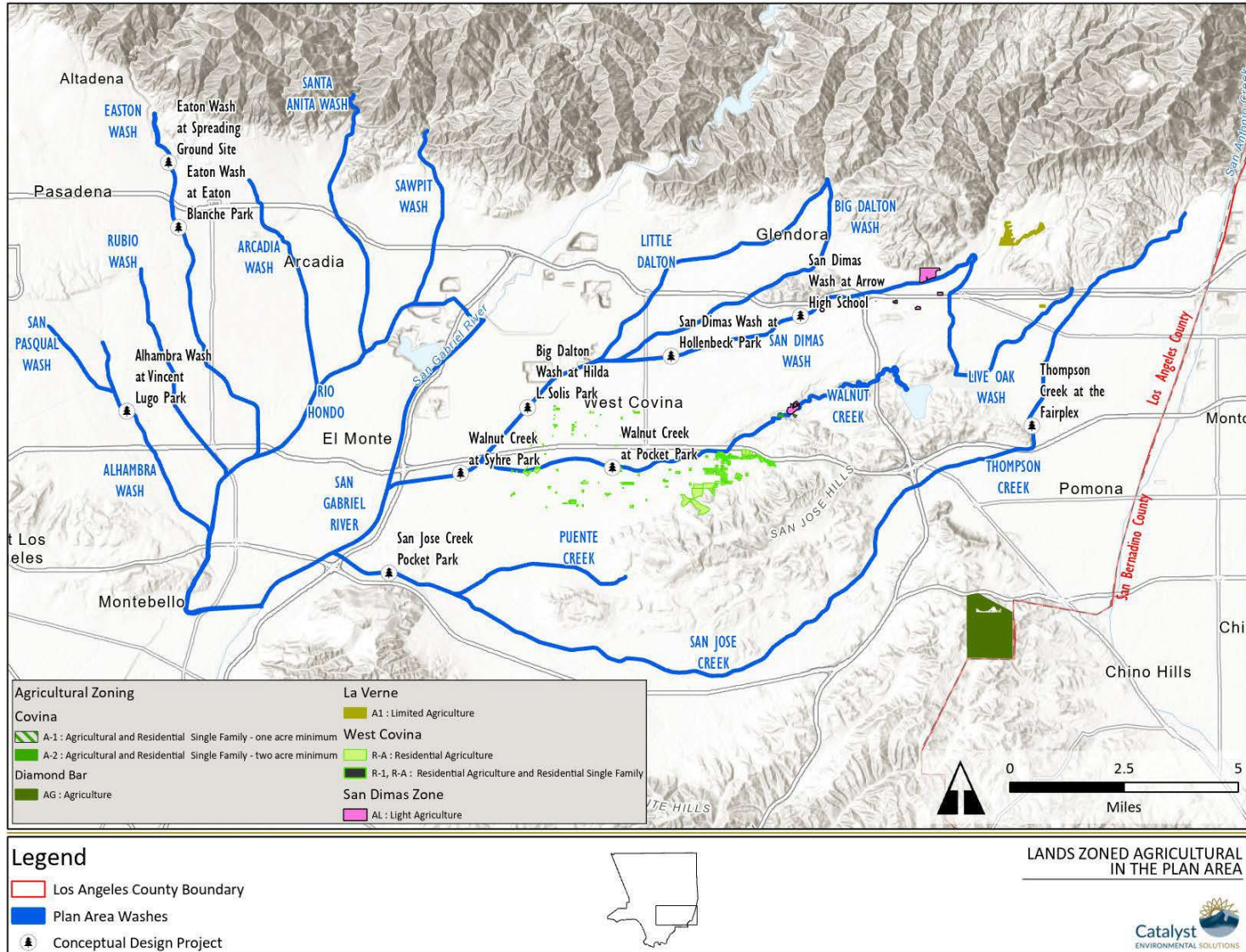


Figure 3.2-2. Lands Zoned Agricultural in the Plan Area

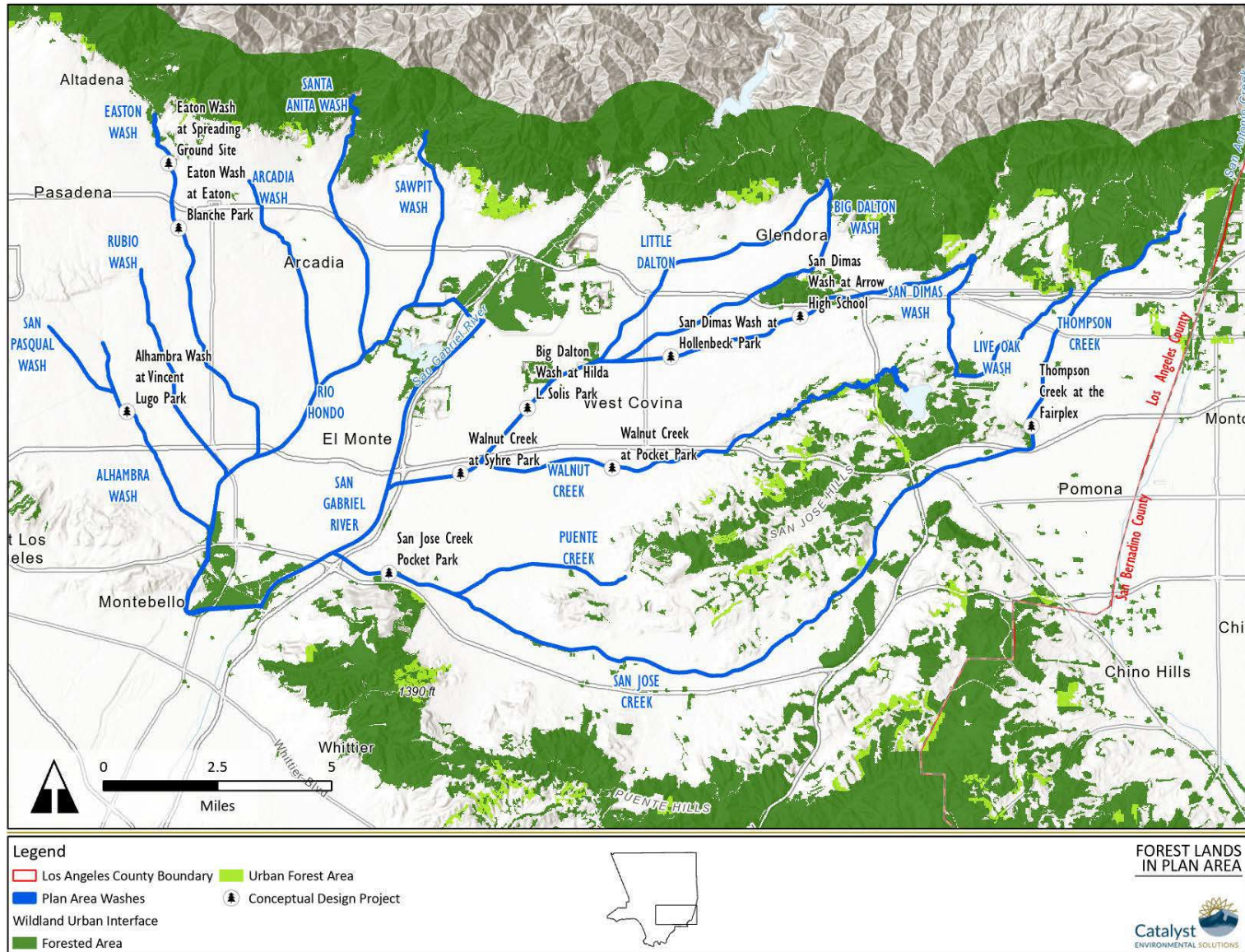


Figure 3.2-3. Forested Lands in the Plan Area

3.2.2 Regulatory Setting

3.2.2.1 Federal

3.2.2.1.1 Farmland Protection Policy Act

Congress passed the Farmland Protection Policy Act in 1981 in response to a substantial decrease in the amount of open farmland (7 United States Code [U.S.C.] 4201 et seq.). Under the Farmland Protection Policy Act, the Secretary of Agriculture established criteria for use by federal agencies to consider effects on farmland. As stipulated by the Farmland Protection Policy Act, federal agencies are to: (1) use the criteria to identify and account for the adverse effects of their programs on the preservation of farmland; (2) consider alternative actions, as appropriate, that could lessen adverse effects; and (3) ensure that their programs, to the extent practicable, are compatible with state, units of local government, and private programs and policies to protect farmland (7 U.S.C. 658.1).

3.2.2.2 State

3.2.2.2.1 Farmland Mapping and Monitoring Program

The CDOC, under the Division of Land Resource Protection, established the FMMP in 1982 to provide consistent and impartial data on agricultural land use throughout California. The FMMP monitors the conversion of the state's farmland to and from agricultural use and reports on the amount of land converted from agricultural to non-agricultural use. The FMMP maintains an inventory of state agricultural land and updates its "Important Farmland Series Maps" every two years (last updated in 2018). The FMMP has developed categorical definitions of Important Farmland that incorporate the land's suitability for agricultural production based on data on the location of agricultural land, land use changes from agriculture to urban development, and soil quality. Land that is identified as Important Farmland is mapped as one of the following four categories Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance according to the definitions provided in Table 3.2-2 (CDOC 2023a). In addition to Important Farmland, the FMMP also includes Grazing Land as a category of agricultural land. Non-agricultural land categories include Urban and Built-up Land, Other Land, and Water Area.

3.2.2.2.2 California Land Conservation Act of 1965 (Williamson Act)

The California Land Conservation Act of 1965, better known as the Williamson Act, is California's primary program to protect agricultural land. The Williamson Act discourages premature and unnecessary conversion of agricultural land to urban uses. Local governments and landowners enter into voluntary contracts to restrict enrolled lands to agricultural and open space uses, typically for 10- or 20-year rolling terms, in exchange for property tax reductions. The state implements the Williamson Act when a city or county creates an agriculture preserve. The purpose of an agriculture preserve is the long-term conservation of agricultural and open space lands: the lands are restricted to agricultural, open space, or recreational uses in exchange for reduced property tax assessments. The Williamson Act supports California's conservation, food security, and orderly growth goals while helping farmers and ranchers to stay in production.

3.2.2.3 Los Angeles County

3.2.2.3.1 County of Los Angeles General Plan

The following goals and policies of the General Plan are relevant to any projects proposed within the unincorporated County portion of the Plan Area. Relevant policies and goals for cities and municipalities within the Plan Area are provided in Table 3.2-4 in the next section.

- Goal C/NR 8: Productive farmland that is protected for local food production, open space, public health, and the local economy.
 - Policy C/NR 8.1: Protect ARAs, and other land identified as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance by the California Department of Conservation, from encroaching development and discourage incompatible adjacent land uses.
 - Policy C/NR 8.2: Discourage land uses in ARAs, and other land identified as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance by the California Department of Conservation, that are incompatible with agricultural activities.
 - Policy C/NR 8.3: Encourage agricultural activities within ARAs.
- Goal C/NR 9: Sustainable Agricultural Practices.
 - Policy C/NR 9.1: Support agricultural practices that minimize and reduce soil loss, minimize pesticide use, and prevent water runoff from leaching pesticide and fertilizer into groundwater and affecting water, soil, and air quality.
 - Policy C/NR 9.2: Support innovative agricultural practices that conserve resources and promote sustainability, such as drip irrigation, hydroponics, organic farming, and the use of compost.
 - Policy C/NR 9.3: Support farmer markets, farm stands, and community-supported agriculture.
 - Policy C/NR 9.4: Support countywide community garden and urban farming programs.
 - Policy C/NR 9.5: Discourage the conversion of native vegetation to agricultural uses.



3.2.2.4 Incorporated Cities Within the Plan Area

The table below presents the policies related to agriculture and forestry from each of the incorporated cities within the Plan Area that would be applicable to any projects implemented under the Plan within the boundaries of any incorporated city.

Table 3.2-4. Applicable Local City Policies Related to Agriculture and Forest Resources

Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Alhambra	No applicable goals or policies related to agricultural/forest resources were identified. The City does not contain any forest, or agricultural zoned lands.	No applicable ordinances were identified.	No other applicable ordinances were identified.
Arcadia	No applicable goals or policies related to agricultural/forest resources were identified. The City does not contain any forest, or agricultural zoned lands.	No applicable ordinances were identified.	No other applicable ordinances were identified.
Azusa	No applicable goals or policies related to agricultural/forest resources were identified. The City does not contain any forest, or agricultural zoned lands.	No applicable ordinances were identified.	No other applicable ordinances were identified.
Baldwin Park	No applicable goals or policies related to agricultural/forest resources were identified. The City does not contain any forest, or agricultural zoned lands.	No applicable ordinances were identified.	No other applicable ordinances were identified.
Claremont	<p>No applicable goals or policies related to agricultural/forest resources were identified. There are no lands zoned as agriculture/forest in the City of Claremont, however, policies specific to agricultural resources for the City of Claremont include;</p> <p>Open Space, Parkland, Conservation, and Air Quality Element:</p> <p>Open Space in Urban Areas:</p> <p>Goal 5-7: Maximize the distribution of open space in urban areas.</p> <p>Policy 5-7.4: Support small-scale agriculture such as community gardens and the growing of organic produce.</p>	<p>Municipal codes related to agricultural/forest resources relevant to the Plan can be found in Chapter 16.007 (RR Rural Residential Districts) and Chapter 16.075 (WP Wilderness Park District).</p> <p>Chapter 16.007 (RR Rural Residential Districts) describes the intended uses of lands within the Rural Residential Districts. All new development must be in harmony with the rural character of this area. The area’s rural character is depicted by the presence of agricultural features such as citrus groves, barns, rock walls, pump houses built of rock, and other characteristics such as mountain vistas, minimal outdoor artificial lighting, narrow streets accompanied by equestrian, pedestrian, and bike trails, and native landscaping. The lack of such urban features as curb and gutters, streetlights, and sidewalks also contribute greatly to the rural character of this area. In addition to the above attributes, this area is identified by the General Plan as a significant aquifer recharge area which should be maintained.</p> <p>No building, structure, or land shall be used, and no building or structure shall be erected or altered in the RR Districts except in accordance with the provisions of this chapter. (08-05)</p> <p>Chapter 16.075 (WP Wilderness Park District) is intended to assure the preservation of the natural characteristics of hillside properties that have been acquired by the City, while providing the public opportunities for recreation and passive enjoyment. Properties within the district must remain essentially undeveloped and the following uses are permitted:</p> <ul style="list-style-type: none">A. Low intensity, outdoor recreation activities such as hiking, running, mountain bike riding, horseback riding, photography, bird watching, and picnicking.B. Conservation projects, student research, or education programs involving the study of nature, ecology, or earth sciences.C. Outdoor programs, lectures, and organized community activities.D. Unobtrusive ancillary facilities for use by the public such as benches, shade structures, informational signs, and trails approved by the City Council.E. Parking areas for park visitors, restroom buildings, fencing, trash receptacles, information kiosks, message boards, and other ancillary facilities, located in staging areas adjacent to park entrances and at the beginning of trails.	No other applicable ordinances were identified.



Incorporated		cipal Code	Other Applicable Ordinances
		F. Vegetation management as determined necessary by the City and County of Los Angeles Fire Department (LACFD) to reduce hazardous wildfire conditions. (08-05)	
Covina	No applicable goals or policies related to agricultural/forest resources were identified. The City does not contain any forest, or agricultural zoned lands.	<p>Municipal codes related to agricultural resources within the City that are relevant to the Plan can be found in Chapter 17.08 (A-1 Agricultural and Residential Zone (Single-Family min lot 2-acres)) and Chapter 17.10 A-2 Agricultural and Residential Zone (Single-Family min lot 2-acres)).</p> <p>Chapter 17.08 (A-1 Agricultural and Residential Zone (Single-Family 2-acres)) is intended for agricultural purposes as herein permitted, with appropriate single-family dwellings at a minimum lot area of two acres. (1964 Code Appx. A § 1.00.) The property development standards contained in Covina Municipal Code 17.08.060 through 17.08.210 shall apply to all land and buildings in the A-1 zone, except that any lot held under separate ownership or that was of record on the effective date of the ordinance codified in this title which is substandard in area or dimensions may be used subject to all other standards. (Ord. 1251 § 2, 1974; 1964 Code Appx. A § 1.04.) Permitted uses include (A) Farms or ranches for orchards, tree crops, field crops, row crops, truck gardening, berry and bush crops, flower gardening, production and wholesale nurseries, aviaries and mushroom farms, (B) Single-family dwellings, (C) Accessory dwelling units, subject to the provisions of Chapter <u>17.69</u> CMC, (D) The keeping, for noncommercial purposes, of not more than three of any of the animals listed below nor more than nine total of any combination of the following animals:</p> <ol style="list-style-type: none">1. Domesticated parrot;2. Domesticated parakeet;3. Domesticated rabbits and hares of the family Leporidae;4. White or albino rats or mice;5. Golden hamsters of the species Mesocricetus auratus;6. Guinea pigs of the species Cavia porcellus;7. Canis familiaris (domestic dogs);8. Felis catus (domestic cats);9. Goats;10. Sheep;11. Ducks;12. Geese;13. Turkeys;14. Chickens;15. Pigeons;16. Doves;17. Local frogs;18. Turtles and toads;19. Tropical fish normally found in a pet store (no limit); <p>Such animals shall be maintained in accordance with CMC Title <u>Z</u>,</p> <p>(E) The keeping of horses or bovine animals and Vietnamese pot-bellied pigs, provided:</p> <ol style="list-style-type: none">1. There shall be not more than two horses or bovine animals for each acre of lot area; and	No other applicable ordinances were identified.



Incorporated City			
		<p>2. There shall not be more than one Vietnamese pot-bellied pig per lot or parcel; and</p> <p>3. Such animals are maintained in accordance with CMC Title <u>7</u>;</p> <p>(F) Accessory buildings and uses, including private garage, accessory living quarters, recreation room, private stable, greenhouse, lathhouse, barn, corral, pen, coop or other similar structure, and a building or room for packing products produced or raised on the same premises, subject to all provisions regarding location, (G) Private dance, only when conducted in conjunction with a church or school, (H) Sale of field and row crops grown on the premises, (I) Occasional sale, (J) Agricultural employee housing consisting of not more than 12 units designed for use by a single household or 36 beds in a group quarters in accordance with California Health and Safety Code §§ <u>17000</u> et seq., (K) Two-Unit Development and Urban Lot Splits. The provisions of Chapters <u>16.02</u> and <u>16.06</u> CMC and CMC <u>17.33.060</u> shall apply. (Ord. 23-02 § 5, 2023; Ord. 20-10 § 7, 2020; Ord. 19-07 §§ 6, 7, 2019; Ord. 92-1739 § 1, 1992; Ord. 1350 § 1, 1977; Ord. 1325 § 1, 1976; Ord. 1251 § 1, 1974; Ord. 1182 § 1, 1972; 1964 Code Appx. A § 1.01.)</p> <p>Chapter 17.10 A-2 Agricultural and Residential Zone (Single-Family min lot 2-acres)) is intended for agricultural purposes, including poultry and rabbit raising, with appropriate single-family dwellings at a minimum lot area of two acres. (1964 Code Appx. A § 1.10.) Within this chapter the following uses are permitted; buildings, structures and land shall be used, and buildings and structures shall hereafter be erected, structurally altered or enlarged only for the following uses, plus such other uses as the commission and council may deem (pursuant to Chapter 17.60 CMC) to be similar and not more obnoxious or detrimental to the public health, safety and welfare. All uses shall be subject to the property development standards of the A-1 zone, CMC 17.08.050 through 17.08.210, except as specifically provided in subsection (B) of this section:</p> <p>A. All uses permitted in the A-1 zone, CMC 17.08.020(A) through (I);</p> <p>B. Commercial poultry and rabbit raising, provided that:</p> <p>1. No killing or dressing shall be permitted other than of the poultry or rabbits raised on the premises and that such killing or dressing shall be done in an accessory building designed specifically for said purpose,</p> <p>2. No poultry houses and/or runs or rabbit hutches shall be located less than 100 feet from the boundary with any adjacent residential or A-1 zone.</p> <p>C. Two-Unit Development and Urban Lot Splits. The provisions of Chapters 16.02 and 16.06 CMC and CMC 17.33.060 shall apply. (Ord. 23-02 § 6, 2023; Ord. 19-07 § 11, 2019; Ord. 1251 § 4, 1974; 1964 Code Appx. A § 1.11.)</p>	
El Monte	<p>No applicable goals or policies related to agricultural/timberland resources were identified. The City does not contain any forest, or agricultural zoned lands. The following goals and policies are related to community forests.</p> <p>Community Design Element:</p> <p>Goal CD-1: An attractive and unified community identity for El Monte that affirms its diverse heritage of multicultural influences, physical and natural environment, and collective vision for the future.</p> <p>Policy CD-1.5 Streetscapes. Develop unifying streetscape plans for major corridors and subdistricts that include specialized streetlights, landscaping, a community forest, signage, and street furniture.</p>	<p>The municipal code does not contain zoning or regulations specific to forestry or timberland resources. Municipal codes related to agriculture resources relevant to the Plan Area can be found in Chapter 17.22 (Ruban Homesteads Overlay District).</p> <p>Section 17.22.010: The Rurban Homesteads Overlay District (RHOD) was established to preserve rural character, promote a low-density, rural residential lifestyle, and ensure continued availability of lots that allow animal keeping, agricultural cultivation and retain the area's homestead heritage. It is the intent of the RHOD to protect areas for low-density, rural development by retaining large lots in a configuration that enables animal raising and keeping and to ensure that new residential development and alterations and additions to existing residences are compatible with the scale, mass and character of the rural neighborhood. Permitted uses include the following;</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy CD-3.1 Public Rights-of-Way. Beautify major transportation corridors, freeway easements, utility easements, railroad rights-of-way, schools, parks, and public facilities with a forest of canopy trees.</p> <p>Policy CD-9.6 Parks and Open Space. Consistent with policy direction set forth in the Parks and Recreation Element, provide adequate parks and open space within each neighborhood planning area, with an emphasis on placing parks near to residences through implementation of:</p> <ul style="list-style-type: none">– Joint-use park and school facilities– Greenways along key streets– Emerald Necklace improvements– Community forest along public rights-of-way– Community gardens where possible <p>Parks and Recreation Element:</p> <p>Policy PR-1.7 Funding. Dedicate and raise sufficient funds to finance regular and adequate levels of maintenance, rehabilitation, and modernization of all park and recreation facilities, including the community forest.</p> <p>Goal PR-4: A lush network of greenways, linear parks, and a community forest that enhances property values, public health, aesthetics, and quality of life.</p> <p>Policy PR-4.4 Miniparks. Create miniparks that offer passive recreation opportunities, situated along the major arterials and linked by the network of major greenways and the community forest.</p> <p>Policy PR-4.6 New Construction. Where green infrastructure is proposed on the community forest plan, condition the construction or substantial rehabilitation of properties on the dedication of easements or fees.</p> <p>Cultural Resources Element:</p> <p>Goal CR-3: A community that respects and re-creates its natural environmental and cultural legacy through a comprehensive program to restore the natural environment.</p> <p>Policy CR-3.1 Community Forest. Develop a community forest program that balances indigenous trees and plants and modern requirements for maintenance, water conservation, and aesthetics, as a visual reminder of the City’s heritage and natural environment.</p> <p>Public Health and Safety Element:</p> <p>Policy PHS-3.3 Community Forest. As prescribed in the Parks and Recreation Element, enhance the City’s community forest by planting trees along all roadways as a means to help filter air pollutants, clean the air, and provide other health benefits to the community.</p>	<p>A. One-family Dwelling. Not more than one one-family dwelling on any lot as defined by Chapter 17.150 (Use Definitions) of this title.</p> <p>B. Accessory Buildings. Accessory buildings necessary or incidental to each one-family dwelling, located on the same lot or parcel of land, including a private garage for each lawful dwelling. The capacity of each such garage shall not exceed three (3) automobiles. See Section 17.110.020 (Regulations for Specific Uses—Accessory Buildings) of this title for additional standards.</p> <p>C. Accessory Dwelling Units (ADUs). ADUs and Junior ADUs are regulated pursuant to Section 17.110.030 (Regulations for Specific Uses—Accessory Dwelling Units) of this Title. The architectural style and materials of ADUs and Junior ADUs shall match that of the primary building on the property.</p> <p>D. Horses. The keeping of not more than one horse for each seven thousand five hundred (7,500) square feet of lot area.</p> <p>E. Other Animals. The keeping of not more than three (3) female goats and their offspring less than one year of age, and the keeping of not more than three (3) sheep and their offspring less than one year of age, and the keeping of not more than one cow, but only for the personal use of the family residing upon the premises or in the conduct by any member of the family residing upon the premises of any program of animal husbandry as a member of any national or nonprofit educational or character building organization.</p> <p>(Ord. No. 3011, § 3(Exh. B), 6-21-2022)</p>	
Glendora	<p>No applicable goals or policies related to agricultural/timberland resources were identified. The City does not contain any forest, or agricultural zoned lands. The following goals and policies pertain to the community forest.</p> <p>Conservation Element:</p> <p>Policy CON-6.3: Establish a tree master plan to expand the urban forest throughout the City.</p> <p>Goal CON-9: Preservation and conservation of natural resources and sensitive habitats.</p>	No applicable ordinances were identified.	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy CON-9.3: Pursue partnerships with other organizations, such as the United States Forest Service to ensure preservation of natural resources and sensitive habitats.</p> <p>Goal CON-10 A tree preservation strategy.</p> <p>Policy Con-10.1 Involve residents in the maintenance and preservation of individual trees by providing them with a choice of trees planted.</p> <p>Policy CON-10.2 Maintain the tree preservation ordinance to ensure the preservation of existing tree resources.</p> <p>Policy CON-10.3 Establish a tree master plan to expand the urban forest throughout the City.</p> <p>Open Space and Recreation Element:</p> <p>Goal OSR-1: Preserve open space resources.</p> <p>Policy OSR-1.6 Pursue partnerships with other organizations, such as the United States Forest Service to ensure preservation of natural resources and sensitive habitats.</p>		
Industry	No applicable goals or policies related to agricultural/forest resources were identified. The City does not contain any forest, or agricultural zoned lands.	No applicable ordinances were identified.	No other applicable ordinances were identified.
Irwindale	No applicable goals or policies related to agricultural/forest resources were identified. The City does not contain any forest, or timberland zoned lands.	<p>The municipal code does not contain zoning or regulations specific to timberland resources. Municipal codes related to agriculture/forest resources relevant to the Plan Area can be found in Chapter 17.28 (A-1 Agricultural Zone) Section 17.28.010 (Permitted Uses).</p> <p>Under Chapter 17.28 (A-1 Agricultural Zone) Section 17.28.010 (Permitted Uses) the following apply:</p> <p>No person shall use any portion of any property zoned A-1 within the city, except for such uses as are permitted by this chapter. The following shall be permitted uses in the A-1 zones:</p> <p>A. All uses permitted in zone R-1, subject to the restrictions on such uses as contained in this chapter; and</p> <p>B. Agricultural and horticultural crops; and</p> <p>C. Horses and bovine animals; provided, that on parcels of property containing less than four acres, such horses and bovine animals shall not exceed a number equal to one horse or one bovine animal per contiguous one-half acre of ground; and</p> <p>D. The keeping and raising of poultry and rabbits for domestic or commercial uses; provided:</p> <ol style="list-style-type: none">1. That all such poultry and rabbits shall be confined at all times within an enclosed building or structure, and2. That such structures shall not be located within fifty feet of any public right-of-way nor within thirty-five feet of any building or structure used for human habitation, and3. That such structures shall not be located within twenty feet of any lot line, if the contiguous lot is under separate ownership, or if such contiguous lot is zoned other than A-1; <p>E. Agricultural stands used for the purpose of display and sale of products lawfully produced and/or processed upon the lot or lots upon which stand is located; provided, that such stands shall be placed nor located within twenty feet of any public right-of-way, nor within twenty feet of any property line</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		when such a contiguous lot is under separate ownership or is zoned other than A-1. (Ord. 177 § 2(part), 1966: prior code § 9430)	
La Puente	No applicable goals or policies related to agricultural/forest resources were identified. The City does not contain any forest, or agricultural zoned lands.	No applicable ordinances were identified.	No other applicable ordinances were identified.
La Verne	Land Use Element: Goal 4: Protect hillside development & nature from each other. Policy 4.6: Protect neighborhood one from encroachment. Implementation Measure c. Examine the possibility of incorporating this area into the national forest. Implementation Measure e. Work with the Forest Service to retain access to the trail and equestrian network. Goal 5: Protect the visual quality of our community. Policy 5.2: Protect our natura open space areas. Implementation Measure b. Work with the Forest Service to retain access to the trail and equestrian network. Goal 6: Protect the residential-agricultural character of Northwest La Verne. Policy 6.7: Prescribe compatible, low intensity land uses. Implementation Measure b. Encourage the retention of our last agricultural resources. Implementation Measure c. Ensure compatibility of interim agricultural uses with surrounding residential uses. Implementation Measure e. Require conditional use permit approval for agricultural uses, including utility right-of-ways, protecting the surrounding properties. Policy 8.4: Provide for a smooth transition between land uses. Implementation Measure c. require neighborhood compatibility for development of our agricultural parcels. Implementation Measure d. Require environmental studies for development of remaining agricultural parcels. Implementation Measure f. Control interim land uses through standards on vacant freeway right-of-ways that: 2) Identify what social, recreational, or fiscal benefits are to be realized from the proposed interim land use. These may include: pedestrian use, recreational opportunities, enhanced revenue, economic utilization, preservation and enhancements of agricultural land uses, provision of greenery, protection of cultural resources (archaeological and historic) and buffer value. Resource Management Element: Goal 2: Preserve and protect our open space. Policy 2.2 Develop a natural buffer zone. Implementation Measure a. Ensure that the hillside residential general plan designation provides for an undeveloped buffer zone between developed areas in the city and the national forest. Implementation Measure b. Continue work with the City of Claremont to incorporate the forest lands and sphere of influence areas between our cities.	The municipal code does not contain zoning or regulations specific to timberland resources. Municipal codes related to agriculture/forest resources relevant to the Plan Area can be found in Chapter 18.32 (A-1 Limited Agricultural Zone). Chapter 18.32 (A-1 Limited Agricultural Zone) The A-1 zone is intended for limited agricultural purposes, with appropriate single-family residences, and similar open space uses. Except as specifically provided in this code, any and every building and premises or land in an A-1 zone shall be used for or occupied and every building shall be erected, constructed, established, altered, enlarged, maintained, moved into or within the A-1 zone exclusively and only in accordance with the general provisions stated in Chapter 18.10 of this title, the development review provisions stated in Chapter 18.16 of this title, with the regulations provided in this chapter, and other applicable regulations of this code and the La Verne general plan. (Ord. 907 § 3, 1997) The following uses are permitted in the A-1 zone: (A) single-family residential structures of a permanent nature placed in a permanent location, with not more than one dwelling unit per lot or parcel of land, (B) farms or ranches for orchards, tree crops, field crops, berry and bush crops, flower gardening and other similar agricultural uses provided that these uses are operated in a manner harmonious with the residential nature of the community; and provided that chemical pesticides, herbicides, fertilizers, dust and other substances that can degrade the environment are controlled in a manner that protects human health and the environment, (C) accessory buildings and uses customarily incidental to permitted residential and other uses and developments, including a private garage, private recreation facilities, and servants or guest quarters, provided no kitchen or kitchen facilities shall be included in any such accessory building, (D) the keeping of animals such as household pets (not for commercial purposes) as provided in Title 6 of this code, (E) home occupations, subject to approval as provided in Chapter 18.96 of this title, (F) signs and name plates as provided in Title 17 of this code, (G) open space designated for agricultural preservation or ecological preservation held by a city-approved land conservancy trust or similar organization, (H) supportive housing, (I) transitional housing. (Ord. 1040 § 3, 2013; Ord. 907 § 3, 1997)	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Monrovia	<p>No applicable goals or policies related to forest/timberland resources were identified. The City does not contain any agricultural zoned lands.</p> <p>Goal 10: Ensure that new development is sensitive to the City’s natural and open space resources and constraints.</p> <p>Policy 10.5: Prevent location of major population centers, other than open space or agricultural uses, near any known or suspected earthquake faults, or in potential flood hazard or landslide areas.</p>	<p>The municipal code does not contain zoning or regulations specific to agriculture or timberland resources. Municipal codes related to forest resources relevant to the Plan Area can be found in Chapter 17.18 (Angeles National Forest Zone).</p> <p>Chapter 17.18 (Angeles National Forest Zone): The ANF Zoning designation is applied to all property within the Corporate Boundary of the City of Monrovia that is also within the boundary of the Angeles National Forest. The purpose of this chapter is to provide development standards for privately owned property in the ANF Zone. General standards include (B) permitted uses are restricted to utility distribution facilities only, and (C) conditional permitted uses include vacation cabins and utility operation facilities. Hillside Development Permit is required. (Ord. 2006-03 § 6, 2006)</p>	<p>Hillside Wilderness Preserve Resource Management Plan (RMP). The purpose of this RMP, as established by this grassroots community endeavor, is to: 1) document current natural and manmade conditions within the Project Area; 2) evaluate challenges and opportunities offered by the Project Area; and 3) provide a management plan that will guide stewardship of the Project Area, protect important natural resources, and where appropriate, recommend passive recreation opportunities. The RMP follows a framework of core values and goals established by the community and approved by the Community Services Commission in 2005:</p> <ul style="list-style-type: none">• Natural Resources - Environmental and Viewshed Preservation• Outdoor and Nature Education• Fire Safety• Passive Recreation <p>Madison Avenue, Cloverleaf Canyon, and Leonard, Fors & Woodward Specific Plans.</p> <p>Goal: Provision of a network of trails throughout the Specific Plan Area with minimum disturbance of the natural terrain.</p> <p>Policy 2: Provide trails within the Plan Area to insure a continuous trail network between the urbanized valley floor and the Angeles National Forest.</p>
Montebello	<p>No applicable goals or policies related to agricultural/forest/timberland resources were identified. The City does not contain any applicable agricultural/forest/timberland zoned lands.</p>	<p>No applicable ordinances were identified.</p>	<p>No other applicable ordinances were identified.</p>
Pasadena	<p>No applicable goals or policies related to agricultural/timberland resources were identified. The City does not contain any forest, or agricultural zoned lands. The following goals and policies pertain to community forests.</p> <p>Land Use Element:</p> <p>Goal 10. City Sustained and Renewed. Development and infrastructure practices that sustain natural environmental resources for the use of future generations and, at the same time, contribute to the reduction of greenhouse gas emissions and impacts on climate change.</p> <p>Policy 10.13: Urban Forest. Maintain and plant additional trees along the City’s sidewalks, civic places, parks, and in private developments to support the health and diversity of wildlife, sequester GHG emissions, and contribute to the reduction of the urban heat-island.</p> <p>Green Space, Recreation and Parks Element:</p> <p>Policy 1.6 – Protect and Enhance Urban Forest: Continue to protect the City’s legacy of a lush and varied urban forest. Continue to plant street trees as per the City’s Master Street Tree Plan and continue to maintain and protect the urban forest as a vital local resource.</p> <p>Open Space and Conservation Element:</p> <p>Goal Urban Forest: Protect and enhance Pasadena’s trees on public and privately owned land.</p> <p>Policies:</p> <ul style="list-style-type: none">• Increase the number of trees in the City to diminish the urban heat sink, and improve air quality.• Continue with citywide tree replacement planting program to replace street trees as they meet their life expectancy.	<p>No applicable ordinances were identified.</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<ul style="list-style-type: none">• Increase tree canopy coverage by 5% by 2020 ensuring equitable distribution throughout all neighborhoods in the City. Implementation Measures: <ul style="list-style-type: none">• Continue to implement and periodically assess the effectiveness of the Tree Ordinance which protects native and significant trees on public and private property.• Continue to implement and periodically assess the effectiveness of the PWP Cool Trees Guidebook and Rebate Program which also provides a list of eligible trees that are appropriate for planting in Pasadena and a process for planning the orientation and location of shade trees.• The Green City Action Plan (2006) includes a goal to plant and maintain canopy coverage in not less than 50% of all available sidewalk planting sites.• Create innovative strategies to develop and expand the urban forest.• Continue to implement the Green City Action Plan Goal (UEA 11) of planting and maintaining canopy coverage in not less than 50% of all available sidewalk planting sites.		
Pico Rivera	<p>No applicable goals or policies related to forest/timberland resources were identified. The City does not contain any forest, or agricultural zoned lands. The following goals and policies pertain to agricultural uses.</p> <p>Land Use Element:</p> <p>Goal 3.1: Protect and enhance the character of the City’s rural residential neighborhoods which are the last vestige for animal keeping and agricultural activities within Pico Rivera.</p> <p>Policy 3.1-1 Land use. Retain the Rural Residential land use designation in its current locations.</p> <p>Policy 3.1-2 Equestrian trails. Expand the equestrian trail system to complete connections from the City’s rural residential neighborhoods to existing and future equestrian facilities.</p> <p>Implementation Program for Policies 3.1-2:</p> <p>Prepare an equestrian trail plan and feasibility study as an independent study or as part of a comprehensive trails plan to identify necessary trail improvements and funding sources to construct and maintain an expanded equestrian trail system.</p> <p>Policy 3.1-3 Equestrian uses. Establish equestrian oriented uses at the Bicentennial Park Campground adjacent to the Sports Arena.</p>	No applicable ordinances were identified.	No other applicable ordinances were identified.
Pomona	No applicable goals or policies related to agricultural/forest resources were identified. The City does not contain any forest, or agricultural zoned lands.	No applicable ordinances were identified.	No other applicable ordinances were identified.
Rosemead	No applicable goals or policies related to agricultural/forest resources were identified. The City does not contain any forest, or agricultural zoned lands.	No applicable ordinances were identified.	No other applicable ordinances were identified.
San Dimas	<p>No applicable goals or policies related to timberland resources were identified. The City does not contain any forest zoned lands. The following goals and policies pertain to community forests and agriculture.</p> <p>Conservation Element:</p> <p>Goal CN-6: Conserve Puddingstone Hills</p> <p>Plan Proposal A. Retain the following areas as conservation overlay areas:</p>	<p>The municipal code does not contain zoning or regulations specific to forest/timberland resources. Municipal codes related to agriculture resources relevant to the Plan Area can be found in Chapter 18.64 (A-L Light Agricultural Zone) and Chapter (18.28 SF-A Single-Family Agriculture Zone).</p> <p>Chapter 18.64 (A-L Light Agricultural Zone) intended to promote the orderly development of large open areas of land; to provide appropriate areas for the</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<ul style="list-style-type: none">U.S. Forest Service LandPuddingstone ReservoirBonelli Regional ParkSan Dimas CanyonWalnut CreekCinnamon CreekWildwood CanyonSycamore CanyonNorthern FoothillsPuddingstone Hills <p>Implementation Measure h. The City shall encourage development of a Heritage Citrus Grove Park to preserve San Dimas' agricultural heritage.</p> <p>Land Use Element:</p> <p>Goals L-10: development of the northern foothills area shall maximize preservation of the natural environment, recognize the opportunities and constraints that the land imposes, and accommodate such development as can be designed to minimize impacts on the natural environment and protect public health and safety.</p> <p>Objective 10.4: New development shall be designed so as to maximize the permanent reservation of open space, and to minimize the loss of biological resources.</p> <p>Policy 10.4.2 The City should actively pursue an exchange program for property owners within the study area with the U. S. Forest Service in order to preserve the natural landscape while simultaneously providing private property owners with a means to realize use of their property.</p> <p>Plan Proposal W: Amend the land use designation of all privately owned lands within the Northern Foothills that are currently designated Single Family Residential to Very Low Estate, with the exception of Terrebonne tract, to "Northern Foothills." Retain existing "Park" and "Open Space" land use designations for the National Forest, Camp Glen Rocky, Horsethief Canyon Park, San Dimas Wash, San Dimas Canyon Golf Course, and other publicly owned properties. Amend the land use designation of the privately owned property (APN 8678-030-301) within the boundaries of the National Forest to "Northern Foothills."</p>	<p>establishment of agricultural uses; and to serve as an area into which single-family residential development may extend as the demand arises. This zone is intended primarily to provide for agricultural uses but provision is made for a harmonious arrangement of residential development, recreational facilities and community services which are necessary or desirable for the area in which such zone is located. (Ord. 1226 § 1, 2014; Ord. 419 § 2, 1975; Ord. 37 § 232.01, 1961). Permitted uses include the following;</p> <p>A. Buildings, structures and land shall be used, and buildings and structures shall hereafter be erected, structurally altered or enlarged only for the following uses, plus such other uses as the commission may deem, pursuant to the provisions of Chapter 18.192, to be similar and not more obnoxious or detrimental to the public health, safety and welfare. All uses shall be subject to the property development standards in Section 18.64.040.</p> <p>B. The following uses are permitted:</p> <p>1. General Uses.</p> <p>a) Horticulture and agriculture.</p> <p>b) Single-family residences with not more than one residence per lot.</p> <p>c) Grazing on permanent pasture of cattle or horses on a lot or parcel of land having an area of not less than five acres; provided that such grazing is not conducted in conjunction with any dairy, livestock feed yard, or livestock sales yard. The number of such animals shall not exceed 10 per acre, unweaned offsprings excepted. Such animals shall not be kept within thirty-five feet of any residence.</p> <p>2. Accessory Uses.</p> <p>a) Home occupation.</p> <p>b) Two horses may be maintained on a lot or parcel of land having an area of sixteen thousand square feet; provided, the horses are kept or maintained for the private use of the family residing on the premises. One additional horse may be kept for each additional seven thousand five hundred square feet; however, the number of horses maintained shall not exceed five per acre. A registered breeder may maintain an additional three horses per acre for breeding purposes, provided a permit for such purposes has been obtained. Horses shall not be maintained within thirty-five feet of any residence. They shall be maintained in a corral area containing at least three hundred square feet for the first horse; an additional two hundred square feet of corral area shall be provided for each additional horse. Corral areas shall consist of pipe fencing at least five feet in height. Stables shall be provided consisting of structures with weatherproof roofs having an area of sixty square feet for the first horse and an additional thirty-six square feet for each additional horse. The corral and stable areas shall be sprinklered so as to prevent the emanation of dust and odors, and in addition, all accumulations of manure, mud or refuse shall be eliminated so as to prevent the breeding of flies.</p> <p>c) Household pets as described and regulated in Chapter 18.20 Residential Zones Generally.</p> <p>d) The following may be maintained on a parcel of land having a minimum area of eleven thousand square feet, and provided such are maintained a minimum of thirty-five feet from any residence:</p> <p>i. Rabbits, not to exceed one buck and four does;</p> <p>ii. Fowl for meat purposes, not to exceed twenty-five;</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<div><div><div>iii. Chickens for eggs, not to exceed twenty layers;</div><div>iv. Calves, not to exceed one calf under two years of age;</div><div>v. Goats, not to exceed two milk goats and one young goat.</div><div>vi. Accessory buildings or structures including, but not limited to:</div><div>vii. Caretaker residences;</div><div>viii. Windmills, silos, buildings or structures for the protection of farm equipment, water wells, water reservoirs and storage tanks;</div><div>ix. Stands for the purpose of displaying and selling agriculture products produced on the premises; provided, that the floor area of such stands shall not exceed three hundred square feet and not more than one stand shall be permitted on a lot or parcel of land.</div></div><div>(Ord. 1226 § 1, 2014; Ord. 419 § 2, 1975; Ord. 37 § 232.02, 1961)</div><div>Chapter (18.28 SF-A Single-Family Agriculture Zone) is intended to provide for the development of single-family residential homes at urban standards, with not more than one dwelling unit permitted on any lot or parcel, and permitting certain domestic animals. (Ord. 1226 § 1, 2014; Ord. 487 § 2, 1975; Ord. 37 § 3.02.00, 1961)</div><div>Permitted uses include the following;</div><div><div>A. Any use permitted in the S-F zone subject to all regulations applying to the S-F zone.</div><div>B. Wholesale nurseries, orchards, the raising of field crops. This subsection does not permit roadside stands, retail sale from the premises, or advertising signs of any nature.</div><div>C. Animal Keeping.<div><div>1. In addition to those animals permitted under Chapter 18.20 Residential Zones Generally, in the SF-A zone, on parcels of eleven thousand square feet or larger, containing not more than one dwelling unit, domestic animals shall be permitted within the following limitations, and solely for the use of the family residing on the parcel:<div><div>i. Rabbits, not to exceed one buck and four does;</div><div>ii. Fowl for meat purposes, not to exceed twenty-five;</div><div>iii. Chickens for eggs, not to exceed twenty layers;</div><div>iv. Calves, not to exceed one calf under two years of age, and none older;</div><div>v. Goats, not to exceed three;</div><div>vi. Sheep, not to exceed three;</div><div>vii. Horses, in accordance with the provisions of Section 18.28.040;</div><div>viii. Potbellied pigs, in accordance with the provisions of Section 18.28.050;Wildlife care and rehabilitation facilities in accordance with the provisions of Section 18.28.060.</div></div></div></div><div>2. All animals shall be properly housed at a distance of not less than thirty-five feet from any residence. If allowed outside their houses, animals shall be kept within adequate fences so that they do not</div></div></div></div>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		have access to neighboring property. (Ord. 1226 § 1, 2014; Ord. 1074 § 1, 1997; Ord. 558 § 1, 1976; Ord. 487 § 2, 1975; Ord. 37 § 3.02.01, 1961)	
San Gabriel	No applicable goals or policies related to agricultural/forest resources were identified. The City does not contain any forest, or agricultural zoned lands.	No applicable ordinances were identified.	No other applicable ordinances were identified.
San Marino	<p>No applicable goals or policies related to agricultural/timberland resources were identified. The City does not contain any forest, timberland, or agricultural zoned lands. The following goals and policies pertain to the City’s urban forest.</p> <p>Land Use Chapter:</p> <p>Objective L.7: Tree and Tree Trimming: San Marino’s mature urban forest should be protected.</p> <p>Policies:</p> <ul style="list-style-type: none">– Require city permits prior to tree removal from private property.– Require replacement trees where appropriate on private and public property.– Provide guidelines for proper pruning of trees on private property.– Publicize information regarding tree trimming from time to time, to raise property owner awareness of requirements. <p>Natural Resources Chapter:</p> <p>Goal 1: To maintain attractive tree-lined residential streets and other public areas.</p> <p>Objective NR.14: Maintain existing urban forest.</p> <p>Policies:</p> <ul style="list-style-type: none">– Require City review and approval for the removal of street trees.– Plant replacement street, median, and park trees of an appropriate size and species, in a timely manner.– Implement a tree-pruning program that includes pruning of street trees on a regular cycle by tree experts. <p>Employ a qualified City employee, whose responsibilities include the tree maintenance program.</p>	No applicable ordinances were identified.	No other applicable ordinances were identified.
South El Monte	No applicable goals or policies related to agricultural/forest resources were identified. The City does not contain any forest, timberland, or agricultural zoned lands.	No applicable ordinances were identified.	No other applicable ordinances were identified.
Temple City	<p>No applicable goals or policies related to timberland resources were identified. The City does not contain any forest, or agricultural zoned lands. The following goals and policies pertain to agriculture use and community forest practices.</p> <p>Land Use Element:</p> <p>Policy LU 6.7 Locally Grown Healthy Food. Promote the production and distribution of locally grown food by allowing farmers markets, food cooperatives, and use of parks, public rights-of-way, alleys, vacant lands, and rooftops for urban agriculture.</p> <p>Policy LU 7.4: Heat Island Effect. Reduce the heat island effect by maintaining and expanding the City’s urban forest and promoting such features as reflective roofing, cool and green roofs, light-colored paving, and reducing the extent of unshaded area in existing and new parking lots or other large impervious surfaces.</p>	No applicable ordinances were identified.	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy LU 9.6 Walkable Neighborhoods. Maintain sidewalks, parkways, the urban forest, and landscaping throughout residential neighborhoods to promote a safe and pleasant pedestrian environment.</p> <p>Natural Resources Element:</p> <p>Goal NR 5: Conservation and Protection. Conserve, protect, and enhance Temple City’s natural environment.</p> <p>Policy NR 5.1 A Greener City. Maintain and protect the City’s urban forest which provides shade and avian habitat, sequesters carbon monoxide emissions, and supports pedestrian activity.</p> <p>Policy NR 5.6 Community Involvement. Encourage community volunteerism and stewardship in protecting and maintaining Temple City’s urban forest and natural environment.</p>		
West Covina	<p>No applicable goals or policies related to agricultural/timberland resources were identified. The City does not contain any forest zoned lands. The following goals and policies pertain to community forest practices.</p> <p>Our Natural Community:</p> <p>Policy P1.11. Plant to maximize the social, economic, and environmental benefits of trees.</p> <p>Action 1.11a. Develop a street tree master plan for the downtown area as part of the Downtown Plan and Code. Develop urban design strategies with unique palettes of trees that add character to the street space. Consistency and variation in tree form, color, and seasonal display can be used to create dynamic and harmonious streetscapes.</p> <p>A1.11b. Increase the number of street trees by adding new trees in the downtown area and the three corridors (Azusa, Sunset, and Glendora Avenue).</p> <p>A 1.11c. Pursue an expanded and equitable distribution of trees and greening throughout the City. Fill in the gaps in canopy cover, address aging tree population, and identify vacant and new planting spots. Target planting where pedestrian and public realm improvements are prioritized such as safe streets to schools and parks. Set a citywide tree canopy coverage goal.</p>	<p>The municipal code does not contain zoning or regulations specific to forest/timberland resources. Municipal codes related to agriculture resources relevant to the Plan Area can be found in Article VIII (Residential Agricultural Zone/ Single-Family Zone).</p> <p>Article VIII (Residential Agricultural Zone/ Single-Family Zone) establishes the permitted uses, development standards, and specific restrictions specific to the Residential Agricultural Zone. Generally the zone allows for the following, (1) one single-family dwelling per lot, (2) accessory buildings, (3) agricultural crops for sale, (4) private greenhouses and horticultural collections, (5) poultry and animals, in area districts III, IV, and V bovine animals, sheep, and goats, on sites having at least twenty thousand (20,000) square feet, provided that the ratio of animals to lot area is followed as defined in Article VIII, (6) garage sales. (See requirements in sections 14-101 to 14-104.), (7) home occupations as set forth in article XII, division 5 of this chapter, (8) state-authorized small family day care, and (9) state-authorized residential care facilities (six (6) or fewer clients).</p> <p>(Code 1960, §§ 1071, 10701.01—10701.09; Ord. No. 1441, § 1, 5-29-79; Ord. No. 1450, § 1, 8-13-79; Ord. No. 1488, § 17, 8-25-80; Ord. No. 1530, § 1, 2-8-82; Ord. No. 1574, § 1, 1-24-83; Ord. No. 1603, § 1, 8-22-83; Ord. No. 1628, § 1, 3-12-84; Ord. No. 1855, § 2, 8-13-90; Ord. No. 1857, § 2, 8-27-90; Ord. No. 1917, § 2, 4-20-93; Ord. No. 1922, § 2, 6-1-93; Ord. No. 1959, § 2, 9-5-95; Ord. No. 2030, § 4, 4-20-99; Ord. No. 2039, § 3, 6-15-99; Ord. No. 2060, § 3, 10-3-00; Ord. No. 2153, § 3, 9-19-06; Ord. No. 2184, § 3(Exh. A), 12-16-08; Ord. No. 2230, § 2(Exh. A, § 2), 5-15-12; Ord. No. 2260, § 3(Exh. A), 7-1-14; Ord. No. 2316, § 2(Exh. A), 5-2-17; Ord. No. 2441, § 2, 6-19-18; Ord. No. 2465, § 3, 12-17-19; Ord. No. 2469, § 4, 2-4-20; Ord. No. 2473 , § 3, 11-2-21; Ord. No. 2493 , § 3, 12-7-21)</p>	No other applicable ordinances were identified.

3.2.3 Impact Assessment

3.2.3.1 Significance Criteria

Appendix G of the State CEQA Guidelines was reviewed to determine if the Plan would result in significant impacts related to agriculture and forestry resources. These guidelines serve as the threshold of significance for determining impacts to agriculture and forestry resources and consider if the Plan would:

- 2(a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- 2(b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*
- 2(c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- 2(d) *Result in the loss of forest land or conversion of forest land to non-forest use?*
- 2(e) *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?*

3.2.3.2 Methodology

Potential impacts to agriculture and forestry resources were assessed qualitatively through a review of lands zoned for agriculture and/or forestry within the Plan Area. For the purposes of agriculture and forestry resources, any conflicts with such zoning and/or any conversion of land currently used for agricultural and forestry purposes to a non-agricultural or non-forestry use would be considered a potentially significant impact.

3.2.3.3 Plan Impacts

- 3.2.3.3.1 2(a). Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- 3.2.3.3.1.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction and Operations

No Impact. Only small areas of Designated Prime, Unique and Important Farmlands exist within the Plan Area (Figure 3.2-1). The construction of greenway paths and pocket parks or greenways under the proposed Plan would be unlikely to convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses because the greenway and parks would be located primarily in high-density urban, commercial, industrial, and transportation areas where they would connect to existing greenways or other transportation routes or destinations. The construction of parks

and greenspaces and stormwater management features would occur on developed or undeveloped parcels adjacent to the District ROW, while safe crossings would be focused on continuing the greenway path where existing roadways intersect with the District ROW. While some proposed projects implemented under the Plan could be in or near existing parks or open space areas that may be adjacent to or on farmland, none of the future projects proposed under the Plan would replace designated Prime, Unique, or Important Farmland or convert such land to non-agricultural uses. The General Plan guidance is to protect these lands and discourage land uses that are incompatible with agricultural activities. Therefore, no impacts would occur.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

There would be no impacts. No mitigation is required.

3.2.3.3.2 2(b). Conflict with existing zoning for agricultural use, or a Williamson Act contract?

3.2.3.3.2.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction and Operations

Significant and Unavoidable. No Williamson Act contract lands are present in Los Angeles County according to the 2020-2021 Williamson Act Status Report (CDOC 2022b). Some municipalities within the Plan Area have agricultural zoning as shown in Figure 3.2-2. Projects developed under the Plan would be constructed on urbanized land primarily in the District ROW, and along streets, sidewalks, and in parks or other public lands or private lands adjacent to the District ROW within the Plan Area and would therefore not conflict with existing land that are not zoned for agricultural use. However, it is possible that private parcels could be acquired in the future for the purposes of developing the County or other public entity which is not subject to municipal zoning codes, could implement a project under the Plan. If future projects are proposed on lands zoned for agriculture for which open space/recreational development is not a designated allowed or permitted use, the project proponent might be required to consult with CDOC and local municipalities to determine if zoning changes, conditional use permits, or agricultural offsets (e.g., easements, in-lieu mitigation, etc.) would be required to develop the parcel under the Plan. The County is not subject to permitting requirements and compliance with local jurisdiction land use codes, therefore, projects implemented by the County could conflict with existing zoning for agricultural use, which would be a significant and unavoidable impact.

Mitigation Measures

No mitigation measures that would avoid a significant impact or reduce impacts to less than significant levels have been identified.

Significance After Mitigation

Impacts would be significant and unavoidable.

3.2.3.3.3 2(c). Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

3.2.3.3.3.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction and Operations

Significant and Unavoidable. Future projects that could be constructed and operated under the Plan would not conflict with existing zoning for, or cause rezoning of, timberland, or timberland zoned Timberland Production, because there is no land within the Plan Area zoned timberland.

Future projects implemented under the Plan would primarily be constructed and operated on urbanized public and private land primarily in the District ROW and on public and private parcels adjacent to the ROW, typically on other lands owned by municipalities within the Plan Area. Private parcels could be acquired in the future for the purposes of developing under the Plan. Greenway paths, amenities, and other components constructed and operated under the Plan may provide new connections to or amenities near forested areas, particularly urban forests and in some cases may include proposed trails through said forests. Such proposed projects could potentially conflict with existing zoning for or cause rezoning of forest land.

It is possible that the County or other public entity that is not subject to municipal zoning codes could implement projects that are proposed on lands categorized as forest, for which open space/recreational use is not a designated allowable use or permitted use, this would be considered a potentially significant impact. The proponent may be required to consult with local municipalities to determine if zoning changes, conditional use permits, or other regulatory processes would be required to develop the parcel under the Plan. The County is not subject to permitting requirements and compliance with local jurisdiction land use codes, therefore, projects implemented by the County could conflict with existing zoning for forest land which would be a significant and unavoidable impact.

Mitigation Measures

No mitigation measures that would avoid a significant impact or reduce impacts to less than significant levels have been identified.

Significance After Mitigation

Impacts would be significant and unavoidable.

3.2.3.3.4 2(d). Result in the loss of forest land or conversion of forest land to non-forest use?

3.2.3.3.4.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction and Operations

Significant and Unavoidable. Future projects implemented under the Plan would primarily be constructed and operated on urbanized public and private land primarily in the District ROW and/or on

parcels adjacent to the ROW, typically on other lands owned by municipalities within the Plan Area. Private parcels could be acquired in the future for the purposes of developing under the Plan. Greenway paths, amenities, and other components constructed and operated under the Plan may provide new connections to or amenities near forested areas, particularly urban forests and in some cases may include proposed trails through said forests. Such proposed projects could potentially result in the conversion of forest land to non-forest use.

Also, the County or other public entity that is not subject to local zoning codes could implement projects that are proposed on lands categorized as forest, for which open space/recreational use is not a designated allowable use or permitted use, this would be considered a potentially significant impact. The proponent may be required to consult with local municipalities to determine if zoning changes, conditional use permits, or other regulatory processes would be required to develop the parcel under the Plan. The County is not subject to permitting requirements and compliance with local jurisdiction land use codes; therefore, projects implemented by the County could result in the conversion of forest land to non-forest use, which would be a significant and unavoidable impact.

Mitigation Measures

No mitigation measures that would avoid a significant impact or reduce impacts to less than significant levels have been identified.

Significance After Mitigation

Impacts would be significant and unavoidable.

3.2.3.3.5 2(e). 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?

3.2.3.3.5.1 Greenway Paths and Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction and Operations

Significant and Unavoidable. Projects implemented under the Plan would be constructed and operated on urbanized land in the District ROW and adjacent parcels; however, the acquisition of private parcels for development of projects under the Plan could result in impacts to agricultural land or forest land, as discussed previously under 2(a-d).

It is possible that the County or other public entity that is not subject to local zoning may implement a project on lands categorized as forest or agricultural land, for which open space/recreation is not a designated allowable or permitted use, this would be considered a potentially significant impact. The proponent would be required to consult with local municipalities to determine if zoning changes, conditional use permits, or other regulatory processes would be required to develop the parcel under the Plan. The County is not subject to permitting requirements and compliance with local jurisdiction land use codes; therefore, projects implemented by the County could convert farmland to non-agricultural use or forest land to non-forest use, which would be a significant and unavoidable impact.

Mitigation Measures

No mitigation measures have been identified which would avoid significant impact or reduce impacts to less than significant levels.

Significance After Mitigation

Impacts would be significant and unavoidable.

3.2.3.4 Impacts of Conceptual Design Projects

This section discusses potential impacts from the 10 conceptual designs discussed in Section 2.4 above.

- 3.2.3.4.1 2(a). Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Construction and Operations

No Impact. The components proposed for all 10 conceptual designs are within the maximum extent limits as described for the Plan in Section 2. Further, based on the example locations for each of the conceptual designs, none of the projects are sited adjacent to or overlapping Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Figure 3.2-1). Therefore, the projects would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. There would be no impact.

- 3.2.3.4.2 2(b). Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Construction and Operations

No Impact. The components proposed for all 10 conceptual designs are within the maximum extent limits as described for the Plan in Section 2. Further, based on the example locations for each of the conceptual designs, none of the conceptual design projects are sited on land with existing zoning or agricultural use. No Williamson Act contract lands are present in Los Angeles County (CDOC 2022b). Therefore, the 10 conceptual design projects would not conflict with existing zoning for agricultural use or a Williamson Act contract. There would be no impact.

- 3.2.3.4.3 2(c). Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

Construction and Operations

No Impact. While forest land as defined by PRC Section 12220(g) exists within the Plan Area, none of the 10 conceptual design projects are sited in or adjacent to these areas (Figure 3.2-3). The conceptual design projects would have no impact on areas zoned for forest land, timberland, or Timberland Production.

3.2.3.4.4 2(d). Result in the loss of forest land or conversion of forest land to non-forest use?

Construction and Operations

No Impact. The conceptual design projects would not result in the loss of forest land or conversion of forest land to non-forest use. None of the 10 conceptual design projects are sited in or adjacent to these areas (Figure 3.2-3). There would be no impact.

3.2.3.4.5 2(e). 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?

Construction and Operations

No Impact. All of the conceptual design projects would be constructed and operated on urbanized land in the District ROW and adjacent parcels and would not result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use, as discussed previously under 2(a-d). There would be no impact.

3.3 Air Quality

This section discusses the environmental setting relative to air quality, identifies the laws and policies applicable to the types of emissions-generating activities that could occur as a result of construction and operation of the Plan, and addresses the potential air quality impacts associated with implementation of the Plan. Air quality technical data is included in Appendix C.

Table 3.3-1. Summary of Potential Impacts of the SGV Greenway Network Plan on Air Quality

Plan Component	Impact Determination: Construction	Impact Determination: Operation	Mitigation Measures
Would the Plan:			
3(a). Conflict with or obstruct implementation of the applicable air quality plan?			
Greenway Paths + Greenway Amenities	Less than Significant with Mitigation	Less than Significant	Construction: MM AQ-1: Emission Reduction Measures
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant with Mitigation	Less than Significant	Operations: No mitigation
Greenway Paths + Safe Crossings	Less than Significant with Mitigation	Less than Significant	
Greenway Paths + Stormwater Management	Less than Significant with Mitigation	Less than Significant	
3(b). Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			
Greenway Paths + Greenway Amenities	Less than Significant	Less than Significant	Construction: No mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant	Less than Significant	Operations: No mitigation
Greenway Paths + Safe Crossings	Less than Significant	Less than Significant	
Greenway Paths + Stormwater Management	Less than Significant	Less than Significant	

Plan Component	Impact Determination: Construction	Impact Determination: Operation	Mitigation Measures
3(c). Expose sensitive receptors to substantial pollutant concentrations?			
Greenway Paths + Greenway Amenities	Less than Significant with Mitigation	Less than Significant	Construction: MM AQ-1: Emission Reduction Measures
Greenway Paths + Pocket Parks and Greenspaces	Significant and Unavoidable	Less than Significant	MM AQ-2: Health Risk Assessment and Health Risk Reduction Measures
Greenway Paths + Safe Crossings	Significant and Unavoidable	Less than Significant	Operations: No mitigation
Greenway Paths + Stormwater Management	Less than Significant with Mitigation	Less Than Significant	
3(d). Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			
Greenway Paths + Greenway Amenities	Less than Significant	Less than Significant with Mitigation	Construction: No mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant	Less than Significant with Mitigation	Operations: MM AQ-3: Implement Equestrian Manure Management
Greenway Paths + Safe Crossings	Less than Significant	Less than Significant with Mitigation	
Greenway Paths + Stormwater Management	Less than Significant	Less than Significant with Mitigation	

3.3.1 Environmental Setting

The Plan Area is located in the portion of the San Gabriel River Watershed that lies within Los Angeles County. The Plan Area covers both unincorporated Los Angeles County and numerous incorporated cities, where future projects implemented under the Plan may be constructed.

The Plan Area is under the jurisdiction of the SCAQMD. The SCAQMD has jurisdiction over an area of approximately 10,743 square miles. This area includes all of Orange County, Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The South Coast Air Basin (SCAB) is a sub-region of the SCAQMD jurisdiction and covers an area of 6,745 square miles and is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the San Diego County line to the south. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties in addition to the San Geronio Pass area of Riverside County.

Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of air pollutants throughout the SCAB. Air pollutant emissions within 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 barbecue 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 to protect public health and welfare. These pollutants are referred to as “criteria air pollutants” because of the specific standards, or criteria, which have been adopted for them. The federal and state standards 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.

3.3.1.1 Criteria Pollutants

A criteria air pollutant is any air pollutant for which ambient air quality standards have been set by the United States Environmental Protection Agency (USEPA) (National Ambient Air Quality Standards [NAAQS]) or California Air Resources Board (CARB) (California Ambient Air Quality Standards [CAAQS]). The presence of these pollutants in ambient air is generally due to numerous diverse and widespread sources of emissions, and air quality standards have been established for these pollutants to protect public health. Criteria pollutants include ozone (O_3), fine particulate matter ($PM_{2.5}$), respirable particulate matter (PM_{10}), carbon monoxide (CO), nitrogen dioxide (NO_2), lead (Pb), sulfur dioxide (SO_2), visibility-reducing particles, sulfates, and hydrogen sulfide (H_2S). Table 3.3-2 presents the federal and state air quality standards for criteria pollutants. The sections below provide additional details about each of these criteria pollutants.

3.3.1.1.1 Ozone

O₃ is formed in the atmosphere by a series of complex chemical reactions and transformations in the presence of sunlight. Oxides of nitrogen (NO_x) and reactive organic gases (ROGs) are the principal constituents in these reactions. O₃ is a pungent, colorless, toxic gas and is a primary component of smog.

O₃ is known as a secondary pollutant because it is formed in the atmosphere through a complex series of chemical reactions, rather than emitted directly into the air. The major sources of NO_x in California are motor vehicles and other combustion processes. The major sources of ROGs in California are motor vehicles and the evaporation of chemical solvents and fuels.

O₃ is a strong irritating gas that can chemically burn and cause narrowing of airways, forcing the lungs and heart to work harder to provide oxygen to the body. This would affect those who suffer from respiratory diseases.

3.3.1.1.2 PM₁₀

PM₁₀ consists of particulate matter (fine dusts and aerosols) that is 10 microns or smaller in aerodynamic diameter. For reference, 10 microns is about one-seventh the width of a human hair. When inhaled, particles larger than 10 microns are generally caught in the nose and throat and do not enter the lungs. PM₁₀ gets into the large upper branches of the lungs just below the throat, where it is caught and removed (by coughing, spitting, or swallowing).

The primary sources of PM₁₀ include dust, paved and unpaved roads, diesel exhaust, acidic aerosols, construction and demolition operations, soil and wind erosion, agricultural operations, residential wood combustion, and smoke. Secondary sources of PM₁₀ include tailpipe emissions and industrial sources. These sources have different constituents and therefore, varying effects on health. Airborne particles absorb and adsorb toxic substances and can be inhaled and lodged in the lungs. Once in the lungs, the toxic substances can be absorbed into the bloodstream and carried throughout the body. PM₁₀ concentrations tend to be lower during the winter months because meteorology greatly affects PM₁₀ concentrations. During rainfall events, concentrations are relatively low, and on windy days, PM₁₀ levels can be high. Photochemical aerosols, formed by chemical reactions with manmade emissions, may also influence PM₁₀ concentrations.

Elevated ambient particulate levels are associated with premature death, an increased number of asthma attacks, reduced lung function, aggravation of bronchitis, respiratory disease, and cancer.

Table 3.3-2. Ambient Air Quality Standards

Pollutant	Averaging Time	CAAQS ppm	CAAQS $\mu\text{g}/\text{m}^3$	NAAQS ppm	NAQQS $\mu\text{g}/\text{m}^3$
Ozone (O_3)	1-hour	0.09	177	--	--
	8-hour	0.07	137	0.070	137
Nitrogen Dioxide (NO_2)	1-hour	0.18	339	0.100	188
	Annual	0.03	56	0.053	100
Sulfur Dioxide (SO_2)	1-hour	0.25	655	0.075	196
	3-hour	--	--	0.5	1,300
	24-hour	0.04	105	0.14 (for certain areas)	0.030 (for certain areas)
	Annual arithmetic mean	--	--	0.03	--
Carbon Monoxide (CO)	1-hour	20	0.020	35	0.040
	8-hour	9	0.023	9	0.010
Particulates (as PM_{10})	24-hour	--	50	--	150
	Annual arithmetic mean	--	20	--	--
Particulates (as $\text{PM}_{2.5}$)	24-hour	--	--	--	35
	Annual	--	12	--	9.0
Lead (Pb)	30-day	--	1.5	--	--
	Calendar average	--	--	--	1.5 (for certain areas)
	3-month (rolling average) ¹	--	--	--	1.5
Sulfates (as SO_4)	24-hour	--	25	--	--
Hydrogen Sulfide (H_2S)	1-hour	0.03	42	--	--
Vinyl Chloride ($\text{C}_2\text{H}_3\text{Cl}$)	24-hour	0.01	26	--	--

Notes: ¹ A rolling average is a calculation to analyze data points by creating series of averages of different subsets of the full data set. ppm = part(s) per million; $\mu\text{g}/\text{m}^3$ = microgram(s) per cubic meter

Source: CARB 2020 and USEPA 2024

3.3.1.1.3 PM_{2.5}

PM_{2.5} is a mixture of particulate matter (fine dusts and aerosols) that is 2.5 microns or smaller in aerodynamic diameter. For reference, 2.5 micrometers is approximately 1/30th the size of a human hair. PM_{2.5} can travel into the deepest portions of the lungs where gas exchange occurs between the air and the bloodstream. These particles are very dangerous because the deepest portions of the lungs have no efficient mechanisms for removing them. If inhaled, soluble particles could pass directly into the bloodstream within minutes and insoluble particles could be permanently retained in the lungs.

PM_{2.5} particles are emitted from activities such as industrial and residential combustion processes, wood burning, as well as diesel and gasoline-powered vehicles. They are also formed in the atmosphere from gases such as SO₂, NO_x, ammonia, and volatile organic compounds (VOCs) that are emitted from combustion activities, and then become particles due to chemical transformations in the air (secondary particles).

Exposure to PM_{2.5} increases the risks of long-term disease, including chronic respiratory disease, cancer, and increased and premature death. Other effects include increased respiratory stress and disease, decreased lung function, alterations in lung tissue and structure, and alterations in respiratory tract defense mechanisms.

3.3.1.1.4 Carbon Monoxide

CO is a common colorless, odorless, highly toxic gas. It is produced by natural and anthropogenic combustion processes. The major source of CO in urban areas is incomplete combustion of carbon containing fuels (primarily gasoline, diesel fuel, and natural gas). However, it also results from combustion processes, including forest fires and agricultural burning. Over 80 percent of the CO emitted in urban areas is contributed by motor vehicles. Ambient CO concentrations are generally higher in the winter, usually on cold, clear days and nights with little or no wind. Low wind speeds inhibit horizontal dispersion, and surface inversions inhibit vertical mixing. Traffic-congested intersections have the potential to result in localized high levels of CO. These localized areas of elevated CO concentrations are termed CO “hotspots”. CO hotspots are defined as locations where ambient CO concentrations exceed the CAAQS (20 parts per million (ppm), 1-hour; 9 ppm, 8-hour).

When inhaled, CO does not directly harm the lungs; rather, it combines chemically with hemoglobin, the oxygen-transporting component of blood and diminishes the ability of blood to carry oxygen to the brain, heart, and other vital organs. Red blood cells have 220 times the attraction for CO than for oxygen. This affinity interferes with movement of oxygen to the body’s tissues. Effects from CO exposure include headaches, nausea, and death. High levels of CO in a concentrated area can result in asphyxiation.

3.3.1.1.5 Nitrogen Dioxide

NO₂ is formed in the atmosphere primarily by the rapid reaction of the colorless gas nitric oxide (NO) with atmospheric oxygen. It is a reddish-brown gas with an odor like that of bleach. NO₂ participates in the photochemical reactions that result in O₃. The greatest source of NO, and subsequently NO₂, is the high-temperature combustion of fossil fuels such as in motor vehicle engines and power plant boilers. NO₂ and NO are referred to collectively as NO_x.

NO₂ can irritate and damage the lungs, cause bronchitis and pneumonia, and lower resistance to respiratory infections such as influenza. Negative health effects are apparent after exposure to NO₂ levels as low as 0.11 ppm for a few minutes. This level of exposure may elicit or alter sensory responses. Higher concentrations (0.45 - 1.5 ppm) may cause impaired pulmonary function, increased incidence of acute respiratory disease, and difficult breathing for both bronchitis sufferers and healthy people.

3.3.1.1.6 Lead

Lead is a bluish-gray metal that occurs naturally in small quantities. Pure lead is insoluble in water. However, some lead compounds are water soluble. Lead and lead compounds in the atmosphere often come from fuel combustion sources, such as the burning of solid waste, coal, and oils. Historically, the largest source of lead in the atmosphere resulted from the combustion of leaded gasoline in motor vehicles. However, with the phase-out of leaded gasoline, concentrations of lead in the air have substantially decreased. Industrial sources of atmospheric lead include steel and iron factories, lead smelting and refining, and battery manufacturing. Atmospheric lead may also result from lead in entrained dust and dirt contaminated with lead.

Acute health effects of lead include gastrointestinal distress (such as colic), brain and kidney damage, and even death. Lead also has numerous chronic health effects, including anemia, central nervous system damage, reproductive dysfunction, as well as effects on blood pressure, kidney function, and vitamin D metabolism. The USEPA's Office of Air Quality Planning and Standards ranks lead as a "high concern" pollutant based on its severe chronic toxicity.

3.3.1.1.7 Sulfur Dioxide

SO₂ is a colorless gas with a sharp, irritating odor. It can react in the atmosphere to produce sulfuric acid and sulfates, which contribute to acid deposition and atmospheric visibility reduction. It also contributes to the formation of PM₁₀. Most of the SO₂ emitted into the atmosphere is from the burning of sulfur-containing fossil fuels by mobile sources, such as marine vessels and farm equipment, and stationary fuel combustion.

SO₂ irritates the mucous membranes of the eyes and nose, and may also affect the mouth, trachea, and lungs, causing sore throat, coughing, and breathing difficulties.

3.3.1.2 Toxic Air Contaminants

Toxic air contaminants (TACs), also referred to as hazardous air pollutants, are air pollutants (excluding O₃, CO, SO₂, and NO₂) that may reasonably be anticipated to cause cancer, developmental effects, reproductive dysfunction, neurological disorders, heritable gene mutations, or other serious or irreversible acute or chronic health effects in humans. TACs are regulated under different federal and State regulatory processes than O₃ and the other criteria air pollutants. Health effects of TACs may occur at extremely low levels, and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TACs generally consist of four types: 1) organic chemicals such as benzene, dioxins, toluene, and perchloroethylene; 2) inorganic chemicals such as chlorine and arsenic; 3) fibers such as asbestos; and 4) metals such as mercury, cadmium, chromium, and nickel. These air contaminants are defined by the USEPA, the State of California, and other governmental agencies. Currently, more than 900 substances are regulated TACs under federal, state, and local regulations. To

date, CARB has identified 21 TACs including diesel particulate matter (DPM) emissions (CARB 2024a). The greatest potential for TAC emissions during construction is related to DPM emissions associated with heavy-duty equipment.

TACs are produced by a variety of sources, including industrial facilities such as refineries, chemical plants, chrome plating operations, and surface coating operations; commercial facilities such as dry cleaners and gasoline stations; motor vehicles, especially diesel-powered vehicles; and consumer products. TACs can be released from normal industrial operations, as well as from accidental releases during process upset conditions.

Health effects from TACs vary with the type of pollutant, the concentration of the pollutant, the duration of exposure, and the exposure pathway. TACs usually get into the body through inhalation, though they can also be ingested or absorbed through the skin. Adverse effects on people tend to be either acute or chronic. Acute effects result from short-term, high levels of airborne toxic substances. These effects may include nausea, skin irritation, cardiopulmonary distress, and even death. Chronic effects result from long-term, low-level exposure to airborne toxic substances. Effects can range from relatively minor to life-threatening. Less serious chronic effects include skin rashes, dry skin, coughing throat irritation, and headaches. More serious chronic effects include lung, liver, and kidney damage; nervous system damage; miscarriages; genetic and birth defects; and cancer. Many TACs can have both carcinogenic and non-carcinogenic health effects.

3.3.1.3 Other Issues of Concern

3.3.1.3.1 Odors

Odors are substances in the air that pose a nuisance to nearby land uses such as residences, schools, daycare centers, and hospitals. Odors are typically not a health concern but can interfere with the use and enjoyment of nearby property. Odors may be generated by a wide variety of sources. The odor associated with decomposing organic material (such as plants removed from ponds and left to decay) may also be considered to be objectionable. Objectionable odors created by a facility or operation may cause a nuisance or annoyance to adjacent populations.

3.3.1.3.2 Fugitive Dust

Fugitive dust refers to solid particulate matter that becomes airborne because of wind action and human activities. Fugitive dust particles are mainly soil minerals, but can also be sea salt, pollen, spores, tire particles. About half of fugitive dust particles (by weight) are larger than 10 microns and settle quickly. Fugitive dust particles 10 microns or smaller (i.e., PM₁₀) can remain airborne for weeks.

The primary sources of fugitive dust include grading and excavation operations associated with road and building construction, aggregate mining and processing operations, and sanitary landfill operations. Unpaved roadways are also a large source of fugitive dust. Other sources of fugitive dust include demolition activities, unpaved roadway shoulders, vacant lots, material stockpiles, abrasive blasting operations, and off-road vehicle use. The amount of fugitive dust created by such activities is dependent largely on the type of soil, type of operation taking place, size of the area, degree of soil disturbance, soil moisture content, and wind speed.

When fugitive dust particles are inhaled, they can travel easily to the deep parts of the lungs and may remain there, causing respiratory illness, lung damage, and even premature death in sensitive people. Fugitive dust may also be a nuisance to those living and working nearby. Dust blown across roadways can lead to traffic accidents by reducing visibility. Fugitive dust can soil and damage materials and property, such as fabrics, vehicles, and buildings. Particulates deposited on agricultural crops can lower crop quality and yield.

3.3.1.4 Existing Regional Air Quality

Measurements of ambient concentrations of the criteria pollutants are used by the USEPA and 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 exceeds the standard, the area is classified as a “nonattainment” area. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated “unclassified.”

The Los Angeles County portion of the SCAB is designated by the USEPA as a nonattainment area for O₃, lead, and PM_{2.5}; an attainment area for PM₁₀; and an attainment/unclassified area for NO₂. The SCAB is designated by CARB as a state-level nonattainment area for O₃, PM_{2.5}, and PM₁₀ and as an attainment area for lead, CO, NO₂, and SO₂. Table 3.3-3 shows the attainment status of the SCAB for the state and federal standards.

Table 3.3-3. South Coast Air Basin Attainment Status

Pollutant	CAAQS	NAAQS
Ozone (O ₃)	Nonattainment	Extreme Nonattainment
Nitrogen Dioxide (NO ₂)	Attainment	Unclassified/Attainment
Sulfur Dioxide (SO ₂)	Attainment	Unclassified/Attainment
Carbon Monoxide (CO)	Attainment	Unclassified/Attainment
Particulates (as PM ₁₀)	Nonattainment	Attainment
Particulates (as PM _{2.5})	Nonattainment	Serious Nonattainment
Lead (Pb)	Attainment	Nonattainment (Los Angeles County Portion)

Source: CARB 2024b.

The SCAQMD divides the SCAB into 37 source receptor areas (SRAs) in which 42 monitoring stations currently operate to monitor concentrations of air pollutants in the region. The Plan Area is located in multiple jurisdictions within Los Angeles County. Given the large geographic region of the Plan, an extensive listing of the air quality monitoring data collected at each SCAQMD monitoring station located within the Plan Area is not provided in this PEIR. As individual projects are not assessed separately in this PEIR, the presentation of the air quality data collected by monitoring stations relevant to each project associated with the Plan is more applicable for inclusion in the environmental documents for future individual Plan projects.

3.3.1.5 Sensitive Receptors

Certain population groups are considered more sensitive to air pollutants than others; in particular, children, elderly, and acutely ill and chronically ill people, especially those with cardiorespiratory diseases such as asthma and bronchitis. Sensitive receptors (land uses) indicate locations where such individuals are typically found, namely schools, day care centers, hospitals, convalescent homes, residences of sensitive persons, and parks with active recreational uses.

Persons engaged in strenuous work or physical exercise also have increased sensitivity to poor air quality. Residential areas are considered more sensitive to air quality conditions than commercial and industrial areas because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational uses such as parks are also considered sensitive due to the greater exposure to ambient air quality conditions, and because the presence of pollution detracts from the recreational experience.

The majority of the Plan Area is highly urbanized and includes a variety of land use types (e.g., open space, residential, commercial, mixed use, public, and industrial uses). There are many schools within the Plan Area. Table 3.3-4 shows the various school districts that operate within the Plan Area. Given the breadth and extent of the Plan, individual projects would be located within proximity to sensitive uses such as residences, schools, hospitals, and daycare centers.

Table 3.3-4. School Districts within the Plan Area

School District	Incorporated Cities
Alhambra Unified School District operates 19 schools throughout the City.	Alhambra
Arcadia Unified serves 9,500 students across 11 schools in the City.	Arcadia
Baldwin Park Unified serves over 11,000 students across 19 schools.	Baldwin Park
Claremont Unified operates 11 schools throughout the City.	Claremont
Covina-Valley Unified operates 19 Schools throughout Covina, West Covina, Glendora, San Dimas, and Irwindale.	Covina, Glendora, San Dimas, West Covina
Walnut Valley Unified School district serves 14,600 students across 15 schools in Walnut and Diamond Bar.	Diamond Bar, Walnut
Duarte Unified School District serves 8 schools throughout the city.	Duarte
El Monte City School District serves approximately 7,000 students across 14 schools.	El Monte
Hacienda La Puente Unified School District serves over 22,000 students within the cities of Industry and La Puente, and the unincorporated Los Angeles County areas of Hacienda Heights and Valinda across 32 schools.	Industry, La Puente
Bonita Unified School District operates 13 schools in the communities of San Dimas and La Verne, and part of Glendora.	Glendora, La Verne, San Dimas
Monrovia Unified School District operates 13 schools throughout the City.	Monrovia
Pasadena Unified School District serves 15,000 students across 23 schools.	Pasadena
Pomona Unified School District serves 20,915 students across 38 schools.	Pomona
Rosemead Unified School District serves 2,900 students across 5 schools.	Rosemead

School District	Incorporated Cities
San Gabriel Unified School District serves 6,000 students across 8 schools.	San Gabriel
Temple City Unified School District operates 9 schools.	Temple City

3.3.2 Regulatory Setting

3.3.2.1 Federal

3.3.2.1.1 Clean Air Act

The Clean Air Act (CAA) governs air quality in the United States and is enforced by the USEPA. The USEPA is also responsible for establishing the NAAQS. As required by the CAA, the NAAQS have been established for seven major air pollutants: CO, NO₂, O₃, PM_{2.5}, PM₁₀, SO₂, and Pb. Primary standards set limits to protect public health, including the health of at-risk populations such as people with pre-existing heart or lung disease (such as asthmatics), children, and older adults. Secondary standards set limits to protect public welfare, including protection against visibility impairment, damage to animals, crops, vegetation, and buildings. The CAA requires the USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for primary standards based on whether the NAAQS have been achieved. The USEPA has classified the SCAB as a nonattainment area for O₃, PM_{2.5}, and Pb and an attainment/maintenance area for PM₁₀, CO, SO₂, and NO₂.

In addition to the criteria pollutants, the air toxics provisions of the CAA require the USEPA to develop and enforce regulations to protect the public from exposure to airborne contaminants that are known to be hazardous to human health. In accordance with Section 112 of the CAA, the USEPA establishes National Emission Standards for Hazardous Air Pollutants. The list of Hazardous Air Pollutants or air toxics includes specific compounds that are known or suspected to cause cancer or other serious health effects.

3.3.2.2 State

3.3.2.2.1 California Clean Air Act

In addition to being subject to the requirements of the CAA, air quality in California is also governed by the California Clean Air Act (CCAA). In California, the CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a State standard and

are not used as a basis for designating areas as nonattainment. Under the CCAA, the Los Angeles County portion of the SCAB is designated as a nonattainment area for O₃, PM_{2.5}, and PM₁₀.

3.3.2.3 Regional

3.3.2.3.1 SCAQMD

The 1977 Lewis Air Quality Management Act merged four air pollution control districts to create the SCAQMD to coordinate air quality planning efforts throughout southern California. It is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain State and federal ambient air quality standards. Programs include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. The SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases.

All areas designated as non-attainment under the CCAA are required to prepare plans showing how they will meet the air quality standards. The SCAQMD prepares the Air Quality Management Plan (AQMP) to address CAA and CCAA requirements by identifying policies and control measures. The SCAG assists by preparing the transportation portion of the AQMP. On December 2, 2022, the SCAQMD adopted its 2022 AQMP, which is now the legally enforceable plan for meeting the 24-hour PM_{2.5} strategy standard (SCAQMD 2022b). The AQMP also incorporates the transportation strategy and transportation control measures from SCAG's adopted 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) Plan. SCAG is required by law to ensure that transportation activities in its jurisdiction "conform" to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. The RTP/SCS includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained in the AQMP. The SCAQMD combines its portion of the AQMP with those prepared by SCAG.

In addition to criteria pollutants, the SCAQMD also regulates TACs. A cornerstone of its work was the development of the Multiple Air Toxics Exposure Study (MATES-V). The monitoring program measured a broad list of air pollutants, including both gases and particulates, and estimated the risk of cancer from breathing toxic air pollution throughout the region. MATES-V found that the average cancer risk in Los Angeles County from carcinogenic air pollutants was 462 per million (SCAQMD 2021).

In its role as the local air quality regulatory agency, the SCAQMD also provides guidance on how environmental analyses should be prepared. This includes recommended thresholds of significance for evaluating air quality impacts. To determine whether air quality impacts from the Plan may be significant, impacts are evaluated and compared to the criteria in Table 3.3-5 and Table 3.3-6. If impacts equal or exceed any of the criteria in Table 3.3-5 and Table 3.3-6, they are considered significant.

Table 3.3-5. SCAQMD Air Quality Mass Daily Significance Thresholds

Pollutant	Mass Daily Thresholds (Construction)	Mass Daily Thresholds (Operation)
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Source: SCAQMD 2019. Notes: lbs/day = pounds per day

Table 3.3-6. SCAQMD Air Quality Mass Daily Significance Thresholds for TACs and Odor

Pollutant	Mass Daily Thresholds (Construction)
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402

Source: SCAQMD 2019.

SCAQMD is currently in the process of developing an "Air Quality Analysis Guidance Handbook" (Handbook) to replace the SCAQMD CEQA Handbook. Until the Air Quality Analysis Guidance Handbook becomes available, the SCAQMD provides supplemental information to assist in air quality analysis. Specifically, the SCAQMD provides Localized Significance Thresholds (LSTs) for projects that are five acres or less and take into consideration location and localized meteorologic (i.e., the SCAQMD identifies 38 "Source Receptor Areas"). To provide a conservative assessment, each individual project site is considered a 1-acre construction site for the purpose of comparing to the relevant LSTs. Since the Plan sites span several Source Receptor Areas, the most conservative emissions thresholds for all Source Receptor Areas within the Plan Area (i.e., SRA 8 – West San Gabriel Valley) located 25 feet from individual project sites as summarized in Table 3.3-7, are used to determine whether air quality impacts from the Plan may be significant.

Table 3.3-7. Emission Localized Significance Thresholds for Construction and Operation (1-Acre Project Site in SRA 8, 25 Meters from Sensitive Receptor)

Pollutant	Localized Significance Thresholds for Construction (pounds per day)	Localized Significance Thresholds for Operation (pounds per day)
NO _x	69	69
CO	535	535
PM ₁₀	4	1
PM _{2.5}	3	1

Source: SCAQMD 2008.

The SCAQMD has established various rules to manage air quality in the SCAB, including and not limited to:

- Rule 402, Nuisance: Rule 402 prohibits the discharge of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; endanger the comfort, repose, health, or safety of any such persons or the public; or cause, or have a natural tendency to cause, injury or damage to business or property. Odors are regulated under this rule.
- Rule 403, Fugitive Dust: Rule 403 prohibits emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area that remains visible beyond the property line of the emission's source. During construction, best available control measures identified in the rule would be required to minimize fugitive dust emissions from proposed earthmoving and grading activities. These measures would include site pre-watering and rewatering as necessary to maintain sufficient soil moisture content. Additional requirements apply to construction projects on properties with 50 or more acres of disturbed surface area or any earthmoving operation with a daily earthmoving or throughput volume of 5,000 cubic yards or more three times during the most recent 365-day period. These requirements include submittal of a dust control plan, maintenance of dust control records, and designation of an SCAQMD-certified dust control supervisor.
- Rule 404, Particulate Matter - Concentration: Rule 404 sets concentration limits for PM₁₀ emissions based on process flow rate.
- Rule 407, Liquid and Gaseous Air Contaminants: Rule 407 sets concentration limits for CO and sulfur compounds that any person is discharging into the atmosphere from any equipment.
- Rule 409, Combustion Contaminants: Rule 409 sets concentration limits for any equipment combustion contaminants being discharged into the atmosphere.
- Rule 431.1, Sulfur Content of Gaseous Fuels: The purpose of Rule 431.1 is to reduce SO_x emissions from the burning of gaseous fuels in stationary equipment requiring a permit to operate by the SCAQMD.
- Rule 474, Fuel Burning Equipment – Oxides of Nitrogen: Rule 474 sets concentration limits for NO_x discharged into the atmosphere from non-mobile fuel burning and steam generating equipment.
- Rule 1108, Cutback Asphalt: Rule 1108 specifies VOC content limits for cutback asphalt.
- Rule 1110.2, Emissions from Gaseous- and Liquid-Fueled Engines: The purpose of Rule 1110.2 is to reduce NO_x, VOCs, and CO from engines rated over 50 brake horsepower.
- Rule 1113, Architectural Coatings: Rule 1113 specifies VOC content limits for architectural coatings.

3.3.2.3.2 Los Angeles County General Plan

The General Plan is an applicable guiding policy document for the unincorporated Plan Area. The General Plan is intended to provide policy framework for development within the County through the year 2035. The General Plan provides the fundamental basis for the County's land use and development policy, and represents the basic community values, ideals, and aspirations to govern a shared environment through 2035. The following goals and policies from the General Plan Air Quality Element are applicable to the Plan:

- Goal AQ 1: Protection from exposure to harmful air pollutants.
 - Policy AQ 1.1: Minimize health risks to people from industrial toxic or hazardous air pollutant emissions, with an emphasis on local hot spots, such as existing point sources affecting immediate sensitive receptors.
 - Policy AQ 1.2: Encourage the use of low or no VOC emitting materials.
 - Policy AQ 1.3: Reduce particulate inorganic and biological emissions from construction, grading, excavation, and demolition to the maximum extent feasible.
 - Policy AQ 1.4: Work with local air quality management districts to publicize air quality warnings, and to track potential sources of airborne toxics from identified mobile and stationary sources.
- Goal AQ 2: The reduction of air pollution and mobile source emissions through coordinated land use, transportation and air quality planning.
 - Policy AQ 2.1: Encourage the application of design and other appropriate measures when siting sensitive uses, such as residences, schools, senior centers, daycare centers, medical facilities, or parks with active recreational facilities within proximity to major sources of air pollution, such as freeways.
 - Policy AQ 2.2: Participate in, and effectively coordinate, the development and implementation of community and regional air quality programs.
 - Policy AQ 2.3: Support the conservation of natural resources and vegetation to reduce and mitigate air pollution impacts.
 - Policy AQ 2.4: Coordinate with different agencies to minimize fugitive dust from different sources, activities, and uses.
- Goal AQ 3 Implementation of plans and programs to address the impacts of climate change.
 - Policy AQ 3.2: Reduce energy consumption in County operations by 20 percent by 2015.
 - Policy AQ 3.3: Reduce water consumption in County operations.
 - Policy AQ 3.4 Participate in local, regional, and state programs to reduce greenhouse gas emissions.
 - Policy AQ 3.5 Encourage energy conservation in new development and municipal operations.
 - Policy AQ 3.6 Support rooftop solar facilities on new and existing buildings.



3.3.2.4 Incorporated Cities Within the Plan Area

The table below presents the policies related to air quality from each of the incorporated cities within the Plan Area that would be applicable to projects implemented under the Plan within the boundaries of any incorporated city.

Table 3.3-8. Applicable Local City Policies Related to Air Quality

Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Alhambra	<p>Resources Element:</p> <p>Goal R-3: Minimization of energy use and its associated impacts to air quality and climate change.</p> <p>Goal R-4: Minimization of Alhambra’s contribution to regional air pollution and local exposure to elevated air pollution concentrations.</p> <p>Policy R-4A: Coordinate as appropriate with SCAQMD to ensure compliance with applicable emissions standards.</p> <p>Policy R-4B: Through land use decisions, minimize to the degree feasible the generation of air pollution and exposure of sensitive populations to elevated air pollution concentrations.</p> <p>Policy R-4C: Use SCAQMD recommended methodologies to analyze and mitigate the air quality impacts of individual development projects.</p>	<p>Municipal codes applicable to air quality within the Plan Area can be found in Chapter 6.26 (Real Property Nuisances) Section 6.26.030 (Prohibited Public Nuisance Conditions).</p> <p>Under Chapter 6.26 (Real Property Nuisances) Section 6.26.030 (Prohibited Public Nuisance Conditions) the following apply:</p> <p>(14) Flammable materials or liquids. The keeping or disposing of, or the scattering or accumulating of flammable, combustible or other materials or liquids including, but not limited to, composting, firewood, lumber, junk, trash, debris, packing boxes, papers, pallets, plant cuttings, tree trimmings or wood chips, discarded items, or other personal property on exterior portions of real property, or within any building or structure thereon, when such items or accumulations:</p> <p>(e) Cause, create, or tend to contribute to, an offensive odor.</p>	No other applicable ordinances were identified.
Arcadia	<p>Resource Sustainability Element:</p> <p>Goal RS-1: Continued improvement in local and regional air quality.</p> <p>Policy RS-1.1: Reduce local contributions of airborne pollutants to the air basin.</p> <p>Policy RS-1.2: Limit, when feasible, locating sensitive receptors near pollutant emitting sources.</p> <p>Policy RS-1.3: Continue to participate in regional efforts to meet state and federal air quality standards.</p> <p>Policy RS-1.4: Lower the emissions caused by motor vehicles through Transportation Demand Management strategies and land use patterns that reduce vehicle miles traveled.</p> <p>Policy RS-1.5: Promote the reduction of vehicular traffic and improved efficiency of the City’s circulation system (i.e. roadways) as a means to improving air quality.</p> <p>Policy RS-1.6: Require projects that generate potentially significant levels of air pollutants to incorporate the most effective air quality mitigation into project design, as appropriate.</p> <p>Policy RS-1.7: Promote energy-efficient building construction and operation practices that reduce emissions and improve air quality.</p> <p>Goal RS-2: Reducing Arcadia’s carbon footprint in compliance with SB 375 and AB 32.</p> <p>Policy RS-2.4: Pursue the strategies in the Land Use and Community Design Element to encourage transit-oriented development in established focused areas.</p> <p>Policy RS-2.5: Pursue the enhancement of bicycle and pedestrian infrastructure set forth in the Circulation and Infrastructure Element to help decrease vehicle miles traveled and vehicle trips.</p> <p>Policy RS-2.6: Coordinate land use, circulation, and infrastructure improvement efforts with the West San Gabriel Valley Planning Council, regional planning agencies, and surrounding municipalities.</p>	<p>Municipal codes applicable to air quality within the Plan Area can be found in Chapter 1 (Development Code) Section 9103.13 (Performance Standards).</p> <p>Under Chapter 1 (Development Code) Section 9103.13 (Performance Standards) the following apply:</p> <p>9103.13.020 - Dust and Dirt.</p> <p>No existing or proposed use, activity, or process or portion thereof shall from any single or combined source of emission whatsoever discharge into the atmosphere dust, dirt, or ash, except as may be permitted by the South Coast Air Quality Management District.</p> <p>9103.13.030 - Smoke.</p> <p>No existing or proposed use, activity, or process or portion thereof shall from any source whatsoever discharge smoke or other particulate matter into the atmosphere, except as may be permitted by the South Coast Air Quality Management District.</p> <p>9103.13.090 - Odors.</p> <p>No existing or proposed use, activity, or process or portion thereof shall discharge from any source whatsoever such quantities of odorous gases or other odorous matter which would cause injury to the public or endanger the comfort, repose, health, and safety of any persons, or would cause or have a natural tendency to cause injury or damage to business or property.</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal RS-3: Promoting and utilizing clean forms of transportation to reduce Arcadia’s carbon Footprint Policy RS-3.1: Develop a City fleet that to the extent feasible uses clean, alternative fuel and consists of energy-efficient vehicles.</p> <p>Policy RS-3.2: Incorporate energy-efficient vehicles into the City’s transit system.</p> <p>Policy RS-3.3: Educate residents on methods of sustainable driving techniques such as: reducing excessive speeding, preventing car idling, regular car maintenance for maximizing fuel efficiency, and carpooling.</p> <p>Policy RS-3.4: Promote residents’ and business owners’ awareness and education of traffic congestion’s effect on air pollution and help create voluntary programs that reduce traffic throughout the City.</p>		
Azusa	<p>Chater 5 Natural Environment</p> <p>Goal 1: Improve air quality in Azusa and reduce exposure to air pollutants.</p> <p>Policy 1.1 Integrate air quality concerns into land use planning decisions.</p> <p>Policy 1.2 Integrate air quality concerns into site design review.</p> <p>Policy 1.4 Participate in regional air quality planning strategies.</p> <p>Policy 1.5 Consider encouraging the use of “green roof” construction technologies.</p>	<p>Municipal code relevant to air quality within the Plan Area can be found in Chapter 88.31 (Operational Standards) Section 88.31.040 (Performance Standards).</p> <p>Chapter 88.31 (Operational Standards) Section 88.31.040 (Performance Standards) states the following:</p> <p>C. Air Emissions. No operation or activity shall emit excessive smoke, fumes, dust, or particulate matter, or which exceed the requirements or levels specified by the South Coast Air Quality Management District.</p> <p>I. Odor. No obnoxious odor or fumes shall be emitted that are perceptible without instruments by a reasonable person at or beyond the property line of the site.</p>	<p>No other applicable ordinances were identified.</p>
Baldwin Park	<p>Air Quality Element:</p> <p>Goal 1.0: Improve air quality by reducing the amount of air pollution through proper land use planning.</p> <p>Policy 1.1: Establish a new Mixed Used land use category for Downtown which provides for the integration of residential and commercial uses. Establish Downtown as a pedestrian district through development regulations, public improvements, and street design.</p> <p>Policy 1.2: Locate multiple family developments close to commercial areas to encourage pedestrian rather than vehicular travel.</p> <p>Policy 1.3: Encourage the development of higher density housing in close proximity to the City's Metrolink station.</p> <p>Policy 1.4: Provide for the enhancement of neighborhood commercial centers to provide services within walking distance of residential neighborhoods.</p> <p>Policy 1.5: Encourage the design of new residential and commercial areas to foster pedestrian circulation.</p> <p>Goal 2.0: Improve air quality by reducing the amount of vehicular emissions through planning for alternative forms of travel.</p> <p>Policy 2.1: Continue to operate the City's fixed route shuttle system, and evaluate expansion of the route as necessary to serve additional centers of activity in the City.</p> <p>Policy 2.2: Cooperate and participate in regional air quality management planning, programs, and enforcement measures.</p> <p>Policy 2.3: Utilize Transportation Demand Management to influence transportation choices related to mode and time of travel.</p> <p>Policy 2.4: Create the maximum possible opportunities for bicycles as an alternative transportation mode and recreational use.</p>	<p>Municipal code relevant to air quality within the Plan Area can be found in Chapter 153 (Zoning Code) Section 153.140 (Performance Standards) and Chapter 95 (Nuisances) Section 95.02 (Declaration of Nuisance).</p> <p>Under Chapter 153 (Zoning Code) Section 153.140 (Performance Standards) the following applies:</p> <p>Section 153.140.080 (Odor)</p> <p>(A) Odor standards. Any process that creates or emits and odors, gases or other odorous matter shall comply with standards set by the South Coast Air Quality Management District.</p> <p>(B) Continuous, frequent or repetitive odorous gases. No use shall be permitted to emit continuous, frequent or repetitive odorous gases such as to be detectable without the aid of instruments at or beyond the lot line of the site. An odor emitted no more than 15 minutes in any one day shall not be deemed as continuous, frequent or repetitive.</p> <p>(Ord. 1346, passed 5-2-12)</p> <p>Under Chapter 95 (Nuisances) Section 95.02 (Declaration of Nuisance) the following applies:</p> <p>(D) To maintain upon such property trash, garbage or refuse cans, bins, boxes, or other such containers:</p> <p>(3) In any place in such condition so as to cause offensive odors on any other property.</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 2.5: Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways.</p> <p>Policy 2.6: Review the zoning regulations annually to identify whether revisions are required to accommodate and encourage the use of alternative fuel vehicles (e.g. electric cars).</p> <p>Goal 3.0: Improve air quality by reducing the amount of vehicular emissions through transportation planning that encourages trip reduction.</p> <p>Policy 3.1: Utilize incentives, regulations and/or Transportation Demand Management programs in cooperation with other jurisdictions in the South Coast Air Basin to eliminate vehicle trips which would otherwise be made.</p> <p>Policy 3.2: Utilize incentives, regulations and/or Transportation Demand Management in cooperation with other jurisdictions to reduce the vehicle miles traveled for auto trips which still need to be made.</p> <p>Goal 4.0: Improve air quality by reducing vehicular emissions through transportation planning improvements that improve the flow of traffic.</p> <p>Policy 4.1: Promote and establish modified work schedules which reduce peak period auto travel.</p> <p>Policy 4.2: Participate in efforts to achieve increased designation, construction, and operation of High Occupancy Vehicle (HOV) lanes on local freeways.</p> <p>Policy 4.3: Encourage employer rideshare and transit incentives programs by local businesses.</p> <p>Policy 4.4: Encourage businesses to alter truck delivery routes and local delivery schedules during peak hours, or switch to off-peak delivery hours.</p> <p>Policy 4.5: Implement citywide traffic flow improvements outlined in the Circulation Element.</p> <p>Policy 4.6: Adopt and implement the required components of the Congestion Management Plan, and continue to work with Los Angeles County on annual updates to the CMP.</p> <p>Policy 4.7: Promote State and federal legislation which would improve vehicle/transportation technology.</p> <p>Goal 5.0: Reduce particulate emissions to the greatest extent feasible.</p> <p>Policy 5.1: Adopt incentives, regulations, and/ or procedures to minimize particulate emissions from paved roads.</p> <p>Policy 5.2: Adopt incentives, regulations, and/ or procedures to minimize particulate emissions from unpaved roads, parking lots, and staging areas.</p>		
Claremont	<p>Open Space, Parkland, Conservation, and Air Quality Element:</p> <p>Goal 5-13: Maximize energy conservation throughout all segments of the community to reduce air pollutant emissions, and to reduce consumption of natural resources and fossil fuels.</p> <p>Policy 5-13.1: Promote the use of energy-saving designs and devices in all new construction and reconstruction.</p> <p>Policy 5-13.2: Incorporate the use of energy conservation strategies in City projects.</p> <p>Goal 15-14: Incorporate green building and other sustainable building practices into development projects.</p>	<p>Municipal code relevant to air quality within the Plan Area can be found in Chapter 16.154 (Environmental Protective Standards) Section 16.154.040 (Environmental Development Standards).</p> <p>Under Chapter 16.154 (Environmental Protective Standards) Section 16.154.040 (Environmental Development Standards) the following applies:</p> <p>A. Air Contaminants</p> <p>The emission of any air contaminants shall not exceed the requirements of the South Coast Air Quality Management District or the requirements of any Air Quality Plan adopted by the City of Claremont.</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 5-14.1: Facilitate the use of green building standards and Leadership in Energy and Environmental Design (LEED) in both private and public projects.</p> <p>Goal 5-18: Reduce the amount of air pollution emissions from mobile and stationary sources and enhance the airshed.</p> <p>Policy 5-18-1: Enhance pedestrian and bike facilities within the City and encourage alternative modes of transportation.</p> <p>Policy 5-18.2: Encourage the use of clean fuel vehicles.</p> <p>Policy 5-18.5: Continue to require the planting of street trees along City streets and inclusion of trees and landscaping for all development projects to help improve airshed and minimize urban heat island effects.</p> <p>Policy 5-18.6: Encourage small businesses to utilize clean, innovative technologies to reduce air pollution.</p> <p>Policy 5-18.7: Implement principles of green building (see policies under Goal 5-14).</p> <p>Goal 5-19: Reduce the amount of fugitive dust released into the atmosphere.</p> <p>Policy 5-19.1: Support programs and policies of the South Coast Air Quality Management District regarding restrictions on grading operations at construction projects.</p> <p>Policy 5-19.2: Cooperate with local, regional, state, and federal jurisdictions to control fugitive dust from stationary, mobile, and area sources.</p> <p>Policy 5-19.3: Enforce regulations that do not allow vehicles to transport aggregate or similar material upon a roadway unless the material is stabilized or covered, in accordance with state law and South Coast Air Quality Management District regulations.</p> <p>Goal 5-20: Elevate public awareness regarding air pollution sources and pollutant reduction initiatives.</p> <p>Policy 5-20.1: Encourage and publicly recognize innovative approaches that improve air quality.</p> <p>Policy 5-20.2: Encourage the participation of environmental groups, the business community, civic groups, special interest groups, and the general public in the formulation and implementation of programs that effectively reduce air pollution.</p>		
Covina	<p>Land Use Element:</p> <p>Objective 1: A climate where moderate residential, commercial, and industrial development and redevelopment are accommodated.</p> <p>Policy 14: Require that future growth, infill, and revitalization activities be consistent with City-adopted positions, policies, and programs regarding regional planning and growth management matters— such as air quality attainment, recycling, hazardous waste management, trip reduction, congestion management, stormwater runoff, water quality, housing, transportation, and circulation.</p> <p>Natural Resources and Open Space Element:</p> <p>Goal Natural Resources: A setting in which a high environmental quality is achieved through the bona fide conservation and protection of existing natural resources.</p> <p><i>Water Resources and Air Quality Polices</i></p> <p>Policy o: Comply with applicable portions of Federal, State, regional, and County plans and programs pertaining to air pollution mitigation/air quality enhancement by following, in a manner that recognizes local needs, issues, views, and policy and</p>	<p>Municipal code relevant to air quality within the Plan Area can be found in Chapter 9.42 (Environmental Disturbances) Section 9.42.020 (Sources of Environmental Disturbances) and Chapter 8.40 (Public Nuisances) Section 8.40.030 (Prohibited Public Nuisance Conditions).</p> <p>Under Chapter 9.42 (Environmental Disturbances) Section 9.42.020 (Sources of Environmental Disturbances) the following applies:</p> <p>A. Odors. No operation or activity of odorous gases or other odorous matter in such quantities as to be dangerous, injurious, noxious, or otherwise objectionable, which is detectable with or without the aid of instruments, shall be permitted at or beyond the lot line of the property generating the odorous gases or matter.</p> <p>C. Smoke. No operation or activity is permitted to have operations that emit excessive smoke, fumes, or dust that exceeds the requirements or levels specified by the South Coast Air Quality Management District (SCAQMD).</p> <p>Under Chapter 8.40 (Public Nuisances) Section 8.40.030 (Prohibited Public Nuisance Conditions) the following applies:</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>financial constraints, various vehicular emissions-reducing and traffic congestion-reducing land use and transportation control and energy conservation measures, proposals, and policies outlined in the Land Use and Circulation Elements, to the greatest extent feasible and practical.</p> <p>Policy s: Separate sensitive areas and uses (e.g., parks, schools, child care centers, and nursing homes) from significant sources of air pollution, to the greatest extent possible.</p> <p>Policy t: Preclude the development of land uses and land use practices that would contribute significantly to air quality degradation.</p>	<p>13. The keeping or disposing of, or the scattering or accumulating of, flammable, combustible or other materials including, but not limited to, composting, firewood, lumber, junk, trash, debris, packing boxes, pallets, plant cuttings, tree trimmings or wood chips, discarded items, or other personal property on exterior portions of real property, or within any building or structure thereon, when such items or accumulations:</p> <p>e. Cause, create, or tend to contribute to an offensive odor.</p>	
El Monte	<p>Land Use Element:</p> <p>Policy LU-7.15: Land Use Buffers. Require developers and property owners to mitigate the negative impacts (e.g., noise, air quality, traffic, etc.) of their nonresidential operations that materially affect the quality of life of neighboring residential areas as a precondition to expansion, relocation, or operation of nonresidential uses.</p> <p>Public Health and Safety Element:</p> <p>Goal PHS-3: Clean and healthful air through the implementation of responsive land use practices, enhancement to the natural landscape, pollution reduction strategies, and cooperation with regional agencies.</p> <p>Policy PHS-3.1 Land Use. As a condition for siting or expanding operations in El Monte, require air pollution emitters to evaluate and fully mitigate the impacts of their operations on schools, homes, medical facilities, child care centers, and other sensitive receptors.</p> <p>Policy PHS-3.3 Community Forest. As prescribed in the Parks and Recreation Element, enhance the City’s community forest by planting trees along all roadways as a means to help filter air pollutants, clean the air, and provide other health benefits to the community.</p> <p>Policy PHS-3.4 Transportation. Encourage alternative modes of travel to work and school by maximizing transit service, purchasing alternative fuel vehicles, completing all sidewalks, and creating a network of multiuse trails and bicycle paths.</p> <p>Policy PHS-3.5 Regional Coordination. Work cooperatively with cities through the San Gabriel Valley Council of Governments to address interjurisdictional and regional issues of air quality, including mobile and stationary sources of air pollution.</p> <p>Policy PHS-5.5: Air Pollution. Reduce public exposure to toxic air contaminants through appropriate land use policy, transportation strategies, and prohibition or phasing out of incompatible emissions.</p> <p>sources.</p> <p>Circulation Element:</p> <p>Policy CD-7.9: Buffering. Plant buffers of lush deciduous trees along the railroad right-of-way, adjacent to neighborhoods and industries, and in parks and at schools to create a noise buffer, filter air pollutants, and beautify the district.</p> <p>Health and Wellness Element:</p> <p>Goal HW-12: Land use patterns reduce driving, enhance air quality, and improve respiratory health.</p>	<p>Municipal code relevant to air quality within the Plan Area can be found in Chapter 17.50 (Performance Standards) Section 17.50.050 (Air Quality) and Chapter 8.40 (Public Nuisances) Section 8.40.030 (Prohibited Public Nuisance Conditions).</p> <p>Under Chapter 17.50 (Performance Standards) Section 17.50.050 (Air Quality) the following applies:</p> <p>A. Discharge Prohibited. The operation of any structure or use shall not directly or indirectly discharge air contaminants (e.g. carbon, dust, fumes, gases, mist, noxious acids, odors, particulate matter, smoke, soot and sulfur compounds) into the atmosphere that exceed any federal, state or local air quality standards or that might be obnoxious or offensive to anyone residing or conducting business either on-site or abutting the site.</p> <p>B. Compliance with Rules and Regulations. Stationary sources of air pollution shall comply with the requirements of the most recent Air Quality Management Plan and any rules identified by the California Environmental Protection Agency (CalEPA), the California Air Resources Board (ARB) and the South Coast Air Quality Management District (SCAQMD).</p> <p>D. Minimum Separation Distances. The proximity of proposed sensitive land uses to air pollution sources should be considered in the siting of the sensitive use. For the purposes of this section, sensitive land uses are those land uses where individuals who are more susceptible to the effects of air pollution (e.g. athletes, children, the elderly, those with illnesses) than the population at large.</p> <p>E. Odor Emissions.</p> <p>1. No existing or proposed use, activity or process or portion thereof shall discharge from any source whatsoever such quantities of odorous gases or other odorous matter which would cause injury to the public or endanger the comfort, repose, health, and safety of any persons, or would cause or have a natural tendency to cause injury or damage to business or property.</p> <p>F. Dust and Dirt. Land use activities that may create dust emissions (e.g. construction, grading) shall be conducted so as to create as little dust or dirt emission beyond the boundary line of the parcel as possible, including, but not limited to, the following:</p> <p>1. Scheduling. Grading activities shall be scheduled to ensure that repeated grading will not be required and that implementation of the proposed land use will occur as soon as possible after grading.</p> <p>2. Operations During High Winds. Clearing, earthmoving, excavation operations or grading activities shall cease when the wind speed exceeds twenty-five (25) miles per hour averaged over one hour.</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy HW-12.5: Air Pollution Mitigation. Use landscaping, ventilation systems, double paned windows, or other mitigation measures to achieve healthy indoor air quality and noise levels in sensitive land uses.</p> <p>Policy HW-12.9: Air Quality Policies. Support policies that reduce emissions of pollutants from stationary and mobile sources such as industrial facilities, motor vehicles and trains.</p>	<p>3. Area of Disturbance. The area disturbed by clearing, demolition, earthmoving, excavation operations or grading shall be the minimum required to implement the allowed use.</p> <p>4. Dust Control. During clearing, demolition, earthmoving, excavation operations or grading, dust emissions shall be controlled by regular watering, paving of construction roads or other dust-preventive measures (e.g. hydroseeding), subject to the approval of the City Engineer.</p> <p>a. Material(s) excavated or graded shall be watered to prevent dust. Watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day.</p> <p>b. Material(s) transported off-site shall be either sufficiently watered or securely covered to prevent dust.</p> <p>5. On-site Roads. On-site roads shall be paved as soon as feasible. During construction, roads shall be watered periodically and/or shall be chemically stabilized.</p> <p>6. Revegetation. Graded areas shall be revegetated as soon as possible to minimize dust and erosion. Portions of the construction site to remain inactive longer than three (3) months shall be seeded and watered until grass cover is grown and maintained, subject to the discretion of the City Engineer.</p> <p>7. Exhaust Emissions. Construction-related exhaust emissions shall be minimized by maintaining equipment in good running condition and in proper tune in compliance with manufacturer's specifications. Construction equipment shall not be left idling for long periods of time.</p> <p>G. Smoke. No existing or proposed use, activity or process or portion thereof shall, from any source whatsoever, discharge smoke or other particulate matter into the atmosphere, except as may be permitted by the SCAQMD.</p> <p>(Ord. No. 3011 , § 3(Exh. B), 6-21-2022; Ord. No. 3023 , § 4.B(Exh. B), 5-2-2023)</p>	
Glendora	<p>Air Quality Element:</p> <p>Goal AQ-1: Coordination with Regional, State and Federal Agencies.</p> <p>Policy AQ-1.1: Encourage the construction of regional transportation facilities such as HOV lanes, Metrolink, bus routes, and pedestrian and bicycle facilities.</p> <p>Goal AQ-2: Reduction of vehicular trips.</p> <p>Policy AQ-2.1: Reduce mobile source emissions by encouraging a reduction in project related vehicle trips and vehicle miles traveled (VMT).</p> <p>Policy AQ-2.3 Encourage “walkable” neighborhoods with pedestrian walkways and bicycle paths in residential and other types of developments to encourage pedestrian rather than vehicular travel.</p> <p>Goal AQ-4: Protect the health of all residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of pollution with equitable environmental policymaking and enforcement.</p> <p>Policy AQ-4.1: Evaluate potential environmental justice issues by requiring a review of environmental impacts for potential development projects.</p> <p>Policy AQ-4.2: Separate, buffer, and protect sensitive receptors from significant sources of pollution to the greatest extent possible.</p>	<p>Municipal code relevant to air quality within the Plan Area can be found in Chapter 9.36 (Abatement of Nuisances – Premises) Section 9.36.010 (Maintenance of Premises – Nuisances).</p> <p>Under Chapter 9.36 (Abatement of Nuisances – Premises) Section 9.36.010 (Maintenance of Premises – Nuisances) the following applies:</p> <p>(11) Nuisance Odor or Fumes. To store, keep, operate or maintain any equipment, machinery, vehicle, liquid or solid waste or any other device, which emits an objectionable odor or by reason of its dust, exhaust or fumes that creates a health or safety hazard to any person(s) or which causes discomfort or annoyance to reasonable persons of normal sensitivity.</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy AQ-4.3: Encourage the participation of the business community, civic groups, special interest groups, and the general public in the formulation and implementation of programs that effectively reduce air pollution.</p> <p>Goal AQ-7: Reduced pollutant emissions from stationary sources, including point sources and area sources.</p> <p>Policy AQ-7.2: Require projects to mitigate anticipated emissions that exceed Air Quality Management Plan Guidelines.</p>		
Industry	<p>Resource Management Element:</p> <p>Goal RM2: Improved air quality and reduced greenhouse gas emissions.</p> <p>Policy RM2-1: Comply with state building codes relative to indoor air quality.</p> <p>Policy RM2-2: Support efforts to reduce pollutants to meet State and Federal Clean Air Standards.</p> <p>Policy RM2-3: Collaborate with the CARB and other agencies within the South Coast Air Basin to improve regional air quality and achieve GHG reduction targets.</p> <p>Policy RM2-4: Prohibit siting of sensitive land uses within distances defined by CARB unless sufficient mitigation is provided.</p> <p>Implementation Measure IMP-4: Address truck idling limits during the design review process, especially when adjacent to sensitive uses.</p> <p>Implementation Measure IMP-5: Coordinate with SCAG and surrounding jurisdictions on infrastructure improvements intended to relieve congestion and thereby reduce air emissions.</p> <p>Implementation Measure IMP-6: Strive to achieve the California Air Resources Board's Scoping Plan. Opportunities may include:</p> <ul style="list-style-type: none">• Construction of new energy efficient buildings• Use of energy efficient materials and features during retrofitting activities• Use of recycled materials in new and retrofit construction activities• An energy financing program, such as that available through AB 811 energy financing districts, to encourage energy efficiency retrofits in existing residential and commercial buildings• Use of solar or other renewable energy technologies in parking structures• Conversion or replacement of city fleet vehicles with hybrid or more fuel-efficient vehicles• Replacement of incandescent traffic and crosswalk lights with energy-efficient light-emitting diodes (LEDs)• Replacement of incandescent and mercury vapor street and parking lot lights with energy efficient alternatives <p>Increased opportunities fore-waste and hazardous waste recycling by businesses</p> <p>Incorporation of demolition waste recycling or recovery practices</p> <p>Use of rubberized asphalt concrete and/or recycled asphalt pavement for streets and parking lots</p>	No applicable ordinances relevant to air quality within the Plan Area were identified.	No other applicable ordinances were identified.
Irwindale	<p>Resource Management Element:</p> <p>Policy 22: The City of Irwindale will facilitate communications among residents, businesses, and the South Coast Air Quality Management District (SCAQMD) to quickly resolve air pollution nuisance complaints. The City will distribute information to advise</p>	No applicable ordinances relevant to Air Quality within the Plan Area were identified.	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>residents on how to register a complaint with SCAQMD (SCAQMD’s —Cut Smog program).</p> <p>Policy 30: The City of Irwindale will provide regional and local air quality information on the City’s website, including the SCAQMD’s 1-800-CUT-SMOG number for the public to report air pollution complaints to the SCAQMD.</p> <p>Program: Air Quality Planning. The City of Irwindale will continue to participate in the regional planning efforts being undertaken by the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) to develop and implement strategies to improve regional air quality. The City of Irwindale will continue to work with the SCAQMD and SCAG and the surrounding cities in improving air quality.</p>		
La Puente	<p>Community Resources Element:</p> <p>Goal 4: Conservation of La Puente's natural resources, improvement of air quality, and energy conservation.</p> <p>Policy 4.2: Participate with the South Coast Air Quality Management District and neighboring cities in supporting local and regional projects that improve mobility on freeways and railways, reduce emissions, and improve air quality.</p> <p>Policy 4.4: Encourage alternative modes of transportation, such as walking, bicycling, public transportation, and carpooling.</p>	<p>Municipal code relevant to air quality within the Plan Area can be found in Chapter 10.38 (Performance Standards) Section 10.38.020 (Air Quality, Dust, and Dirt).</p> <p>Under Chapter 10.38 (Performance Standards) Section 10.38.020 (Air Quality, Dust, and Dirt) the following applies:</p> <p>No operation or activity (for example, construction, grading, and agriculture) shall cause the emission of any smoke, fly ash, dust, fumes, vapors, gases or other forms of air pollution, beyond any boundary line of the parcel, which exceeds the requirements of any air quality plan or General Plan Air Quality Element adopted by the City. To ensure a dust free environment, appropriate grading procedures shall include, but are not limited to, the following:</p> <p>A. Schedule all grading activities to ensure that repeated grading will not be required and implementation of the desired land use (e.g. planting, paving or construction) will occur as soon as possible after grading.</p> <p>B. Disturb as little native vegetation as possible.</p> <p>C. Water graded areas as often as necessary to prevent blowing dust or dirt, hydro seeding with temporary irrigation, adding a dust palliative, and/or building wind fences.</p> <p>D. Re-vegetate graded areas as soon as possible.</p> <p>E. Construct appropriate walls or fences to contain the dust and dirt within the parcel subject to the approval of the City Engineer. (Ord. 935 § 3 (part), 2015)</p>	<p>No other applicable ordinances were identified.</p>
La Verne	<p>Conservation and Natural Resources:</p> <p>Goal 5: Improve our air quality.</p> <p>Policy 5.1 – Reduce Vehicular Pollution:</p> <p>Implementation Measure a: Adopt the South Coast Air Quality Management Plan.</p> <p>Implementation Measure b: Participate in the South Coast Air Quality Management District’s attainment programs.</p> <p>Implementation Measure f: Include pedestrian and bicycle paths whenever possible in our Capital Improvement Program, placing special emphasis on east-west routes.</p> <p>Implementation Measure g: Object officially to actions of other agencies that would result in increased pollution.</p> <p>Implementation Measure h: Insist on the development of adequate mitigation measures and a monitoring program to enforce other agency actions.</p>	<p>No applicable ordinances relevant to Air Quality within the Plan Area were identified.</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Monrovia	<p>Environmental Justice Element:</p> <p>Goal 4: Protect human and environmental health by restoring and improving potable water resources and protecting land uses and air quality from future contamination.</p> <p>Policy 4.2: Improve air quality conditions and minimize air quality impacts on sensitive population groups, by reducing point source emissions (ozone, small particulate matter, diesel particulates), particularly in the environmental justice community.</p> <p>Program 4.2.3: Continue to support the efforts of the South Coast Air Quality Management District (SCAQMD) to identify, monitor, and reduce air pollutants.</p> <p>Program 4.2.4: Require new sensitive land uses to include feasible measures such as setbacks, landscaping, ventilation systems, and other effective measures to minimize potential impacts from air pollution.</p>	<p>Municipal code relevant to air quality within the Plan Area can be found in Chapter 17.32 (Performance Standards) Section 17.32.060 (Odors) and Section 17.32.070 (Air Pollution).</p> <p>Under Chapter 17.32 (Performance Standards) Section 17.32.060 (Odors) the following applies:</p> <p>No emission shall be permitted at any point from any chimney (except chimneys for dwelling units) or from any other source of visible smoke.</p> <p>(‘83 Code, § 17.32.060) (Ord. 94-03 § 6, 1994)</p> <p>Under Chapter 17.32 (Performance Standards) Section 17.32.070 (Air Pollution) the following applies:</p> <p>No airborne emission shall be permitted which causes any damage to health, animals, vegetation or other form of property, or which causes soiling at or beyond the property line of the property where the emission is produced.</p> <p>(‘83 Code, § 17.32.070) (Ord. 94-03 § 6, 1994)</p>	No other applicable ordinances were identified.
Montebello	<p>Conservation Element:</p> <p>Objective 7: Encourage area-wide, regional and national solutions to air pollution.</p> <p>Policy 6: Strict, yet reasonable, legislation and enforcement should be provided regarding emission and air quality standards.</p>	No applicable ordinances relevant to Air Quality within the Plan Area were identified.	No other applicable ordinances were identified.
Pasadena	<p>Land Use Element:</p> <p>Goal 10: City Sustained and Renewed. Development and infrastructure practices that sustain natural environmental resources for the use of future generations and, at the same time, contribute to the reduction of greenhouse gas emissions and impacts on climate change.</p> <p>Policy 10.1 Environmental Quality and Conservation. Establish Pasadena as a leader on environmental stewardship efforts, including air quality protection, energy and water efficiency, renewable energy standards, natural resource conservation, and greenhouse gas emission standards in the areas of energy, water, air and land.</p> <p>Mobility Element:</p> <p>Objective 1: Enhance livability:</p> <p>Policy 1.9: Support local and regional air quality, sustainability, and GHG emission reduction goals through management of the City’s transportation network.</p> <p>Policy 1.23: Improve public health by supporting walking and bicycling throughout the city.</p> <p>Open Space and Conservation Element:</p> <p>Goal Urban Forest: Protect and enhance Pasadena’s trees on public and privately owned land.</p> <p>Policy 1: Increase the number of trees in the City to diminish the urban heat sink, and improve air quality.</p>	<p>Municipal code relevant to air quality within the Plan Area can be found in Chapter 17.40 (General Property Development and Use Standards) Section 17.40.090 (Performance Standards).</p> <p>Under Chapter 17.40 (General Property Development and Use Standards) Section 17.40.090 (Performance Standards) the following applies:</p> <p>C. Odor. No use, process, or activity shall produce odor that causes discomfort or annoyance to a reasonable person of normal sensitivity or which endangers the comfort, repose, health, or peace of residents whose property abuts the site.</p>	No other applicable ordinances were identified.
Pico Rivera	<p>Environmental Resources Element:</p> <p>Goal 8.2: Continued improvement in local and regional air quality with reduced greenhouse gas emissions to maintain the community’s health.</p>	Municipal code relevant to air quality within the Plan Area can be found in Chapter 8.16 (Nuisance Abatement Administrative Citations) Section 8.16.010 (Public Nuisances).	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 8.2-1: Regional Efforts. Coordinate local air quality improvements and greenhouse gas emissions reduction efforts with surrounding communities, and regional agencies such as the South Coast Air Quality Management District, the Gateway Cities Council of Governments.</p> <p>Policy 8.2-3: Construction Emissions. Require new development projects to incorporate feasible measures that reduce emissions from construction, grading, excavation, and demolition activities to avoid, minimize, and/or offset their impacts consistent with South Coast Air Quality Management District requirements.</p> <p>Policy 8.2-4: Operational Emissions. Require new development projects to incorporate feasible measures that reduce operational emissions through project and site design and use of best management practices to avoid, minimize, and/or offset their impacts consistent with South Coast Air Quality Management District requirements.</p>	<p>Under Chapter 8.16 (Nuisance Abatement Administrative Citations) Section 8.16.010 (Public Nuisances) the following applies:</p> <p>8. Garbage or trash cans or containers stored in front or side yards and visible from public streets, or which cause offensive odors;</p> <p>10. Keeping, operating or maintaining any machinery which, emits an objectionable odor, or by reason of its dust, exhaust or fumes creates a health or safety hazard;</p>	
Pomona	<p>Neighborhood Edges Chapter:</p> <p>Policy 6D.P19: Develop and adopt standards for shade trees within parking lots to achieve the following:</p> <ul style="list-style-type: none">• More trees in the City to improve air quality. <p>Conservation Element:</p> <p>Goal 7E.G8: Contribute to attainment of regional goals by improving ambient air quality levels within Pomona.</p> <p>Goal 7E.G7: SB375: Support regional effort to reduce greenhouse gas emissions to the extent feasible.</p> <p>Goal 7E.G10: Incorporate air quality protection and improvement programs and policies into local planning and development activities, with a particular focus on subdivision, zoning and site design measures that reduce the number and length of single-occupant automobile trips.</p> <p>Policy 7E.P14: Prepare a Green Plan to guide the City in its efforts to reduce greenhouse gas emissions.</p> <p>Policy 7E.P15: As part of the Green Plan, prepare a greenhouse gas emissions inventory and monitor changes in the City’s greenhouse gas emissions bi-annually.</p> <p>Policy 7E.P16: Attempt to reduce single-occupancy vehicle travel as outlined throughout this document and summarized in the Pomona Tomorrow General Plan diagram by:</p> <ul style="list-style-type: none">• Placing a strong emphasis on maximizing the efficiency of existing transportation facilities.• Promoting increased density of development within existing transportation (especially transit) corridors.• Encouraging the use of public transportation, and.• Emphasizing pedestrian and bicycle circulation, rather than motor vehicle circulation. <p>Policy 7E.P18: Require dust abatement actions for all new construction and redevelopment projects.</p> <p>Policy 7E.P20: Coordinate air quality planning efforts with local, regional and state agencies. Support the South Coast Air Quality Management District’s efforts to monitor and control air pollutants from stationary sources.</p>	<p>Municipal code relevant to air quality within the Plan Area can be found in Appendix I (Zoning Ordinance) Part II Section .263 (Property Development Standards).</p> <p>Under Appendix I (Zoning Ordinance) Part II Section .399 (Property Development Standards) the following applies:</p> <p>(m) STANDARDS OF OPERATION</p> <p>(1) No portion of any lot or parcel shall be used in such a way as to create a nuisance to adjacent sites, such as, but not limited to, vibration, sound, electro-mechanical disturbance and radiation, electro-magnetic disturbance, radiation, air or water pollution, dust, emission of odorous, toxic or noxious matter.</p> <p>The applicant should be aware that his proposed operation shall have adequate controls, measures, or devices provided to insure and protect against the emission of odor, dust, gas, smoke, noise, fumes, vibrations, or heat beyond the exterior limits of the premises.</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	Policy 7E.P21: Require all large construction projects to mitigate diesel exhaust emissions through use of alternative fuels and control devices, as appropriate and cost effective.		
Rosemead	<p>Resource Management Element:</p> <p>Goal 4: Effective contributions to regional efforts to improve air quality and conserve energy.</p> <p>Policy 4.1: Integrate air quality planning with City land use, economic development, and transportation planning efforts.</p> <p>Policy 4.2: Support programs that reduce air quality emissions related to vehicular travel.</p> <p>Policy 4.3: Support alternative transportation modes and technologies, and develop bike- and pedestrian friendly neighborhoods and districts to reduce emissions associated with automobile use.</p> <p>Goal 4: Effective contributions to regional efforts to improve air quality and conserve energy.</p> <p>Implementation Action 4.1: For all development applications that have the potential to adversely affect air quality, the City shall, as appropriate and pursuant to CEQA, require detailed air quality analysis for all applications that have the potential to adversely affect air quality. All development proposals brought before the City will be reviewed for potential adverse effects on air quality and will be required to mitigate any significant impacts in accordance with CEQA.</p> <p>Implementation Action 4.3: Develop and implement site design guidelines to facilitate pedestrian and biking activity and the use of transit.</p> <p>Implementation Action 4.4: Develop pedestrian and bike pathway design standards that buffer pedestrian/bike and vehicular activities.</p> <p>Implementation Action 4.7: Where fugitive dust is causing a chronic public nuisance or air quality is in exceedance of PM10 standards, consider adopting a dust control policy that requires preparation and approval of a dust control plan.</p> <p>Implementation Action 4.8 Consider preparing and enforcing a dust reduction ordinance that addresses mobile and stationary sources.</p>	No applicable ordinances relevant to air quality within the Plan Area were identified.	No other applicable ordinances were identified.
San Dimas	<p>Conservation Element:</p> <p>Goal CN-5: Strive for air quality that is compatible with health, well-being, and enjoyment of life for all citizens.</p> <p>Objective 5.1: Support the regional air quality goal to attain and maintain National Air Quality Standards while continuing economic growth and improvement in the quality of life afforded to the citizens of San Dimas and Los-Angeles County.</p> <p>Policy 5.1.1: Separate sensitive areas and uses (e.g., schools, childcare centers, playgrounds etc.) from significant sources of air pollution.</p> <p>Policy 5.1.2: The City shall coordinate with SCAQMD, SCAG, CARB and other local, state and national agencies in efforts to plan and implement clean air strategies for the South Coast Air Basin.</p> <p>Objective 5.2: Coordinate air quality planning and implementation efforts with other responsible agencies.</p>	No applicable ordinances relevant to air quality within the Plan Area were identified.	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
San Gabriel	<p>Environmental Resources:</p> <p>Goal 8.6 Improve air quality within the City of San Gabriel.</p> <p>Target 8.6.2: Encourage the use of mass transit, carpooling, bicycling, and other alternative transportation options.</p> <p>Target 8.6.5: Encourage the planting of street trees and yard trees because of their air quality contribution.</p> <p>Target 8.6.6: Replace City-owned and encourage replacement of privately owned fire extinguishers with models that do not use ozone depleting compounds.</p> <p>Target 8.6.7: Investigate the feasibility of expanding a City operated bus service.</p> <p>Target 8.6.8: Work with the South Coast Air Quality Management District to reduce emissions from stationary sources in San Gabriel.</p> <p>Target 8.6.9: Permit major indirect sources of air pollution only if they provide transportation measures to reduce their impacts to an insignificant level.</p> <p>Target 8.6.10: Map sensitive land uses including hospitals, schools, and care facilities and periodically check air quality in these areas.</p>	<p>Municipal code relevant to air quality within the Plan Area can be found Chapter 98 (Nuisances) Section 98.02 (Maintenance of Premises; Nuisances).</p> <p>Under Chapter 98 (Nuisances) Section 98.02 (Maintenance of Premises; Nuisances) the following applies:</p> <p>(F) To maintain property in such a manner that the topography or configuration, whether a natural state or as a result of grading operations, causes or will cause erosion, subsidence or surface water containing any oil, solvent, detergent, odorous material creating runoff problems which will or may be injurious to the public health, safety and welfare or to adjacent or nearby properties;</p> <p>(K) To maintain property containing refuse, rubbish, garbage, offal, animal excrement or other waste materials which emit odors that are unreasonably offensive to the physical senses of normal persons, or which may cause or attract the migration of insects.</p>	No other applicable ordinances were identified.
San Marino	No applicable goals or policies related to air quality were identified.	<p>Municipal code relevant to Air Quality within the Plan Area can be found Chapter VIII (Public Nuisances) Article 02 (Nuisances Conditions) Section 08.02.01 (Conditions Constituting a Public Nuisances).</p> <p>Under Chapter VIII (Public Nuisances) Article 02 (Nuisances Conditions) Section 08.02.01 (Conditions Constituting a Public Nuisances) the following applies:</p> <p>G. Garbage or trash cans or containers that are:</p> <p>2. Emitting offensive odors to adjacent properties.</p>	No other applicable ordinances were identified.
South El Monte	<p>Goal 5.0: Improve air quality for future generations of South El Monte residents.</p> <p>Policy 5.1: Continue to improve traffic flow through and within the City.</p> <p>Policy 5.2: Review the zoning regulations annually to identify whether revisions are required to accommodate and encourage the use of alternative-fuel vehicles (e.g. electric cars).</p>	<p>Municipal code relevant to Air Quality within the Plan Area can be found Chapter 9.16 (Offenses Against Property) Section 09.16.010 (Conditions of Property).</p> <p>Under Chapter 9.16 (Offenses Against Property) Section 09.16.010 (Conditions of Property) the following applies:</p> <p>H. Garbage or trash cans or containers: (1) stored in front of side-yard areas which are visible from the public right-of-way, or (2) emitting offensive odors to adjacent properties.</p>	No other applicable ordinances were identified.
Temple City	<p>Land Use Element:</p> <p>Goal LU 2: Land Use Mix. A complete community that is balanced with places for living, working, shopping, recreation, education, and arts and culture that reflect Temple City’s history, tradition, and diversity.</p> <p>Policy LU 2.5: Places to Live and Work. Provide for the development of projects integrating housing with commercial uses enabling residents to reduce automobile travel, air pollution, and greenhouse gas emissions.</p> <p>Goal LU 7: Sustainable Built Environment. A built environment that contributes to a sustainable environment, minimizes consumption of scarce environmental resources, and reduces greenhouse gas emissions.</p> <p>Policy LU 7.1: Sustainable Land Development. Promote land use and urban design development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and waste and noise generation. These should include practices described in the United States Green Building Council’s LEED-ND rating</p>	<p>Municipal code relevant to air quality within the Plan Area can be found Part 1 (Nuisances Enumerated) Section 4-2C-2 (Prohibited Public Nuisance Conditions).</p> <p>Under Part 1 (Nuisances Enumerated) Section 4-2C-2 (Prohibited Public Nuisance Conditions) the following applies:</p> <p>14. The keeping or disposing of, or the scattering or accumulating of flammable, combustible or other materials including, but not limited to, composting, firewood, lumber, junk, trash, debris, packing boxes, pallets, plant cuttings, tree trimmings or wood chips, discarded items, or other personal property on exterior portions of real property, or within any building or structure thereon, when such items or accumulations:</p> <p>e. Cause, create, or tend to contribute to, an offensive odor</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>program such as concentrating development to promote walking in lieu of the automobile, capturing and re-using stormwater onsite, managing and reusing wastewater, orienting buildings to maximize opportunities for solar energy use, use of drought tolerant and native landscapes, shading of exterior public spaces, and recycling and salvage for reuse of construction and demolition debris.</p> <p>Policy LU 7.5: Greenhouse Gas Reduction Plans. Require major development projects to prepare greenhouse gas reduction plans consistent with the targets defined in state statutory requirements.</p> <p>Goal LU 14: Mixed Use Districts. Well-designed and cohesive districts and corridors containing an integrated mix of residential with commercial and/or office uses that create vibrant and safe pedestrian-active environments in Temple City, reducing automobile use, pollution, and greenhouse gas emissions.</p> <p>Natural Resources Element:</p> <p>Goal NR 1: Improved Air Quality. Air quality that enhances the health and well-being for all residents of Temple City.</p> <p>Policy NR 1.1: Greenhouse Gas Emissions (GHG) Targets. Develop a Climate Action Plan (CAP) that defines transportation, land use, energy, area source, water, and solid waste reduction measures for Temple City, and establishes a target for GHG emission reductions.</p> <p>Policy NR 1.2: Air Quality Assessment and Monitoring. Cooperate with the California Air Resource Board (CARB) and South Coast Air Quality Management District (SCAQMD) to measure air quality at emission sources and enforce the standards of the Clean Air Act for air quality and GHG emissions.</p> <p>Policy NR 1.3: Development Dust and Particulate Emission Control. Develop regulations to reduce particulate matter (PM) emissions from public and private construction, demolition, and debris hauling to achieve compliance with federal standards.</p> <p>Goal NR 2: Land Use Mix and Balance. A balanced mix of land uses that promote clean air and reduce automobile trips and energy consumption.</p> <p>Policy NR 2.1: Land Use and Urban Form. Encourage a compact, mixed-use, pedestrian and bike friendly environment that reduces automobile use, improves air quality, and reduces the impacts of climate change, as defined by the Land Use Element.</p> <p>Policy NR 2.3: Buffer Emission Sources and Sensitive Land Uses. Prohibit land uses that emit pollution and/or odors from locating near sensitive receptors, such as schools, nursing homes and convalescent facilities, hospitals, and daycare facilities.</p> <p>Policy NR 2.4: Equity. Ensure that all land use decisions are made in an equitable fashion in order to protect all residents from the health effects of air pollution.</p> <p>Goal NR 3: Infrastructure. Reduced pollution and emissions from utility infrastructure.</p> <p>Policy NR 3.1: Low Impact Infrastructure. Encourage utility service providers to adopt practices and implement improvements that reduce air pollution and GHG emissions.</p> <p>Policy NR 3.2: Private Development Infrastructure. Facilitate the use of renewable energy and water-efficient systems in residential, commercial, industrial, and other private development projects, provided that they are designed consistent with the quality and character of Temple City.</p> <p>Policy NR 3.3: Public Facilities. Reduce air pollution and GHG emissions through continued reduction of overall energy and water use of local public infrastructure, facilities, and programs for maintenance and efficiency.</p>		



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy NR 3.4: Fleet Operations. Continue to purchase low-emission vehicles for the City’s fleet and use available clean fuel sources for trucks and heavy equipment.</p> <p>Policy NR 3.5: Preference for Reduced-Emission Equipment. Give preference to contractors using reduced-emission equipment for City construction projects and contracts for services (e.g. garbage collection), as well as businesses that practice sustainable operations.</p> <p>Goal NR 4: Public Awareness. An informed public as to the importance of strategies to improve air quality and reduce GHG emissions.</p> <p>Policy NR 4.1: Air Quality and Climate Change Education. Promote and disseminate information about state, federal, and regional standards; health effects; and efforts that Temple City’s residents and businesses can take to improve air quality and reduce GHG emissions.</p> <p>Policy NR 4.2: Employer Education Programs. Encourage employers to participate in the Los Angeles County Metropolitan Transportation Authority (Metro) and Southern California Association of Governments (SCAG) public education programs to improve air quality and reduce GHG emissions.</p> <p>Policy NR 4.3: Involvement of Schools and Organizations. Work with local schools, businesses, and organizations to increase citizens’ awareness and participation in efforts to reduce air pollution and GHG emissions.</p>		
West Covina	<p>Our Natural Community:</p> <p>Policy P1.1: Promote alternative transportation modes like walking, biking, and transit that reduce emissions related to vehicular travel.</p> <p>Action A1.1: Continue to channel Federal, State and Local transportation funds to programs, and infrastructure improvements that reduce air pollution through the promotion of walking, biking, ridesharing, public transit use, the use of alternative fuel vehicles or other clean engine technologies.</p> <p>Policy P1.3: Minimize the adverse impacts of growth and development on air quality and climate.</p> <p>Action A1.3: Prepare and adopt a plan to reduce greenhouse gases as part of the Environmental Impact Report (to be concurrently approved with the West Covina General Plan) to achieve compliance with State mandates, and consistency with the Regional Transportation Plan/Sustainable Community Strategy to facilitate development by streamlining the approval process, and to improve air quality.</p>	<p>Municipal code relevant to Air Quality within the Plan Area can be found Division 3 (Development Standards) Section 16-580 (Nuisances).</p> <p>Under Division 3 (Development Standards) Section 16-580 (Nuisances) the following applies:</p> <p>No portion of the property shall be used in such a manner as to create a nuisance to adjacent properties, such as but not limited to vibration, sound, electro-mechanical disturbance or radiation, air or water pollution, dust, emission of odorous, toxic, or noxious matter.</p> <p>(Code 1960, § 10904.14; Ord. No. 1333, § 1, 4-25-77; Ord. No. 2204, § 3(Exh. A), 2-16-10)</p>	<p>No other applicable ordinances were identified.</p>

3.3.3 Impact Assessment

3.3.3.1 Significance Criteria

Appendix G of the State CEQA guidelines was reviewed to determine if the Plan would result in significant impacts related to air quality. The criteria listed below consider if the Plan would:

- 3(a) *Conflict with or obstruct implementation of the applicable air quality plan.*
- 3(b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable Federal or State ambient air quality standard.*
- 3(c) *Expose sensitive receptors to substantial pollutant concentrations.*
- 3(d) *Result in other emissions (such as those leading to odors or adversely affecting a substantial number of people).*

3.3.3.1.1 SCAQMD Significance Thresholds

The screening criteria, significance thresholds, and analysis methodologies from the SCAQMD CEQA Air Quality Handbook were used to evaluate air quality impacts. Accordingly, as detailed in Section 3.3.2.3.1, SCAQMD above, the SCAQMD provides Air Quality Significance Thresholds to assess the impact of project-related air pollution emissions. Table 3.3-7 above presents these significance thresholds. There are separate thresholds for construction and operation emissions. A project with daily emission rates below these thresholds is considered to have a less than significant effect on regional air quality and to not make a considerable contribution to a cumulative impact. Further, the SCAQMD provides LSTs for projects that are five acres or less, which is appropriate to use as a threshold for projects of this size implemented under the Plan (e.g., for one acre pocket parks). To provide a conservative assessment, the most conservative LSTs for the Plan Area (i.e., source receptor area Zone 8 – West SGV), were used to evaluate the localized air quality impacts since this source receptor area has the most stringent thresholds in the Plan Area. In addition, each individual project site is considered a one-acre construction site for the purpose of comparing to the relevant LSTs. Since project details of construction and operation of Plan components are currently unknown, the most conservative emissions thresholds for all source receptor areas located 25 feet from a potential project site are used to determine whether air quality impacts from the Plan may be significant. These thresholds are summarized in Table 3.3-7. If the emissions exceed the screening level thresholds, the individual project implemented under the Plan would have the potential to result in significant local impacts, and the SCAQMD recommends air quality dispersion modeling to assess impacts to nearby sensitive receptors.

3.3.3.1.2 Health-Based Thresholds

The California Supreme Court decision on December 24, 2018, *Sierra Club v. County of Fresno (Friant Ranch)*, 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.” As such, the following discussion addresses this requirement with respect to the Plan.

As discussed in Section 3.3.1, Environmental Setting, all criteria pollutants that would be generated by the construction or operation of Plan components are associated with some form of health risk (e.g., asthma). Criteria air pollutants can be classified as either regional or localized pollutants: regional pollutants can be transported over long distances and affect ambient air quality far from the emissions source, and localized pollutants affect ambient air quality near the emissions source. Ozone is considered a regional criteria pollutant, whereas CO, NO₂, SO₂, and Pb are localized pollutants. PM can be both a local and a regional pollutant, depending on its composition. As discussed above, the primary criteria pollutants of concern generated by construction and operation activities are ozone precursors (VOCs and NO_x), CO, and PM (including DPM).

Adverse health effects induced by regional criteria pollutant emissions generated by the construction and operation of Plan components (ozone precursors and PM) are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, the number and character of exposed individuals [e.g., age, gender]). For these reasons, ozone precursors (VOCs and NO_x) contribute to the formation of ground-borne ozone on a regional scale, where emissions of VOC and NO_x generated in one area may not equate to a specific ozone concentration in that same area. Similarly, some types of particulate pollutant may be transported over long distances or formed through atmospheric reactions. As such, the magnitude and locations of specific health effects from exposure to increased ozone or regional PM concentrations are the product of emissions generated by numerous sources throughout a region, as opposed to an individual project. Moreover, exposure to regional air pollution does not guarantee that an individual will experience an adverse health effect—as discussed above, there are large individual differences in the intensity of symptomatic responses to air pollutant. These differences are influenced, in part, by the underlying health condition of an individual, which cannot be known.

Models and tools have been developed to correlate regional criteria pollutant emissions to potential community health impacts. While there are models capable of quantifying ozone and secondary PM formation and associated health effects, these tools were developed to support regional planning and policy analysis and have limited sensitivity to small changes in criteria pollutant concentrations induced by individual projects. Therefore, translating project-generated criteria pollutants to the locations where specific health effects could occur or the resultant number of additional days of nonattainment cannot be estimated with a high degree of accuracy for relatively small projects (relative to the regional air basin).

Technical limitations of existing models to correlate project-level regional emissions to specific health consequences are recognized by air quality management districts throughout the State, including the San Joaquin Valley Air Pollution Control District (SJVAPCD) and SCAQMD, both of which provided *amici curiae* briefs for the Friant Ranch legal proceedings. In its brief, SJVAPCD acknowledged that while health risk assessments (HRAs) for localized TACs, such as DPM, are commonly prepared, “it is not feasible to conduct a similar analysis for criteria air pollutants because currently available computer modeling tools are not equipped for this task.” SJVAPCD further noted that emissions solely from the Friant Ranch project (which equate to less than 0.1 percent of the total NO_x and VOCs in the San Joaquin Valley) are not likely to yield valid information, and that any such information should not be “accurate when applied at the local level” (SJVAPCD 2015). SCAQMD presented similar information in its brief, stating that “it takes a large amount of additional precursor emissions to cause a modeled increase in ambient

ozone levels”. For example, SCAQMD’s analysis of its 2012 Air Quality Attainment Plan showed that modeled NO_x and ROG reductions of 432 and 187 tons per day, respectively, only reduced ozone levels by 9 parts per billion. Analysis of SCAQMD’s Rule 1315 showed that emissions of NO_x and ROG of 6,620 and 89,180 pounds per day, respectively, contributed to 20 premature deaths per year and 89,947 school absences (SCAQMD 2015).

As discussed above, air districts develop region-specific CEQA thresholds of significance in consideration of existing air quality concentrations and attainment or nonattainment designations under the NAAQS and CAAQS, both of which are informed by a wide range of scientific evidence that demonstrates there are known safe concentrations of criteria pollutants. While recognizing that air quality is a cumulative problem, air districts typically consider projects that generate criteria pollutant and O₃ precursor emissions below these thresholds to be minor in nature and to not adversely affect air quality such that the NAAQS or CAAQS would be exceeded. Emissions generated by a project could increase photochemical reactions and the formation of tropospheric O₃ and secondary PM, which at certain concentrations could lead to increased incidence of specific health consequences. Although these health effects are associated with O₃ and PM pollution, the effects are a result of cumulative and regional emissions. As such, a project’s incremental contribution cannot be traced to specific health outcomes on a regional scale, and a quantitative correlation of project-generated regional criteria pollutant emissions to specific human health impacts is not included in this analysis.

In contrast, localized pollutants generated by a project are deposited and potentially affect population near the emissions source. Because these pollutants dissipate with distance, emissions from individual projects can result in direct and material health impacts on adjacent sensitive receptors. Models and thresholds are readily available to quantify these potential health effects and evaluate their significance. Locally adopted thresholds (i.e., SCAQMD LSTs) and analysis procedures for the localized pollutants of concern associated with construction and operation activities are identified in Section 3.3.1.1, Criteria Pollutants. Accordingly, the following impact assessment focuses on the analysis of emissions of criteria pollutants resulting from the Plan in relation to the potential to exceed the applicable LST. This analysis would indicate whether construction and operation of Plan components would: 1) have the potential to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard (established to protect the health of the most sensitive groups), and 2) have the potential for emissions of TACs to contribute to an increase in associated health risks.

3.3.3.2 Methodology

Emissions associated with construction and operation activities of Plan components as summarized in Section 2, Project Description were forecasted using the California Emissions Estimator Model (CalEEMod) Version 2022.1.1.18, the official statewide land use computer model designed to provide a uniform platform for estimating potential criteria pollutant and GHG emissions associated with both construction and operations of land use projects under CEQA. The model quantifies direct emissions from construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The mobile source emission factors used in the model, published by CARB, include the Pavley standards and Low Carbon Fuel standards. The model also identifies project design features, regulatory measures, and control measures to reduce criteria pollutant and GHG emissions along with calculating the benefits

achieved from the selected measures. CalEEMod was developed by the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the SCAQMD, the Bay Area Air Quality Management District, the SJVAPCD, and other California air districts. Default land use data (e.g., emission factors, trip lengths, meteorology, source inventory) were provided by the various California air districts to account for local requirements and conditions. As the official assessment methodology for land use projects in California, CalEEMod is relied upon herein for construction and operational emissions quantification, which forms the basis for the impact analysis of Plan components. For the purposes of analysis, fugitive dust emissions assume compliance with SCAQMD Rule 403, which would reduce fugitive dust emissions by a minimum of 61 percent by requiring watering at least two times per day.

3.3.3.3 Plan Impacts

3.3.3.3.1 3(a). Conflict with or obstruct implementation of the applicable air quality plan?

3.3.3.3.1.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant with Mitigation. To identify if projects would conflict or obstruct implementation of applicable air quality plans, the SCAQMD recommends that lead agencies demonstrate that a project would not directly obstruct implementation of an applicable air quality plan and that a project be consistent with the assumptions upon which the air quality plan is based (typically land-use related, such as resultant employment or residential units). The 2022 AQMP (SCAQMD 2022) applicable to the Plan Area establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state and national air quality standards. A project is consistent with regional planning efforts in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the SCAQMD air quality plans. Generally, three sources of data form the basis for the projections of air pollutants in Los Angeles County. Specifically, SCAG's Regional Comprehensive Plan and Guide (SCAG 2008) provides regional population forecasts for the region and SCAG's 2020-2045 RTP/SCS (SCAG 2020) provides socioeconomic forecast projections of regional population growth. The Los Angeles County General Plan is referenced by SCAG in order to assist forecasting future growth in Los Angeles County.

Construction of greenway paths and amenities, along with any other Plan components, would result in an increase in short-term employment compared to existing conditions. However, these jobs are temporary in nature (i.e., would last only for the duration of construction activity) and would be expected to be filled from the local labor market. Thus, it is not anticipated that a substantial number of construction workers would move to the region to work on future projects implemented under the Plan. Furthermore, the construction activities are varied and intermittent and would not result in permanent employment opportunities for the region. Therefore, the population, housing, and employment associated with construction of greenway paths and any other Plan components consistent with the assumptions in the 2022 AQMP and would not conflict with this plan.

Control strategies as denoted in the 2022 AQMP with potential applicability to short-term emissions from construction activities include MOB-08 (Small Off-Road Engine Equipment Exchange Program [VOCs, NOx, CO]) and MOB-10 (Off-Road Mobile Source Emission Reduction Credit Generation Program

[NO_x, PM]), which are intended to reduce emissions from on-road and off-road heavy-duty vehicles and equipment by accelerating replacement of older, emissions-prone engines with newer engines meeting more stringent emission standards. Plan components would utilize low-VOC coatings during construction activities to avoid excessive VOC emissions (in accordance with SCAQMD Rule 1113). Trucks and other vehicles in loading and unloading queues would turn off engines to reduce vehicle emissions during construction activities. Additionally, the greenway paths and any other Plan components associated with the Plan would comply with CARB requirements to minimize short-term emissions from on-road and off-road diesel equipment. Projects implemented under the Plan would also be required to comply with SCAQMD regulations for controlling fugitive dust pursuant to SCAQMD Rule 403 (Fugitive Dust). However, in the event that construction of an individual Plan project would result in emissions that exceed regional or localized standards and therefore would not be consistent with the applicable regulations, implementation of **MM AQ-1: Emission Reduction Measures** would reduce emissions below such thresholds ensure consistency with control strategies MOB-8 and MOB-10 by implementing Tier 4 final construction equipment and therefore implementing more efficient equipment in conformance with the implementation requirements of the AQMP. Furthermore, as detailed in Impact Criteria 3(b) below, construction activities would not lead to an exceedance of any applicable air quality standards.

Compliance with these requirements is consistent with and meets or exceeds the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. With implementation of **MM AQ-1: Emission Reduction Measures**, construction of greenway paths and amenities associated with the Plan would not conflict with the control strategies intended to reduce emissions from construction equipment, the construction activities would not conflict with or obstruct implementation of the AQMP, and impacts would be less than significant with mitigation.

Operations

Less than Significant. The 2022 AQMP was prepared to accommodate growth, reduce the levels of pollutants within the areas under the jurisdiction of SCAQMD, return clean air to the region, and minimize the impact on the economy. Projects that are considered consistent with the AQMP would not interfere with attainment because this growth is included in the projections used in the formulation of the AQMP.

Greenway paths and amenities and other Plan components would not result in a direct increase in regional residential population since it is not a residential project. Operation would also not result in a substantial increase in employment since operation of Plan components would not result in an increase in employment compared to existing conditions. Operation of future projects resulting from the Plan would be consistent with the active transportation strategies outlined in SCAG's 2020-2045 RTP/SCS to expand regional greenways in order to reduce vehicle miles traveled and improve air quality and public health by reducing emissions and increasing levels of physical activity. The Plan is also consistent with the General Plan goals and policies of incorporated cities within the Plan Area related to reducing vehicular traffic as a means to improving air quality and promoting clean forms of transportation. Further, greenway paths and amenities and other Plan components would not result in a direct or indirect increase in population and is not anticipated to induce growth beyond current adopted local land use plans. Therefore, operation of individual projects developed under the Plan would be consistent with the 2022 AQMP, and impacts would be less than significant.

Mitigation Measures

MM AQ-1: Emissions Reduction Measures. For projects that would exceed the SCAQMD regional or local thresholds or with an anticipated construction duration of greater than six months and are located within 500 feet of a residence or other sensitive receptor, the following emission reduction measures shall be implemented:

- Require the use of electricity from power poles rather than temporary diesel or gasoline powered generators, as feasible.
- Minimize vehicle idling time in accordance with the Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling (Title 13, Division 3, Chapter 10, Section 2485).
- Minimize equipment idling time in accordance with the In-Use Off-Road Diesel-Fueled Fleets (Title 13, CCR, Section 2449).
- Require the use 2013 model year engines for all diesel-powered vehicles that conform to the USEPA “Emission Standards and Supplemental Requirements for 2007/2010 Model Year Diesel Heavy-Duty Engines and Vehicles” per 40 CFR 86.007-11 (e.g., material delivery trucks and soil import/export). Additionally, consider other measures such as incentives, phase-in schedules for clean trucks, etc. during the construction period.
- Vehicles with a GVWR greater than 14,000 pounds shall comply with the Truck and Bus Regulations (Title 13, CCR, Section 2025), the Clean Truck Check Program/Heavy-Duty Vehicle Inspection and Maintenance Program (Title 13, CCR, Sections 2195 through 2199.1), and all amendments. All vehicle owners shall register and report on the Truck Regulation Upload, Compliance, and Reporting System and report in the Clean Truck Check-Vehicle Inspection System Database to certify regulation compliance.
- During construction activities, at a minimum, all internal combustion engines/construction equipment operating shall meet Tier 4 Final CARB/USEPA emission standards per 40 CFR 1039.
- All off-road diesel-powered equipment 25 horsepower or greater shall comply with the In-Use Off-Road Diesel Fueled Fleets Regulations (Title 13, California Code of Regulations, Section 2449) and amendments. Equipment owners shall report on the Diesel Off-Road Online Reporting System to certify regulation compliance.
- Where it is determined that construction emissions would exceed the applicable SCAQMD regional thresholds and/or LSTs even with the requirement that all construction equipment meet Tier 4 Final CARB/USEPA emissions standards, the project shall reduce its daily construction intensity (e.g., reducing the amount of equipment used daily, reducing the amount of soil graded/excavated daily) to a level where the project’s construction emissions would no longer exceed SCAQMD’s regional thresholds and/or LSTs.

Significance After Mitigation

If construction of an individual Plan project would result in emissions that exceed regional or localized standards, implementation of **MM AQ-1: Emission Reduction Measures** would reduce emissions and would be consistent with control strategies MOB-8 and MOB-10 by implementing Tier 4 final construction equipment and therefore implementing more efficient equipment in conformance with the implementation requirements of the AQMP. Accordingly, implementation of **MM AQ-1: Emission Reduction Measures** would reduce impacts to less than significant.

Operational impacts would be less than significant. No mitigation.

3.3.3.3.2 3(b). Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

3.3.3.3.2.1 Greenway Paths and Greenway Amenities

Construction

Less than Significant. Construction would result in a temporary increase in criteria pollutant emissions from engine exhaust during on-road vehicle and truck trips and off-road construction equipment operations, and fugitive dust during earthmoving and demolition activities. Primary criteria pollutants emitted during construction projects are NO_x, VOC, PM₁₀, and PM_{2.5}. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions. As detailed in Section 3.3.3.2, Methodology, CalEEMod was used to estimate emissions associated with construction activities. Detailed CalEEMod inputs and results are provided in Appendix C. Table 3.3-9 summarizes the estimated maximum daily emissions from construction activities for greenway paths and amenities compared to the applicable SCAQMD threshold.

Table 3.3-9. Project Construction Emissions Summary and Significance Evaluation (Greenway Paths + Greenway Amenities)

Facility Type	ROG (VOC) (lb/day) ¹	NO _x (lb/day) ¹	CO (lb/day) ¹	SO _x (lb/day) ¹	Total PM ₁₀ (lb/day) ^{1,2}	Total PM _{2.5} (lb/day) ^{1,2}
Greenway Paths + Greenway Amenities	4.69	14.33	17.20	0.05	3.54	0.94
SCAQMD Significance Evaluation	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
SCAQMD LST	--	69	535	--	4	3
Exceed LST?	--	No	No	--	No	No

Source: CalEEMod Emissions Summary Reports in Appendix C

Notes:

¹ Mass daily emissions are maximum of winter or summer modeled emissions

² Total PM₁₀ / PM_{2.5} comprises fugitive dust plus engine exhaust.

As shown in Table 3.3-9, the construction of greenway paths and amenities would not result in emissions that would exceed the SCAQMD's regional thresholds. The SCAQMD *White Paper on Potential Control Strategies to Address Cumulative Impacts* (2003) addresses cumulative impacts of air pollution and notes that projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant. Specifically, the SCAQMD cumulative significance thresholds are the same as project-specific significance thresholds. Therefore, potential adverse impacts associated with the Plan would not be "cumulatively considerable" as defined by State CEQA Guidelines Section 15064(h)(1) for air quality impacts. The court upheld the SCAQMD's approach to utilizing the established significance thresholds to determine whether the impacts of a project would be cumulatively considerable in *Rialto Citizens for Responsible Growth v. City of Rialto* (2012) Cal. App. 4th 899. Thus, it may be concluded that

construction of greenway paths and amenities would not significantly contribute to an existing violation of air quality standards for regional pollutants (e.g., ozone) and would not contribute to a significant and unavoidable cumulative air quality impact. In terms of local air quality, the construction of greenway paths and amenities would not produce significant emissions exceeding SCAQMD's LSTs for NO_x, CO, PM₁₀, or PM_{2.5} during the construction phase. Compliance with existing SCAQMD regulations summarized in Section 3.3.2.3.1, SCAQMD, including Rule 403, which is designed to reduce fugitive dust emissions, would ensure PM₁₀ and PM_{2.5} emissions during site preparation and construction do not exceed localized thresholds recommended by SCAQMD. Accordingly, impacts related to regional and local emissions during construction of greenway paths and amenities are expected to be less than significant.

Operations

Less than Significant. Emissions from operation of greenway paths and amenities would include those generated by mobile sources associated with motor vehicle trips and area source pollutants associated with pesticide and fertilizer use, reapplication of architectural coatings, onsite use of solvents and consumer products, off-gassing from pavement, and emissions associated with landscape maintenance equipment. Operations-related emissions are shown in Table 3.3-10.

Table 3.3-10. Project Operation Emissions Summary and Significance Evaluation (Greenway Paths + Greenway Amenities)

Facility Type	ROG (VOC) (lb/day) ¹	NO _x (lb/day) ¹	CO (lb/day) ¹	SO _x (lb/day) ¹	Total PM ₁₀ (lb/day) ^{1,2}	Total PM _{2.5} (lb/day) ^{1,2}
Greenway Paths + Greenway Amenities	0.36	0.02	1.36	0.0004	0.03	0.01
<i>SCAQMD Significance Evaluation</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceed Threshold?	No	No	No	No	No	No
<i>SCAQMD LST</i>	<i>--</i>	<i>69</i>	<i>535</i>	<i>--</i>	<i>1</i>	<i>1</i>
Exceed LST?	--	No	No	--	No	No

Source: CalEEMod Emissions Summary Reports in Appendix C

Notes:

¹ Mass daily emissions are maximum of winter or summer modeled emissions

² Total PM₁₀ / PM_{2.5} comprises fugitive dust plus engine exhaust.

As shown, the net increase in emissions generated during operation of greenway paths and amenities would not exceed the regional thresholds or LSTs recommended by the SCAQMD. As noted for construction impacts above, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant. In addition, the regulatory compliance controls during operations including compliance with SCAQMD Rules 402, 403, 404, 407, 409, 431.1, 474, 1108, 1110.2, and 1113 as summarized in Section 3.3.2.3.1, SCAQMD, above would further reduce emissions during operations. Therefore, impacts during operation would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Construction and operational impacts would be less than significant. No mitigation is required.

3.3.3.3.2.2 Greenway Paths + Pocket Parks and Greenspaces

Construction

Less than Significant. As described above, construction would result in a temporary increase in criteria pollutant emissions from engine exhaust during on-road vehicle and truck trips and off-road construction equipment operations, and fugitive dust during earthmoving and demolition activities. Table 3.3-11 summarizes the estimated maximum daily emissions from construction activities of projects that include pocket parks and greenspaces in addition to greenway paths and amenities compared to the applicable SCAQMD threshold.

Table 3.3-11. Project Construction Emissions Summary and Significance Evaluation (Greenway Paths + Pocket Parks + Greenspaces)

Facility Type	ROG (VOC) (lb/day) ¹	NO _x (lb/day) ¹	CO (lb/day) ¹	SO _x (lb/day) ¹	Total PM ₁₀ (lb/day) ^{1,2}	Total PM _{2.5} (lb/day) ^{1,2}
Greenway Paths + 1-Acre Pocket Parks + Greenspaces	4.69	14.01	17.22	0.05	3.54	0.94
Greenway Paths + 25-Acre Greenspaces	3.42	22.17	21.11	0.05	2.28	1.38
SCAQMD Significance Evaluation	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
SCAQMD LST	--	69	535	--	4	3
Exceed LST?	--	No	No	--	No	No

Source: CalEEMod Emissions Summary Reports in Appendix C

Notes: ¹ Mass daily emissions are maximum of winter or summer modeled emissions

² Total PM₁₀ / PM_{2.5} comprises fugitive dust plus engine exhaust.

As shown in Table 3.3-11, the construction of greenway paths and amenities in addition to either a 1-acre pocket park or 25-acre greenspace would not result in emissions that would exceed the SCAQMD's regional thresholds. The SCAQMD *White Paper on Potential Control Strategies to Address Cumulative Impacts* (2003) addresses cumulative impacts of air pollution and notes that projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant. Specifically, the SCAQMD cumulative significance thresholds are the same as project-specific significance thresholds. Therefore, potential adverse impacts associated with the Plan would not be "cumulatively considerable" as defined by State CEQA Guidelines Section 15064(h)(1) for air quality impacts. The court upheld the SCAQMD's approach to utilizing the established significance thresholds to determine whether the impacts of a project would be cumulatively considerable in *Rialto Citizens for Responsible Growth v. City of Rialto* (2012) Cal. App. 4th 899. Thus, it may be concluded that construction of greenway paths and greenspaces in addition to either a 1-acre pocket park or 25-acre greenspace would not significantly

contribute to an existing violation of air quality standards for regional pollutants (e.g., O₃) and would not contribute to a significant and unavoidable cumulative air quality impact. In terms of local air quality, the construction of greenway paths, pocket parks, and greenspaces would not produce significant emissions exceeding SCAQMD's LSTs for NO_x, CO, PM₁₀, or PM_{2.5} during the construction phase. Compliance with existing SCAQMD regulations summarized in Section 3.3.2.3.1, SCAQMD, including Rule 403, which is designed to reduce fugitive dust emissions, would ensure PM₁₀ and PM_{2.5} emissions during site preparation and construction do not exceed localized thresholds recommended by SCAQMD. Accordingly, impacts related to regional and local emissions during construction of greenway paths, pocket parks, and greenspaces are expected to be less than significant.

Operations

Less than Significant Emissions from operation of greenway paths, amenities, and pocket parks or greenspaces would include those generated by mobile sources associated with motor vehicle trips and area source pollutants associated with pesticide and fertilizer use, reapplication of architectural coatings, onsite use of solvents and consumer products, off-gassing from pavement, and emissions associated with landscape maintenance equipment. Operations-related emissions are shown in Table 3.3-12.

Table 3.3-12. Project Operation Emissions Summary and Significance Evaluation (Greenway Paths + Pocket Parks + Greenspaces)

Facility Type	ROG (VOC) (lb/day) ¹	NO _x (lb/day) ¹	CO (lb/day) ¹	SO _x (lb/day) ¹	Total PM ₁₀ (lb/day) ^{1,2}	Total PM _{2.5} (lb/day) ^{1,2}
Greenway Paths + 1-Acre Pocket Parks + Greenspaces	0.36	0.02	1.36	0.0004	0.03	0.01
Greenway Paths + 25-Acre Greenspaces	0.71	0.03	2.59	0.0005	0.03	0.01
<i>SCAQMD Significance Evaluation</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceed Threshold?	No	No	No	No	No	No
<i>SCAQMD LST</i>	<i>--</i>	<i>69</i>	<i>535</i>	<i>--</i>	<i>1</i>	<i>1</i>
Exceed LST?	--	No	No	--	No	No

Source: CalEEMod Emissions Summary Reports in Appendix C

Notes: ¹ Mass daily emissions are maximum of winter or summer modeled emissions

² Total PM₁₀ / PM_{2.5} comprises fugitive dust plus engine exhaust.

As shown, the net increase in emissions generated during operation of greenway paths and greenspaces in addition to either a 1-acre pocket park or 25-acre greenspace would not exceed the regional thresholds or LSTs recommended by the SCAQMD. As noted for construction impacts above, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant. In addition, the regulatory compliance controls during operations including compliance with SCAQMD Rules 402, 403, 404, 407, 409, 431.1, 474, 1108, 1110.2, and 1113 as summarized in Section

3.3.2.3.1, SCAQMD, above would further reduce emissions during operations. Therefore, impacts during operation would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Construction and operation impacts would be less than significant. No mitigation is required.

3.3.3.3.2.3 Greenway Paths + Safe Crossings

Construction

Less than Significant. As described above, construction would result in a temporary increase in criteria pollutant emissions from engine exhaust during on-road vehicle and truck trips and off-road construction equipment operations, and fugitive dust during earthmoving and demolition activities. Detailed CalEEMod inputs and results are provided in Appendix C. Table 3.3-13 summarizes the estimated maximum daily emissions from construction activities for projects involving safe crossings in addition to greenway paths and amenities compared to the applicable SCAQMD threshold.

Table 3.3-13. Project Construction Emissions Summary and Significance Evaluation (Greenway Paths + Safe Crossings)

Facility Type	ROG (VOC) (lb/day) ¹	NO _x (lb/day) ¹	CO (lb/day) ¹	SO _x (lb/day) ¹	Total PM ₁₀ (lb/day) ^{1,2}	Total PM _{2.5} (lb/day) ^{1,2}
Greenway Paths + Safe Crossings	4.69	21.13	22.40	0.06	3.64	1.84
SCAQMD Significance Evaluation	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
SCAQMD LST	--	69	535	--	4	3
Exceed LST?	--	No	No	--	No	No

Source: CalEEMod Emissions Summary Reports in Appendix C

Notes: ¹ Mass daily emissions are maximum of winter or summer modeled emissions

² Total PM₁₀ / PM_{2.5} comprises fugitive dust plus engine exhaust.

As shown in Table 3.3-13, the construction of greenway paths and safe crossings would not result in emissions that would exceed the SCAQMD's regional thresholds. The SCAQMD *White Paper on Potential Control Strategies to Address Cumulative Impacts* (2003) addresses cumulative impacts of air pollution and notes that projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant. Specifically, the SCAQMD cumulative significance thresholds are the same as project-specific significance thresholds. Therefore, potential adverse impacts associated with the Plan would not be "cumulatively considerable" as defined by State CEQA Guidelines Section 15064(h)(1) for air quality impacts. The court upheld the SCAQMD's approach to utilizing the established significance thresholds to determine whether the impacts of a project would be cumulatively considerable in *Rialto Citizens for Responsible Growth v. City of Rialto* (2012) Cal. App. 4th 899. Thus, it may be concluded that

construction of greenway paths and safe crossings would not significantly contribute to an existing violation of air quality standards for regional pollutants (e.g., ozone) and would not contribute to a significant and unavoidable cumulative air quality impact. In terms of local air quality, the construction of greenway paths and safe crossings would not produce significant emissions exceeding SCAQMD's LSTs for NO_x, CO, PM₁₀, or PM_{2.5} during the construction phase. Compliance with existing SCAQMD regulations summarized in Section 3.3.2.3.1, SCAQMD, including Rule 403, which is designed to reduce fugitive dust emissions, would ensure PM₁₀ and PM_{2.5} emissions during site preparation and construction do not exceed localized thresholds recommended by SCAQMD. Accordingly, impacts related to regional and local emissions during construction of greenway paths and safe crossings are expected to be less than significant.

Operations

Less than Significant. Emissions from operation of greenway paths, amenities, and safe crossings would include those generated by mobile sources associated with motor vehicle trips and area source pollutants associated with pesticide and fertilizer use, reapplication of architectural coatings, onsite use of solvents and consumer products, off-gassing from pavement, and emissions associated with landscape maintenance equipment. Operations-related emissions are shown in Table 3.3-14.

Table 3.3-14. Project Operation Emissions Summary and Significance Evaluation (Greenway Paths + Safe Crossings)

Facility Type	ROG (VOC) (lb/day) ¹	NO _x (lb/day) ¹	CO (lb/day) ¹	SO _x (lb/day) ¹	Total PM ₁₀ (lb/day) ^{1,2}	Total PM _{2.5} (lb/day) ^{1,2}
Greenway Paths + Safe Crossings	0.36	0.02	1.36	0.0004	0.03	0.01
<i>SCAQMD Significance Evaluation</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceed Threshold?	No	No	No	No	No	No
<i>SCAQMD LST</i>	<i>--</i>	<i>69</i>	<i>535</i>	<i>--</i>	<i>1</i>	<i>1</i>
Exceed LST?	--	No	No	--	No	No

Source: CalEEMod Emissions Summary Reports in Appendix C

Notes: ¹ Mass daily emissions are maximum of winter or summer modeled emissions

² Total PM₁₀ / PM_{2.5} comprises fugitive dust plus engine exhaust.

As shown, the net increase in emissions generated during operation of greenway paths and safe crossings would not exceed the regional thresholds or LSTs recommended by the SCAQMD. As noted for construction impacts above, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant. In addition, the regulatory compliance controls during operations including compliance with SCAQMD Rules 402, 403, 404, 407, 409, 431.1, 474, 1108, 1110.2, and 1113, as summarized in Section 3.3.2.3.1, SCAQMD above would further reduce emissions during operations. Therefore, impacts during operation would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Construction and operational impacts would be less than significant. No mitigation is required.

3.3.3.3.2.4 Greenway Paths + Stormwater Management

Construction

Less than Significant. As described above, construction would result in a temporary increase in criteria pollutant emissions from engine exhaust during on-road vehicle and truck trips and off-road construction equipment operations, and fugitive dust during earthmoving and demolition activities. Primary criteria pollutants emitted during construction projects are NO_x, VOC, PM₁₀, and PM_{2.5}. Table 3.3-15 summarizes the estimated maximum daily emissions from construction activities of projects incorporating larger stormwater management features with greenway paths and amenities compared to the applicable SCAQMD threshold.

Table 3.3-15. Project Construction Emissions Summary and Significance Evaluation (Greenway Paths + Stormwater Management)

Facility Type	ROG (VOC) (lb/day) ¹	NO _x (lb/day) ¹	CO (lb/day) ¹	SO _x (lb/day) ¹	Total PM ₁₀ (lb/day) ^{1,2}	Total PM _{2.5} (lb/day) ^{1,2}
Greenway Paths + Stormwater Management	5.98	17.52	26.34	0.04	3.54	0.94
SCAQMD Significance Evaluation	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
SCAQMD LST	--	69	535	--	4	3
Exceed LST?	--	No	No	--	No	No

Source: CalEEMod Emissions Summary Reports in Appendix C

Notes: ¹ Mass daily emissions are maximum of winter or summer modeled emissions

² Total PM₁₀ / PM_{2.5} comprises fugitive dust plus engine exhaust.

As shown in Table 3.3-15, the construction of greenway paths and stormwater management would not result in emissions that would exceed the SCAQMD's regional thresholds. The SCAQMD *White Paper on Potential Control Strategies to Address Cumulative Impacts* (2003) addresses cumulative impacts of air pollution and notes that projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant. Specifically, the SCAQMD cumulative significance thresholds are the same as project-specific significance thresholds. Therefore, potential adverse impacts associated with the Plan would not be "cumulatively considerable" as defined by State CEQA Guidelines Section 15064(h)(1) for air quality impacts. The court upheld the SCAQMD's approach to utilizing the established significance thresholds to determine whether the impacts of a project would be cumulatively considerable in *Rialto Citizens for Responsible Growth v. City of Rialto* (2012) Cal. App. 4th 899. Thus, it may be concluded that construction of greenway paths and stormwater management would not significantly contribute to an existing violation of air quality standards for regional pollutants (e.g., ozone) and would not contribute to a significant and unavoidable cumulative air quality impact. In terms

of local air quality, the construction of greenway paths and stormwater management would not produce significant emissions exceeding SCAQMD's LSTs for NO_x, CO, PM₁₀, or PM_{2.5} during the construction phase. Compliance with existing SCAQMD regulations summarized in Section 3.3.2.3.1, SCAQMD, including Rule 403, which is designed to reduce fugitive dust emissions, would ensure PM₁₀ and PM_{2.5} emissions during site preparation and construction do not exceed localized thresholds recommended by SCAQMD. Accordingly, impacts related to regional and local emissions during construction of greenway paths and stormwater management are expected to be less than significant.

Operations

Less than Significant. Emissions from operation of greenway paths, amenities, and stormwater management facilities would include those generated by mobile sources associated with motor vehicle trips and area source pollutants associated with pesticide and fertilizer use, reapplication of architectural coatings, onsite use of solvents and consumer products, off-gassing from pavement, and emissions associated with landscape maintenance equipment. Operations-related emissions are shown in Table 3.3-16.

Table 3.3-16. Project Operation Emissions Summary and Significance Evaluation (Greenway Paths + Stormwater Management)

Facility Type	ROG (VOC) (lb/day) ¹	NO _x (lb/day) ¹	CO (lb/day) ¹	SO _x (lb/day) ¹	Total PM ₁₀ (lb/day) ^{1,2}	Total PM _{2.5} (lb/day) ^{1,2}
Greenway Paths + Stormwater Management	0.36	0.02	1.36	0.0004	0.03	0.01
<i>SCAQMD Significance Evaluation</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceed Threshold?	No	No	No	No	No	No
<i>SCAQMD LST</i>	<i>--</i>	<i>69</i>	<i>535</i>	<i>--</i>	<i>1</i>	<i>1</i>
Exceed LST?	--	No	No	--	No	No

Source: CalEEMod Emissions Summary Reports in Appendix C

Notes: ¹ Mass daily emissions are maximum of winter or summer modeled emissions

² Total PM₁₀ / PM_{2.5} comprises fugitive dust plus engine exhaust.

As shown, the net increase in emissions generated during operation of greenway paths and stormwater management would not exceed the regional thresholds or LSTs recommended by the SCAQMD. As noted for construction impacts above, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant. In addition, the regulatory compliance controls during operations including compliance with SCAQMD Rules 402, 403, 404, 407, 409, 431.1, 474, 1108, 1110.2, and 1113, as summarized in Section 3.3.2.3.1, SCAQMD, above would further reduce emissions during operations. Therefore, impacts during operation would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Construction and operational impacts would be less than significant. No mitigation is required.

3.3.3.3.3 3(c). Expose sensitive receptors to substantial pollutant concentrations?

3.3.3.3.3.1 Greenway Paths and Greenway Amenities

Construction

Less than Significant with Mitigation. Land uses that are generally considered more sensitive to air pollution than others are as follows: hospitals, schools, residences, playgrounds, child-care centers, athletic facilities, and retirement/convalescent homes. The LSTs represent emission levels from onsite sources from a project that would cause or contribute to a violation of any short-term NAAQS or CAAQS at a sensitive receptor for a particular area. As shown in Table 3.3-9, Project Construction Emissions Summary and Significance Evaluation (Greenway Paths + Greenway Amenities) above, the estimated emissions associated with construction of greenway paths and amenities would not exceed any of SCAQMD's regional thresholds or the most conservative LSTs in the Plan Area. Therefore, construction of greenway paths and amenities would not cause or contribute to a violation of any health-protective standard.

Accordingly, an analysis correlating the relatively minor emissions generated by construction activities with specific levels of health impacts would not yield reliable or accurate results and has therefore not been conducted. Furthermore, it should be noted that the NAAQS and CAAQS are health-protective standards and define the maximum amount of ambient pollution that can be present without harming public health. As shown in Table 3.3-9, the maximum daily emissions from construction of a project that included greenway paths and greenway amenities would not exceed the applicable LSTs, and, by extension, USEPA and CARB health protective standards. Therefore, there would be no violations of the health protective CAAQS and NAAQS. As such, construction of greenway paths and amenities would not be expected to contribute a significant level of air pollution during construction such that air quality within the SCAB would be degraded. Criteria pollutant emissions would not expose receptors to substantial pollutant concentrations or risk.

Exhaust of off-road heavy-duty diesel equipment would emit DPM, which is a TAC, during construction activities, such as site preparation (e.g., excavation and grading), materials transport and handling, construction, paving, and other miscellaneous activities. Similar to the localized criteria pollutant emissions during construction, the short-term emissions of DPM during construction would only affect existing sensitive receptors that are located nearby. Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of developing cancer. The State of California Office of Environmental Health Hazard Assessment (OEHHA) has identified carcinogenic and chronic noncarcinogenic effects from long-term (chronic) exposure, but it has not identified health effects due to short-term (acute) exposure to DPM (OEHHA 2015). Construction activities associated with greenway paths and amenities would occur over a period of approximately 95 workdays. Carcinogenic risks are generally assessed over an averaging period of 30 years. Given the brief duration of activities that would be intermittent over five miles of greenway path length (i.e., construction activities are not likely to be continuous at any one location along the greenway), individual receptors would not be expected to be exposed to construction-related TACs for a period of longer than

two months. Due to the uncertainty in assessing cancer risk from very short-term exposures, OEHHA does not recommend assessing cancer risk for projects lasting less than two months at the Maximum Exposed Individual Residential (MEIR) receptor (OEHHA 2015). Accordingly, since no MEIR would be exposed to construction-related TACs for any period longer than two months, a Health Risk Assessment is not warranted. With compliance with CARB Heavy-Duty On-Road and Off-Road Vehicle Regulations, construction activities would limit idling to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Furthermore, even during the most intense period of construction, emissions of DPM would be generated from different locations on the project site rather than in a single location because different types of construction activities (e.g., site preparation and paving) would not occur at the same place at the same time. As described above, construction emissions exceed established thresholds and would be potentially significant. Implementation of **MM AQ-1: Emission Reduction Measures** would substantially reduce on-site emissions DPM from off-road equipment (the use of Tier 4 Final off-road diesel construction equipment reduces DPM emissions by at least 80 percent compared to the default CalEEMod fleet mix, which is composed of Tier 0 to Tier 2 equipment with higher DPM emissions). Requiring that construction equipment meet Tier 4 Final emissions standards, as well as ensuring compliance with the best management practices outlined in SCAQMD Rule 403 (Fugitive Dust), would ensure that construction of greenway paths and amenities would not expose sensitive receptors to substantial pollutant concentrations. Construction impacts related to sensitive receptor exposures would be less than significant with mitigation.

Operations

Less than Significant. Emissions of greenway paths and amenities would include those generated by mobile sources associated with motor vehicle trips and area source pollutants associated with pesticide and fertilizer use, reapplication of architectural coatings, onsite use of solvents and consumer products, off-gassing from pavement, and emissions associated with landscape maintenance equipment. As shown in Table 3.3-10, Project Operation Emissions Summary and Significance Evaluation (Greenway Paths + Greenway Amenities) above, the net increase in emissions generated during operation of greenway paths and amenities would not exceed the regional thresholds or LSTs recommended by the SCAQMD. As such, operation of greenway paths and amenities would not be expected to contribute significant levels of air pollution during operations such that air quality within the SCAB would be degraded. Criteria pollutant emissions would not expose receptors to substantial pollutant concentrations or risk. Further, it is not anticipated that operation of greenway paths and amenities would exceed the most stringent 1-hour CO standard and no detailed CO hot spots analysis would be required. Operation of greenway paths and amenities is not anticipated to generate a substantial amount of onsite DPM emissions from diesel-powered maintenance equipment or diesel-powered trucks that could expose adjacent receptors to significant health risks. Operational VMT would be negligible and would not create mobile source emissions concentrated in any one location. Further, the main objective of the Plan is to create a network of interconnected, multi-use community greenways to improve mobility for cyclists, pedestrians, and equestrians. Thus, the Plan would provide routes for active transportation opportunities and reduce VMT and associated emissions. Therefore, operation of greenway paths and amenities would not have the potential to expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant.

Mitigation Measures

MM AQ-1: Emission Reduction Measures

Significance After Mitigation

If construction of an individual Plan project would result in emissions that exceed regional or localized standards, implementation of **MM AQ-1: Emission Reduction Measures** would reduce emissions of DPM by implementing Tier 4 final construction equipment and therefore minimize exposure of sensitive receptors to construction-related TACs. Accordingly, implementation of **MM AQ-1: Emission Reduction Measures** would reduce impacts to less than significant.

3.3.3.3.2 Greenway Paths + Pocket Parks and Greenspaces

Construction

Significant and Unavoidable. Land uses that are generally considered more sensitive to air pollution than others are as follows: hospitals, schools, residences, playgrounds, child-care centers, athletic facilities, and retirement/convalescent homes. As shown in Table 3.3-11 above, the estimated emissions associated with construction of greenway paths, pocket parks, and greenspaces would not exceed any of SCAQMD's regional thresholds or the most conservative LSTs in the Plan Area. The LSTs represent emission levels that would cause or contribute to a violation of any short-term NAAQS or CAAQS for a particular area, and because construction of greenway paths, pocket parks, and greenspaces would not exceed these LSTs, construction of these components would not cause or contribute to a violation of any health-protective standard. Accordingly, an analysis correlating the relatively minor emissions generated by construction activities with specific levels of health impacts would not yield reliable or accurate results and has therefore not been conducted. Furthermore, it should be noted that the NAAQS and CAAQS are health-protective standards and define the maximum amount of ambient pollution that can be present without harming public health. SCAQMD's LSTs represent the level of pollutant emissions from onsite sources from a project that would not exceed the most stringent applicable federal or State ambient air quality standards. As such, projects with emissions below the applicable LSTs will not be in violation of the NAAQS or CAAQS, and, by extension, USEPA and CARB health protective standards. As shown in Table 3.3-11, the maximum daily emissions from construction of a greenway path along with a pocket park would not exceed the applicable LSTs. Therefore, there would be no violations of the health protective CAAQS and NAAQS. As such, construction of greenway paths, pocket parks, and greenspaces would not be expected to contribute a significant level of air pollution during construction such that air quality within the SCAB would be degraded. Criteria pollutant emissions would not expose receptors to substantial pollutant concentrations or risk.

Intermittent construction activities would result in short-term emissions of DPM, which is a TAC. Specifically, the exhaust of off-road heavy-duty diesel equipment would emit DPM during general construction activities, such as site preparation (e.g., excavation and grading), materials transport and handling, construction, paving, and other miscellaneous activities. Similar to the localized criteria pollutant emissions during construction, the short-term emissions of DPM during construction of greenway paths, pocket parks, and greenspaces would only affect existing sensitive receptors that are located nearby. Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of developing cancer. OEHHA has identified carcinogenic and

chronic noncarcinogenic effects from long-term (chronic) exposure, but it has not identified health effects due to short-term (acute) exposure to DPM (OEHHA 2015). Construction activities associated with greenway paths and 1-acre pocket parks would occur over a period of approximately 112 workdays. Carcinogenic risks are generally assessed over an averaging period of 30 years. Given the brief duration of construction activities that would be intermittent over five miles of greenway path, individual receptors would not be expected to be exposed to construction-related TACs for a period of longer than two months for projects including pocket parks one acre or smaller. Due to the uncertainty in assessing cancer risk from very short-term exposures, OEHHA does not recommend assessing cancer risk for projects lasting less than two months at the MEIR receptor (OEHHA 2015). Accordingly, for greenway paths and pocket parks one acre or smaller, no MEIR would be exposed to construction-related TACs for any period longer than two months. Thus, a Health Risk Assessment is not warranted for construction of greenway paths and pocket parks less than one acre in size. However, construction of greenway paths and pocket parks and greenspaces between 1 and 25 acres would be completed over a longer period of up to 170 working days. Without specific details on the locations of 25-acre greenspaces, a quantitative evaluation of potential health risk impacts is not possible. Depending on the proximity of an individual project, it is conservatively assumed that there may be instances in which DPM emissions could result in cancer or non-cancer health risks that exceed SCAQMD's thresholds. Therefore, impacts of a greenway path and a 25-acre greenspace would be potentially significant.

With compliance with CARB Heavy-Duty On-Road and Off-Road Vehicle Regulations, construction activities would limit idling to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Furthermore, even during the most intense period of construction, emissions of DPM would be generated from different locations on the project site rather than in a single location because different types of construction activities (e.g., site preparation and paving) would not occur at the same place at the same time. Implementation of **MM AQ-1: Emission Reduction Measures** would substantially reduce on-site emissions DPM from off-road equipment (the use of Tier 4 Final off-road diesel construction equipment reduces DPM emissions by at least 80 percent compared to the default CalEEMod fleet mix, which is composed of Tier 0 to Tier 2 equipment with higher DPM emissions). Requiring that construction equipment meet Tier 4 Final emissions standards, as well as ensuring compliance with the best management practices outlined in SCAQMD Rule 403 (Fugitive Dust), would ensure that construction of greenway paths, pocket parks, and greenspaces would not expose sensitive receptors to substantial pollutant concentrations. For projects that include 25-acre greenspaces that are within 1,000 feet of existing sensitive receptors, as defined by SCAQMD (e.g., residences, daycares), implementation of **MM AQ-2: Health Risk Assessment and Health Risk Reduction Measures** would require a site-specific construction Health Risk Assessment. For 25-acre greenspace projects that exceed the SCAQMD project-level thresholds, additional on-site mitigation shall be analyzed by the implementing agency to reduce risks to the greatest extent practicable. Because it cannot be concluded what the result of the project-level evaluation will be without speculation, it is possible that mitigation for future project health risks may be inadequate to reduce construction impacts below the SCAQMD's threshold level. Impacts are therefore considered potentially significant and unavoidable.

Operations

Less than Significant. Emissions from operation of greenway paths, amenities, and pocket parks or greenspaces would include those generated by mobile sources associated with motor vehicle trips and area source pollutants associated with pesticide and fertilizer use, reapplication of architectural coatings, onsite use of solvents and consumer products, off-gassing from pavement, and emissions associated with landscape maintenance equipment. As shown in Table 3.3-12 above, the net increase in emissions generated during operation of greenway paths, pocket parks, and greenspaces would not exceed the regional thresholds or LSTs recommended by the SCAQMD. As such, the operation of greenway paths, pocket parks, and greenspaces would not be expected to contribute a significant level of air pollution during operations such that air quality within the SCAB would be degraded. Criteria pollutant emissions would not expose receptors to substantial pollutant concentrations or risk. Further, it is not anticipated that operation of greenway paths, pocket parks, and greenspaces would exceed the most stringent 1-hour CO standard, and no detailed CO hot spots analysis would be required. Operation of greenway paths, pocket parks, and greenspaces is not anticipated to generate a substantial amount of onsite DPM emissions from diesel-powered maintenance equipment or diesel-powered trucks that could expose adjacent receptors to significant health risks. Operational VMT would be negligible and would not create mobile source emissions concentrated in any one location. Further, the main objective of the Plan is to create a network of interconnected, multi-use community greenways to improve mobility for cyclists, pedestrians, and equestrians. Thus, the Plan would provide routes for active transportation opportunities and reduce VMT and associated emissions. Therefore, operation of greenway paths, pocket parks, and greenspaces would not have the potential to expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant.

Mitigation Measures

MM AQ-1: Emission Reduction Measures

MM AQ-2: Health Risk Assessment and Health Risk Reduction Measures. For projects with construction activities in proximity to an individual sensitive receptor lasting more than two months that: 1) exceed the SCAQMD LSTs and 2) are within 1,000 feet of existing sensitive receptors, as defined by SCAQMD (e.g., residences, daycares), the project proponent shall prepare a site-specific construction and operational Health Risk Assessment. The Health Risk Assessment must identify whether the health risk exposures for adjacent receptors will be less than the SCAQMD project-level thresholds. If the Health Risk Assessment demonstrates that the health risk exposures for adjacent receptors will be less than SCAQMD project-level thresholds, then additional mitigation shall be unnecessary. However, if the Health Risk Assessment demonstrates that health risks will exceed SCAQMD project-level thresholds, additional on- and off-site mitigation, including and not limited to implementation of **MM AQ-1: Emission Reduction Measures** shall be analyzed by the project proponent to help reduce risks to the greatest extent practicable.

Significance After Mitigation

If construction of an individual Plan project would result in emissions that exceed regional or localized standards, implementation of **MM AQ-1: Emission Reduction Measures** would reduce emissions of DPM by implementing Tier 4 final construction equipment and therefore minimize exposure of sensitive receptors to construction-related TACs. For projects with construction activities lasting more than two

months in proximity to an individual sensitive receptor that exceeds the LTSs and is within 1,000 feet of existing sensitive receptors, **MM AQ-2: Health Risk Assessment and Health Risk Reduction Measures** would apply to this impact, which requires preparation of a site-specific construction Health Risk Assessment. If the Health Risk Assessment demonstrates that the health risk exposures for adjacent receptors would exceed SCAQMD project-level thresholds, additional feasible on- and offsite mitigation will be analyzed by the implementing agency to help reduce risks to the greatest extent practicable. Because it cannot be concluded what the result of the project-level evaluation will be without speculation, it is possible that mitigation for future project health risks may be inadequate to reduce construction impacts below the SCAQMD's threshold level. Therefore, impacts are considered potentially significant and unavoidable.

3.3.3.3.3 Greenway Paths + Safe Crossings

Construction

Significant and Unavoidable. Land uses that are generally considered more sensitive to air pollution than others are as follows: hospitals, schools, residences, playgrounds, child-care centers, athletic facilities, and retirement/convalescent homes. As shown in Table 3.3-13 above, the estimated emissions associated with construction of greenway paths and safe crossings would not exceed any of SCAQMD's regional thresholds or the most conservative LTSs in the Plan Area. The LTSs represent emission levels that would cause or contribute to a violation of any short-term NAAQS or CAAQS for a particular area, and because construction of greenway paths and safe crossings would not exceed these LTSs, construction of these components would not cause or contribute to a violation of any health-protective standard. Accordingly, an analysis correlating the relatively minor emissions generated by construction activities with specific levels of health impacts would not yield reliable or accurate results and has therefore not been conducted. Furthermore, it should be noted that the NAAQS and CAAQS are health-protective standards and define the maximum amount of ambient pollution that can be present without harming public health. SCAQMD's LTSs represent the level of pollutant emissions from onsite sources from a project that would not exceed the most stringent applicable federal or State ambient air quality standards. As such, projects with emissions below the applicable LTSs will not be in violation of the NAAQS or CAAQS, and, by extension, USEPA and CARB health protective standards. As shown in Table 3.3-13, the maximum daily emissions from construction would not exceed the applicable LTSs. Therefore, there would be no violations of the health protective CAAQS and NAAQS. As such, construction of greenway paths and safe crossings would not be expected to contribute a significant level of air pollution during construction such that air quality within the SCAB would be degraded. Criteria pollutant emissions would not expose receptors to substantial pollutant concentrations or risk.

Intermittent construction activities would result in short-term emissions of DPM, which is a TAC. Specifically, the exhaust of off-road heavy-duty diesel equipment would emit DPM during general construction activities, such as site preparation (e.g., excavation and grading), materials transport and handling, construction, paving, and other miscellaneous activities. Similar to the localized criteria pollutant emissions during construction, the short-term emissions of DPM during construction would only affect existing sensitive receptors that are located nearby. Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of developing cancer. OEHHA has identified carcinogenic and chronic noncarcinogenic effects from long-term (chronic) exposure, but it has not identified health effects due to short-term (acute) exposure to

DPM (OEHHA 2015). Construction activities associated with greenway paths and safe crossings would occur over a period of approximately 195 workdays. Carcinogenic risks are generally assessed over an averaging period of 30 years. Given the brief duration of construction activities that would be intermittent over five miles of greenway path, individual receptors would not be expected to be exposed to construction-related TACs for a period of longer than two months for projects including pocket parks one acre or smaller. Due to the uncertainty in assessing cancer risk from very short-term exposures, OEHHA does not recommend assessing cancer risk for projects lasting less than two months at the MEIR receptor (OEHHA 2015). Without specific details on the locations of safe crossings, a quantitative evaluation of potential health risk impacts is not possible. Depending on the proximity of an individual project to sensitive receptors, it is conservatively assumed that there may be instances where DPM emissions could result in cancer or non-cancer health risks that exceed SCAQMD's thresholds. Therefore, impacts would be potentially significant.

With compliance with CARB Heavy-Duty On-Road and Off-Road Vehicle Regulations, construction activities would limit idling to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Furthermore, even during the most intense period of construction, emissions of DPM would be generated from different locations on the project site rather than in a single location because different types of construction activities (e.g., site preparation and paving) would not occur at the same place at the same time. Implementation of **MM AQ-1: Emission Reduction Measures** would substantially reduce on-site emissions DPM from off-road equipment (the use of Tier 4 Final off-road diesel construction equipment reduces DPM emissions by at least 80 percent compared to the default CalEEMod fleet mix, which is composed of Tier 0 to Tier 2 equipment with higher DPM emissions). Requiring that construction equipment meet Tier 4 Final emissions standards, as well as ensuring compliance with the best management practices outlined in SCAQMD Rule 403 (Fugitive Dust), would ensure that construction of greenway paths, pocket parks, and greenspaces would not expose sensitive receptors to substantial pollutant concentrations. For safe crossings with anticipated construction duration of greater than two months that are within 1,000 feet of existing sensitive receptors, as defined by SCAQMD (e.g., residences, daycares), implementation of **MM AQ-2: Health Risk Assessment and Health Risk Reduction Measures** would require a site-specific construction Health Risk Assessment. For safe crossing projects that exceed the SCAQMD project-level thresholds, additional on-site mitigation shall be analyzed by the implementing agency to reduce risks to the greatest extent practicable. Because it cannot be concluded what the result of the project-level evaluation will be without speculation, it is possible that mitigation for future project health risks may be inadequate to reduce construction impacts below the SCAQMD's threshold level. Impacts are therefore considered potentially significant and unavoidable.

Operations

Less than Significant. Emissions from operation of greenway paths, amenities, and safe crossings would include those generated by mobile sources associated with motor vehicle trips and area source pollutants associated with pesticide and fertilizer use, reapplication of architectural coatings, onsite use of solvents and consumer products, off-gassing from pavement, and emissions associated with landscape maintenance equipment. As shown in Table 3.3-12 above, the net increase in emissions generated during operation of greenway paths and safe crossings would not exceed the regional thresholds or LSTs recommended by the SCAQMD. As such, the operation of greenway paths and safe

crossings would not be expected to contribute a significant level of air pollution during operations such that air quality within the SCAB would be degraded. Criteria pollutant emissions would not expose receptors to substantial pollutant concentrations or risk. Further, it is not anticipated that operation of greenway paths and safe crossings would exceed the most stringent 1-hour CO standard, and no detailed CO hot spots analysis would be required. Operation of greenway paths and safe crossings is not anticipated to generate a substantial amount of onsite DPM emissions from diesel-powered maintenance equipment or diesel-powered trucks that could expose adjacent receptors to significant health risks. Operational VMT would be negligible and would not create mobile source emissions concentrated in any one location. Further, the main objective of the Plan is to create a network of interconnected, multi-use community greenways to improve mobility for cyclists, pedestrians, and equestrians. Thus, the Plan would provide routes for active transportation opportunities and reduce VMT and associated emissions. Therefore, operation of greenway paths and safe crossings would not have the potential to expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant.

Mitigation Measures

MM AQ-1: Emission Reduction Measures

MM AQ-2: Health Risk Assessment and Health Risk Reduction Measures

Significance After Mitigation

If construction of an individual Plan project would result in emissions that exceed regional or localized standards, implementation of **MM AQ-1: Emission Reduction Measures** would reduce emissions of DPM by implementing Tier 4 final construction equipment and therefore minimize exposure of sensitive receptors to construction-related TACs. For projects with construction activities lasting more than two months in proximity to an individual sensitive receptor that exceeds the LSTs and is within 1,000 feet of existing sensitive receptors, **MM AQ-2: Health Risk Assessment and Health Risk Reduction Measures** would apply to this impact, which requires preparation of a site-specific construction Health Risk Assessment. If the Health Risk Assessment demonstrates that the health risk exposures for adjacent receptors would exceed SCAQMD project-level thresholds, additional feasible on- and offsite mitigation will be analyzed by the project proponent to help reduce risks to the greatest extent practicable. Because it cannot be concluded what the result of the project-level evaluation will be without speculation, it is possible that mitigation for future project health risks may be inadequate to reduce construction impacts below the SCAQMD's threshold level. Therefore, impacts are considered potentially significant and unavoidable.

3.3.3.3.3.4 Greenway Paths + Stormwater Management

Construction

Less than Significant with Mitigation. Land uses that are generally considered more sensitive to air pollution than others are as follows: hospitals, schools, residences, playgrounds, child-care centers, athletic facilities, and retirement/convalescent homes. As shown in Table 3.3-15, above, the estimated emissions associated with construction of greenway paths and stormwater management would not exceed any of SCAQMD's regional thresholds or the most conservative LSTs in the Plan Area. The LSTs represent emission levels that would cause or contribute to a violation of any short-term NAAQS or

CAAQS for a particular area, and because construction of greenway paths and stormwater management would not exceed these LSTs, construction of these components would not cause or contribute to a violation of any health-protective standard. Accordingly, an analysis correlating the relatively minor emissions generated by construction activities with specific levels of health impacts would not yield reliable or accurate results and has therefore not been conducted. Furthermore, it should be noted that the NAAQS and CAAQS are health-protective standards and define the maximum amount of ambient pollution that can be present without harming public health. SCAQMD's LSTs represent the level of pollutant emissions from onsite sources from a project that would not exceed the most stringent applicable federal or State ambient air quality standards. As such, projects with emissions below the applicable LSTs will not be in violation of the NAAQS or CAAQS, and, by extension, USEPA and CARB health protective standards. As shown in Table 3.3-15, the maximum daily emissions from construction would not exceed the applicable LSTs. Therefore, there would be no violations of the health protective CAAQS and NAAQS. As such, construction of greenway paths and stormwater management would not be expected to contribute a significant level of air pollution during construction such that air quality within the SCAB would be degraded. Criteria pollutant emissions would not expose receptors to substantial pollutant concentrations or risk.

Intermittent construction activities would result in short-term emissions of DPM, which is a TAC. Specifically, the exhaust of off-road heavy-duty diesel equipment would emit DPM during general construction activities, such as site preparation (e.g., excavation and grading), materials transport and handling, construction, paving, and other miscellaneous activities. Similar to the localized criteria pollutant emissions during construction, the short-term emissions of DPM during construction would only affect existing sensitive receptors that are located nearby. Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of developing cancer. OEHHA has identified carcinogenic and chronic noncarcinogenic effects from long-term (chronic) exposure, but it has not identified health effects due to short-term (acute) exposure to DPM (OEHHA 2015). Construction activities associated with greenway paths and stormwater management would occur over a period of approximately 95 workdays. Carcinogenic risks are generally assessed over an averaging period of 30 years. Given the brief duration of activities that would be intermittent over five miles of greenway path length, individual receptors would not be expected to be exposed to construction-related TACs for a period of longer than two months. Due to the uncertainty in assessing cancer risk from very short-term exposures, OEHHA does not recommend assessing cancer risk for projects lasting less than two months at the MEIR receptor (OEHHA 2015). Accordingly, since no sensitive receptor would be exposed to construction-related TACs for any period longer than two months, a Health Risk Assessment is not warranted. With compliance with CARB Heavy-Duty On-Road and Off-Road Vehicle Regulations, construction activities would limit idling to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Furthermore, even during the most intense period of construction, emissions of DPM would be generated from different locations on the project site rather than in a single location because different types of construction activities (e.g., site preparation and paving) would not occur at the same place at the same time. Implementation of **MM AQ-1: Emission Reduction Measures** would substantially reduce on-site emissions DPM from off-road equipment (the use of Tier 4 Final off-road diesel construction equipment reduces DPM emissions by at least 80 percent compared to the default CalEEMod fleet mix, which is composed of Tier 0 to Tier 2 equipment with higher DPM emissions).

Requiring that construction equipment meet Tier 4 Final emissions standards, as well as ensuring compliance with the best management practices outlined in SCAQMD Rule 403 (Fugitive Dust), would ensure that construction of greenway paths and stormwater management would not expose sensitive receptors to substantial pollutant concentrations. Impacts related to sensitive receptor exposures would be less than significant with mitigation.

Operations

Less than Significant. Emissions from operation of greenway paths, amenities, and stormwater management facilities would include those generated by mobile sources associated with motor vehicle trips and area source pollutants associated with pesticide and fertilizer use, reapplication of architectural coatings, onsite use of solvents and consumer products, off-gassing from pavement, and emissions associated with landscape maintenance equipment. As shown in Table 3.3-12 above, the net increase in emissions generated during operation of greenway paths and stormwater management would not exceed the regional thresholds or LSTs recommended by the SCAQMD. As such, the operation of greenway paths and stormwater management would not be expected to contribute a significant level of air pollution during operations such that air quality within the SCAB would be degraded. Criteria pollutant emissions would not expose receptors to substantial pollutant concentrations or risk. Further, as described in Section 3.1 of the EWMP PEIR, operation of stormwater management BMPs are not anticipated to exceed the CO standard or require a detailed CO hot spots analysis. Accordingly, when considered in conjunction with operation of greenway paths, projects implemented under the Plan would not exceed the most stringent 1-hour CO standard and no detailed CO hot spots analysis would be required. Operation of greenway paths and stormwater management is not anticipated to generate a substantial amount of onsite DPM emissions from diesel-powered maintenance equipment or diesel-powered trucks that could expose adjacent receptors to significant health risks. Operational VMT would be negligible and would not create mobile source emissions concentrated in any one location. Further, the main objective of the Plan is to create a network of interconnected, multi-use community greenways to improve mobility for cyclists, pedestrians, and equestrians. Thus, the Plan would provide routes for active transportation opportunities and reduce VMT and associated emissions. Therefore, operation of greenway paths and stormwater management would not have the potential to expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant.

Mitigation Measures

MM AQ-1: Emission Reduction Measures

Significance After Mitigation

If construction of an individual Plan project would result in emissions that exceed regional or localized standards, implementation of **MM AQ-1: Emission Reduction Measures** would reduce emissions of DPM by implementing Tier 4 final construction equipment and therefore minimize exposure of sensitive receptors to construction-related TACs. Accordingly, implementation of **MM AQ-1: Emission Reduction Measures** would reduce impacts to less than significant.

3.3.3.3.4 3(d). Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

3.3.3.3.4.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings

Construction

Less than Significant. Construction of greenway paths, amenities, pocket parks and greenspaces, and safe crossings would involve the use of mobile sources of air quality emissions including off-road construction equipment and on-road mobile sources resulting from worker trips, hauling, and material delivery, all of which may emit objectionable odors due to the combustion of diesel fuel, as well as during asphalt paving. However, asphalt paving would occur for a limited time period (less than two weeks), and the locations of equipment usage and paving activities would be distributed over the five-mile length of greenway path at any one time. California ultralow sulfur diesel fuel with a maximum sulfur content of 15 ppm by weight would be required to be used in all diesel-powered equipment, which would minimize emissions of sulfurous gases (SO₂, hydrogen sulfide, carbon disulfide, and carbonyl sulfide) and, thus, would minimize odors. Furthermore, SCAQMD Rule 402 prohibits the discharge of air contaminants that cause nuisance or annoyance to the public, including odors. Given the limited duration and location of asphalt paving and equipment usage, mandatory compliance with SCAQMD Rule 402, and ability for the public to report complaints to SCAQMD, construction activities would not create a significant level of objectionable odors. Therefore, impacts during construction would be less than significant.

Operations

Less than Significant with Mitigation. According to the SCAQMD's CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment facilities, food processing plants, chemical plants, composting areas, refineries, landfills, dairies, and fiberglass molding facilities. Community gardens envisioned under the Plan would not operate at the scale or intensity of commercial farming operations that are typically associated with odor complaints. However, the equestrian amenities component, similar to SCAQMD's identified agricultural uses, composting areas, and dairies, has the potential to generate nuisance odors during operations due to manure and soiled bedding generated and stockpiled on site. Improper handling and storage of manure, along with odor migration, may lead to offsite nuisance violations. Good housekeeping and BMPs can eliminate nuisance concerns. Implementation of **MM AQ-3: Implement Equestrian Manure Management** would reduce the potential for animal waste to result in odor impacts at nearby sensitive receptors. Further, SCAQMD Rule 402 prohibits the discharge of air contaminants that cause nuisance or annoyance to the public, including odors. Also, SCAQMD maintains both a toll-free phone line and a web-based platform for reporting complaints related to air quality, including odors. Consequently, mandatory compliance with SCAQMD Rule 402, and the ability for the public to report complaints to SCAQMD, would ensure that equestrian facilities would not result in emissions leading to significant odors. Impacts would be less than significant with mitigation.

Mitigation Measures

MM AQ-3: Implement Equestrian Manure Management. For Plan elements that include an equestrian facility, the implementing agency shall comply with the following measures:

- The facility, including animal stalls and warmup and training areas, will be cleaned at least once per day, including the removal of manure and soiled bedding.
- Manure and soiled bedding will either be incorporated into composting by the end of the day or temporarily stockpiled prior to incorporation into the composting system.
- Stockpiled material in containment vessels will be covered with a lid or tarp. Containment vessels will be located at the farthest feasible distance from nearby residents and/or sensitive receptors.

Significance After Mitigation

Implementation of **MM AQ-3: Implement Equestrian Manure Management** would reduce the potential for animal waste to result in odor impacts at nearby sensitive receptors. Further, SCAQMD Rule 402 prohibits the discharge of air contaminants that cause nuisance or annoyance to the public, including odors. Also, SCAQMD maintains both a toll-free phone line and a web-based platform for reporting complaints related to air quality, including odors. Consequently, mandatory compliance with SCAQMD Rule 402, and the ability for the public to report complaints to SCAQMD, would ensure that equestrian facilities would not result in emissions leading to significant odors. Impacts would be less than significant with mitigation.

3.3.3.3.4.2 Greenway Paths + Stormwater Management

Construction

Less than Significant. Construction of greenway paths, amenities, and stormwater would involve the use of mobile sources of air quality emissions including offroad construction equipment and on-road mobile sources resulting from worker trips, hauling, and material delivery, all of which may emit objectionable odors due to the combustion of diesel fuel, as well as during asphalt paving. However, asphalt paving would occur for a limited time period (less than two weeks), and the locations of equipment usage and paving activities would be distributed over the five-mile length of greenway path at any one time. California ultralow sulfur diesel fuel with a maximum sulfur content of 15 ppm by weight would be required to be used in all diesel-powered equipment, which would minimize emissions of sulfurous gases (SO₂, hydrogen sulfide, carbon disulfide, and carbonyl sulfide) and, thus, would minimize odors. Furthermore, SCAQMD Rule 402 prohibits the discharge of air contaminants that cause nuisance or annoyance to the public, including odors. Given the limited duration and location of asphalt paving and equipment usage, mandatory compliance with SCAQMD Rule 402, and ability for the public to report complaints to SCAQMD, construction activities would not create a significant level of objectionable odors. Therefore, impacts during construction would be less than significant.

Operations

Less than Significant with Mitigation. According to the SCAQMD's CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment facilities, food processing plants, chemical plants, composting areas, refineries, landfills, dairies, and fiberglass molding facilities. The components envisioned under greenway paths and stormwater management include none of these land uses. However, as described in Section 3.1 of the EWMP PEIR and incorporated herein, some stormwater management options may involve retaining intermittent stormwater or dry weather flows on a site that may result in organic odors as water levels fluctuate and decomposition occurs in saturated mud. Constructed wetlands and/or bioretention facilities may be permanently wet, resulting in odors from saturated mud or algal blooms. Standing water may emit

odors if algal blooms occur for periods of time before the water dries or percolates. If these facilities are near sensitive receptors such as residential areas, these odors may result in a severe nuisance. The *Design Guidelines and Standards* requires preparation and implementation of operation and maintenance plans in accordance with the maintenance requirements of the LA County Public Works LID Standards Manual (2014). Elements to meet the operation and maintenance requirements include identification of inspection and maintenance activities and schedule as well as equipment and resource requirements necessary to operate and maintain stormwater quality control measures. Further, stormwater management facilities would be subject to the mandatory compliance requirements of SCAQMD Rule 402 which prohibits the discharge of air contaminants that cause nuisance or annoyance to the public, including odors. Also, SCAQMD maintains both a toll-free phone line and a web-based platform for reporting complaints related to air quality, including odors. As such, greenway paths and stormwater management facilities would be designed to meet Rule 402 standards. Consequently, implementation of operation and maintenance plans as required by the *Design Guidelines and Standards* and mandatory compliance with SCAQMD Rule 402, as well as the ability for the public to report complaints to SCAQMD, would minimize impacts related to significant odors.

However, the equestrian amenities component, similar to SCAQMD's identified agricultural uses, composting areas, and dairies, has the potential to generate nuisance odors during operations due to manure and soiled bedding generated and stockpiled on site. Improper handling and storage of manure, along with odor migration, may lead to offsite nuisance violations. Good housekeeping and best management practices can eliminate nuisance concerns. Implementation of **MM AQ-3: Implement Equestrian Manure Management** would reduce the potential for animal waste to result in odor impacts at nearby sensitive receptors. Further, SCAQMD Rule 402 prohibits the discharge of air contaminants that cause nuisance or annoyance to the public, including odors. Also, SCAQMD maintains both a toll-free phone line and a web-based platform for reporting complaints related to air quality, including odors. Consequently, mandatory compliance with SCAQMD Rule 402, and the ability for the public to report complaints to SCAQMD, would ensure that equestrian facilities would not result in emissions leading to significant odors. Impacts would be less than significant with mitigation.

Mitigation Measures

MM AQ-3: Implement Equestrian Manure Management

Significance After Mitigation

Construction of greenway paths, amenities, pocket parks or greenspaces, and safe crossings would have less than significant impacts without mitigation.

Impacts from operation would be less than significant with implementation of **MM-AQ-3: Implement Equestrian Manure Management** and compliance with SCAQMD Rule 402.

3.3.3.4 Impacts of Conceptual Design Projects

This section discusses potential impacts from the 10 conceptual designs discussed in Section 2, Project Description.

3.3.3.4.1 3(a). Conflict with or obstruct implementation of the applicable air quality plan?

Construction

Less than Significant with Mitigation. The components proposed for all 10 conceptual design projects are within the maximum extent limits as described for the Plan in Section 2. All conceptual design projects would be required to comply with regulatory compliance controls during construction including compliance with SCAQMD Rules 402, 403, 404, 407, 409, 431.1, 474, 1108, 1110.2, and 1113 as summarized in Section 3.3.2.3.1, which would reduce emissions during construction. In addition, as described in Section 3.3.3.3.1, Impacts 3(a) for the Plan, in the event that construction of an activities would result in emissions that exceed regional or localized standards, implementation of **MM AQ-1: Emission Reduction Measures** would further reduce emissions and would be consistent with control strategies MOB-8 and MOB-10 by implementing Tier 4 final construction equipment and therefore implementing more efficient equipment in conformance with the implementation requirements of the AQMP. Therefore, none of the 10 conceptual design examples would result in any impacts relating to consistency with the applicable air quality management plan not previously described for the Plan in Section 3.3.3.3.1. No additional mitigation measures would be required. Construction impacts from the 10 conceptual design projects would be less than significant with implementation of **MM AQ-1: Emission Reduction Measures**.

Operations

Less than Significant. Because all of the 10 conceptual designs are within the maximum extent limits as described for the Plan in Section 2, the 10 conceptual designs would have less than significant impacts with respect to consistency with the 2022 AQMP as described previously in Section 3.3.3.3.1, Impacts 3(a) for the Plan.

3.3.3.4.2 3(b). Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Construction

Less than Significant with Mitigation. The components proposed for all 10 conceptual design projects are within the maximum extent limits as described for the Plan in Section 2. Emissions of criteria pollutants during construction for the various types of components are provided in Tables 3.3-9, 3.3-11, 3.3-13, and 3.3-15. Because the 10 conceptual designs include multiple components, there is the potential that an individual project would exceed the SCAQMD regional thresholds and/or LSTs during construction. All conceptual design projects would be required to comply with regulatory compliance controls during construction including compliance with SCAQMD Rules 402, 403, 404, 407, 409, 431.1, 474, 1108, 1110.2, and 1113 as summarized in Section 3.3.2.3.1, SCAQMD, which would reduce emissions during construction. If construction activities would result in emissions that exceed regional or localized standards, implementation of **MM AQ-1: Emission Reduction Measures** would further reduce emissions by implementing Tier 4 final construction equipment. If the use of Tier 4 Final construction equipment is demonstrated to not sufficiently reduce emissions to below the SCAQMD regional thresholds and/or LSTs, **MM AQ-1: Emission Reduction Measures** would further require that the project

reduce its daily construction intensity (e.g., reducing the amount of equipment used daily, reducing the amount of soil graded/excavated daily) to a level where the project's construction emissions would no longer exceed SCAQMD's regional thresholds and/or LSTs. Accordingly, construction impacts from the 10 conceptual design projects would be less than significant with implementation of **MM AQ-1:**

Emission Reduction Measures.

Operations

Less than Significant. Once construction of a conceptual design project is completed, operational sources of emissions would include those generated by mobile sources associated with motor vehicle trips and area source pollutants associated with pesticide and fertilizer use, reapplication of architectural coatings, onsite use of solvents and consumer products, off-gassing from pavement, and emissions associated with landscape maintenance equipment. Emissions of criteria pollutants during operation for the various types of Plan components are provided in Tables 3.3-10, 3.3-12, 3.3-14, and 3.3-16. As shown in these tables, operational emissions associated with Plan components would be significantly below the SCAQMD regional thresholds and LSTs. The components proposed for all 10 conceptual design projects are within the maximum extent limits as described for the Plan in Section 2. As such, emissions associated with operation of the conceptual design projects would be similar to those described for the Plan Impact Criteria 3(b) above in Section 3.3.3.3.2. Projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant. In addition, regulatory compliance controls during operations, including compliance with SCAQMD Rules 402, 403, 404, 407, 409, 431.1, 474, 1108, 1110.2, and 1113 as summarized in Section 3.3.2.3.1 above, would further reduce emissions during operations. Therefore, impacts associated with operation of the 10 conceptual design projects would be less than significant.

3.3.3.4.3 3(c). Expose sensitive receptors to substantial pollutant concentrations?

Construction

Significant and Unavoidable. Land uses that are generally considered more sensitive to air pollution than others are as follows: hospitals, schools, residences, playgrounds, child-care centers, athletic facilities, and retirement/convalescent homes. The components proposed for all 10 conceptual design projects are within the maximum extent limits as described for the Plan in Section 2. Emissions of criteria pollutants during construction for the various types of Plan components are provided in Tables 3.3-9, 3.3-11, 3.3-13, and 3.3-15. Because the 10 conceptual designs include multiple components, there is the potential that an individual project would exceed the SCAQMD LSTs during construction. All conceptual design projects would be required to comply with regulatory compliance controls during construction including compliance with SCAQMD Rules 402, 403, 404, 407, 409, 431.1, 474, 1108, 1110.2, and 1113 as summarized in Section 3.3.2.3.1, SCAQMD, which would reduce emissions during construction. If construction activities would result in emissions that exceed regional or localized standards, implementation of **MM AQ-1: Emission Reduction Measures** would further reduce emissions by implementing Tier 4 final construction equipment. If the use of Tier 4 Final construction equipment is demonstrated to not sufficiently reduce emissions to below the SCAQMD LSTs, **MM AQ-1: Emission Reduction Measures** would further require that the project reduce its daily construction intensity (e.g., reducing the amount of equipment used daily, reducing the amount of soil graded/excavated daily) to a level where the project's construction emissions would no longer exceed SCAQMD's regional thresholds

and/or LSTs. Accordingly, criteria pollutant emissions during construction of the conceptual design projects would not expose receptors to substantial pollutant concentrations or risk.

Similar to impacts discussed for Plan components in Section 3.3.3.3.3, Impacts 3(c) for the Plan, intermittent construction activities would result in short-term emissions of DPM, which is a TAC. Specifically, the exhaust of off-road heavy-duty diesel equipment would emit DPM during general construction activities, such as site preparation (e.g., excavation and grading), materials transport and handling, construction, paving, and other miscellaneous activities. The short-term emissions of DPM during construction of conceptual design projects would only affect existing sensitive receptors that are located nearby. Due to the proximity of sensitive receptors to conceptual design project components, it is conservatively assumed that there may be instances where DPM emissions during construction could result in cancer or non-cancer health risks that exceed SCAQMD's thresholds. Therefore, impacts would be potentially significant. With compliance with CARB Heavy-Duty On-Road and Off-Road Vehicle Regulations, construction activities would limit idling to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Furthermore, even during the most intense period of construction, emissions of DPM would be generated from different locations on the project site rather than in a single location because different types of construction activities (e.g., site preparation and paving) would not occur at the same place at the same time. Implementation of **MM AQ-1: Emission Reduction Measures** would substantially reduce on-site emissions DPM from off-road equipment (the use of Tier 4 Final off-road diesel construction equipment reduces DPM emissions by at least 80 percent compared to the default CalEEMod fleet mix, which is composed of Tier 0 to Tier 2 equipment with higher DPM emissions). Requiring that construction equipment meet Tier 4 Final emissions standards, as well as ensuring compliance with the best management practices outlined in SCAQMD Rule 403 (Fugitive Dust), would minimize exposure of sensitive receptors to substantial pollutant concentrations. As described in greater detail below in Table 3.3-17, all of the conceptual design projects include components within 1,000 feet of existing sensitive receptors as defined by SCAQMD (e.g., residences, daycares). Implementation of **MM AQ-2: Health Risk Assessment and Health Risk Reduction Measures** would require a site-specific construction Health Risk Assessment for any project construction activities lasting longer than two months in proximity to an individual sensitive receptor. For projects that exceed the SCAQMD project-level thresholds, additional on-site mitigation shall be analyzed by the implementing agency to reduce risks to the greatest extent practicable. The construction of the conceptual design projects would not be of greater severity than described above in Section 3.3.3.3.3, Impacts 3(c) for the Plan. However, because it cannot be concluded what the result of the project-level evaluation will be without speculation, it is possible that mitigation for future project health risks may be inadequate to reduce construction impacts below the SCAQMD's threshold level. Impacts are therefore considered potentially significant and unavoidable.

Operations

Less than Significant. As described in Section 3.3.3.3.3, Impacts 3(c) for the Plan, once construction is completed, operational sources of emissions would include those generated by mobile sources associated with motor vehicle trips and area source pollutants associated with pesticide and fertilizer use, reapplication of architectural coatings, onsite use of solvents and consumer products, off-gassing from pavement, and emissions associated with landscape maintenance equipment. The estimated net increase in emissions generated during operation of Plan components is provided in Tables 3.3-10, 3.3-

12, 3.3-14, and 3.3-16. As shown in Tables 3.3-10, 3.3-12, 3.3-14, and 3.3-16, operational emissions would be significantly below the SCAQMD regional thresholds and LSTs recommended by the SCAQMD. The operational requirements for the 10 conceptual design projects would be like that described for Plan components. As such, the operation of the 10 conceptual design projects would not be expected to contribute significant levels of air pollution during operations such that air quality within the SCAB would be degraded. Criteria pollutant emissions would not expose receptors to substantial pollutant concentrations or risk. Further, it is not anticipated that operation of the 10 conceptual design projects would exceed the most stringent 1-hour CO standard, and no detailed CO hot spots analysis would be required. Operation of the 10 conceptual design projects is not anticipated to generate a substantial amount of onsite DPM emissions from diesel-powered maintenance equipment or diesel-powered trucks that could expose adjacent receptors to significant health risks. Operational VMT would be negligible and would not create mobile source emissions concentrated in any one location. Further, the main objective of the Plan is to create a network of interconnected, multi-use community greenways to improve mobility for cyclists, pedestrians, and equestrians. Thus, the conceptual design projects would provide routes for active transportation opportunities and reduce VMT and associated emissions. Therefore, operation of the conceptual design projects would not be of greater severity than described above in Section 3.3.3.3.3, Impacts 3(c) for the Plan. Impacts would be less than significant.

Table 3.3-17. Analysis of Conceptual Design Examples for Operations to Expose Sensitive Receptors to Substantial Pollutant Concentrations.

Conceptual Design Project	<i>3(c). Expose sensitive receptors to substantial pollutant concentrations?</i>
<p>Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i></p>	<p>Significant and Unavoidable. Land uses that are generally considered more sensitive to air pollution than others are as follows: hospitals, schools, residences, playgrounds, child-care centers, athletic facilities, and retirement/convalescent homes. The Alhambra Wash at Vincent Lugo Park conceptual design incorporates components within 1,000 feet of single-family and multi-family residential developments, McKinley Elementary School, San Gabriel High School, retirement/convalescent facilities, daycare centers, and playgrounds. Emissions of criteria pollutants during construction for the various types of Plan components are provided in Tables 3.3-9, 3.3-11, 3.3-13, and 3.3-15. Because the Alhambra Wash at Vincent Lugo Park conceptual design incorporates multiple components, there is the potential that an individual project would exceed the SCAQMD LSTs during construction. The conceptual design project would be required to comply with regulatory compliance controls during construction including compliance with SCAQMD Rules 402, 403, 404, 407, 409, 431.1, 474, 1108, 1110.2, and 1113 as summarized in Section 3.3.2.3.1, which would reduce emissions during construction. If construction activities would result in emissions that exceed regional or localized standards, implementation of MM AQ-1: Emission Reduction Measures would further reduce emissions by implementing Tier 4 final construction equipment. If the use of Tier 4 Final construction equipment is demonstrated to not sufficiently reduce emissions to below the SCAQMD LSTs, MM AQ-1: Emission Reduction Measures would further require that the project reduce its daily construction intensity (e.g., reducing the amount of equipment used daily, reducing the amount of soil graded/excavated daily) to a level where the project's construction emissions would no longer exceed SCAQMD's regional thresholds and/or LSTs.</p>

Conceptual Design Project	3(c). <i>Expose sensitive receptors to substantial pollutant concentrations?</i>
	<p>Accordingly, criteria pollutant emissions during construction of the conceptual design project would not expose receptors to substantial pollutant concentrations or risk. With respect to emissions of DPM during construction, due to the proximity of sensitive receptors to conceptual design project components, it is conservatively assumed that the Alhambra Wash at Vincent Lugo Park conceptual design may result in DPM emissions during construction that could exceed SCAQMD's thresholds for cancer or non-cancer health risks. Therefore, impacts would be potentially significant. With compliance with CARB Heavy-Duty On-Road and Off-Road Vehicle Regulations, construction activities would limit idling to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Furthermore, even during the most intense period of construction, emissions of DPM would be generated from different locations on the project site rather than in a single location because different types of construction activities (e.g., site preparation and paving) would not occur at the same place at the same time. Implementation of MM AQ-1: Emission Reduction Measures would substantially reduce on-site emissions DPM from off-road equipment (the use of Tier 4 Final off-road diesel construction equipment reduces DPM emissions by at least 80 percent compared to the default CalEEMod fleet mix, which is composed of Tier 0 to Tier 2 equipment with higher DPM emissions). Requiring that construction equipment meet Tier 4 Final emissions standards, as well as ensuring compliance with the best management practices outlined in SCAQMD Rule 403 (Fugitive Dust), would minimize exposure of sensitive receptors to substantial pollutant concentrations. Implementation of MM AQ-2: Health Risk Assessment and Health Risk Reduction would require a site-specific construction Health Risk Assessment for construction activities lasting longer than two months in proximity to an individual sensitive receptor. If the conceptual design project is determined to have the potential to exceed the SCAQMD project-level thresholds, additional on-site mitigation shall be analyzed by the implementing agency to reduce risks to the greatest extent practicable. Because it cannot be concluded what the result of the project-level evaluation will be without speculation, it is possible that mitigation for future project health risks may be inadequate to reduce construction impacts below the SCAQMD's threshold level. Impacts are therefore considered potentially significant and unavoidable.</p>
<p>Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i></p>	<p>Significant and Unavoidable. Land uses that are generally considered more sensitive to air pollution than others are as follows: hospitals, schools, residences, playgrounds, child-care centers, athletic facilities, and retirement/convalescent homes. The Big Dalton Wash at Hilda L. Solis Park conceptual design incorporates components within 1,000 feet of single-family and multi-family residential developments, Baldwin Park High School, Central Elementary School, and playgrounds. Emissions of criteria pollutants during construction for the various types of Plan components are provided in Tables 3.3-9, 3.3-11, 3.3-13, and 3.3-15. Because the Big Dalton Wash at Hilda L. Solis Park conceptual design incorporates multiple components, there is the potential that an individual project would exceed the SCAQMD LSTs during construction. The conceptual design project would be required to comply with regulatory compliance controls during construction including compliance with SCAQMD Rules 402, 403, 404, 407, 409, 431.1, 474, 1108,</p>

Conceptual Design Project	<i>3(c). Expose sensitive receptors to substantial pollutant concentrations?</i>
	<p>1110.2, and 1113 as summarized in Section 3.3.2.3.1, which would reduce emissions during construction. If construction activities would result in emissions that exceed regional or localized standards, implementation of MM AQ-1: Emission Reduction Measures would further reduce emissions by implementing Tier 4 final construction equipment. If the use of Tier 4 Final construction equipment is demonstrated to not sufficiently reduce emissions to below the SCAQMD LSTs, MM AQ-1: Emission Reduction Measures would further require that the project reduce its daily construction intensity (e.g., reducing the amount of equipment used daily, reducing the amount of soil graded/excavated daily) to a level where the project's construction emissions would no longer exceed SCAQMD's regional thresholds and/or LSTs. Accordingly, criteria pollutant emissions during construction of the conceptual design project would not expose receptors to substantial pollutant concentrations or risk. With respect to emissions of DPM during construction, due to the proximity of sensitive receptors to conceptual design project components, it is conservatively assumed that the Big Dalton Wash at Hilda L. Solis Park conceptual design may result in DPM emissions during construction that could exceed SCAQMD's thresholds for cancer or non-cancer health risks. Therefore, impacts would be potentially significant. With compliance with CARB Heavy-Duty On-Road and Off-Road Vehicle Regulations, construction activities would limit idling to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Furthermore, even during the most intense period of construction, emissions of DPM would be generated from different locations on the project site rather than in a single location because different types of construction activities (e.g., site preparation and paving) would not occur at the same place at the same time. Implementation of MM AQ-1: Emission Reduction Measures would substantially reduce on-site emissions DPM from off-road equipment (the use of Tier 4 Final off-road diesel construction equipment reduces DPM emissions by at least 80 percent compared to the default CalEEMod fleet mix, which is composed of Tier 0 to Tier 2 equipment with higher DPM emissions). Requiring that construction equipment meet Tier 4 Final emissions standards, as well as ensuring compliance with the best management practices outlined in SCAQMD Rule 403 (Fugitive Dust), would minimize exposure of sensitive receptors to substantial pollutant concentrations. Implementation of MM AQ-2: Health Risk Assessment and Health Risk Reduction would require a site-specific construction Health Risk Assessment for construction activities lasting longer than two months in proximity to an individual sensitive receptor. If the conceptual design project is determined to have the potential to exceed the SCAQMD project-level thresholds, additional on-site mitigation shall be analyzed by the implementing agency to reduce risks to the greatest extent practicable. Because it cannot be concluded what the result of the project-level evaluation will be without speculation, it is possible that mitigation for future project health risks may be inadequate to reduce construction impacts below the SCAQMD's threshold level. Impacts are therefore considered potentially significant and unavoidable.</p>
Eaton Wash Greenway at Spreading Ground Site	Significant and Unavoidable. Land uses that are generally considered more sensitive to air pollution than others are as follows: hospitals, schools, residences, playgrounds, child-care centers, athletic facilities, and

Conceptual Design Project	3(c). Expose sensitive receptors to substantial pollutant concentrations?
<i>City of Pasadena</i>	<p>retirement/convalescent homes. The Eaton Wash Greenway at Spreading Ground Site conceptual design incorporates components within 1,000 feet of single-family and multi-family residential developments, Focus Point Academy, Pasadena High School, St. Lukes Medical Center, and playgrounds. Emissions of criteria pollutants during construction for the various types of Plan components are provided in Tables 3.3-9, 3.3-11, 3.3-13, and 3.3-15. Because the Eaton Wash Greenway at Spreading Ground Site conceptual design incorporates multiple components, there is the potential that an individual project would exceed the SCAQMD LSTs during construction. The conceptual design project would be required to comply with regulatory compliance controls during construction including compliance with SCAQMD Rules 402, 403, 404, 407, 409, 431.1, 474, 1108, 1110.2, and 1113 as summarized in Section 3.3.2.3.1, which would reduce emissions during construction. If construction activities would result in emissions that exceed regional or localized standards, implementation of MM AQ-1: Emission Reduction Measures would further reduce emissions by implementing Tier 4 final construction equipment. If the use of Tier 4 Final construction equipment is demonstrated to not sufficiently reduce emissions to below the SCAQMD LSTs, MM AQ-1: Emission Reduction Measures would further require that the project reduce its daily construction intensity (e.g., reducing the amount of equipment used daily, reducing the amount of soil graded/excavated daily) to a level where the project's construction emissions would no longer exceed SCAQMD's regional thresholds and/or LSTs. Accordingly, criteria pollutant emissions during construction of the conceptual design project would not expose receptors to substantial pollutant concentrations or risk. With respect to emissions of DPM during construction, due to the proximity of sensitive receptors to conceptual design project components, it is conservatively assumed that the Eaton Wash Greenway at Spreading Ground Site conceptual design may result in DPM emissions during construction that could exceed SCAQMD's thresholds for cancer or non-cancer health risks. Therefore, impacts would be potentially significant. With compliance with CARB Heavy-Duty On-Road and Off-Road Vehicle Regulations, construction activities would limit idling to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Furthermore, even during the most intense period of construction, emissions of DPM would be generated from different locations on the project site rather than in a single location because different types of construction activities (e.g., site preparation and paving) would not occur at the same place at the same time. Implementation of MM AQ-1: Emission Reduction Measures would substantially reduce on-site emissions DPM from off-road equipment (the use of Tier 4 Final off-road diesel construction equipment reduces DPM emissions by at least 80 percent compared to the default CalEEMod fleet mix, which is composed of Tier 0 to Tier 2 equipment with higher DPM emissions). Requiring that construction equipment meet Tier 4 Final emissions standards, as well as ensuring compliance with the best management practices outlined in SCAQMD Rule 403 (Fugitive Dust), would minimize exposure of sensitive receptors to substantial pollutant concentrations. Implementation of MM AQ-2: Health Risk Assessment and Health Risk Reduction would require a site-specific construction Health Risk</p>

Conceptual Design Project	3(c). <i>Expose sensitive receptors to substantial pollutant concentrations?</i>
	<p>Assessment for construction activities lasting longer than two months in proximity to an individual sensitive receptor. If the conceptual design project is determined to have the potential to exceed the SCAQMD project-level thresholds, additional on-site mitigation shall be analyzed by the implementing agency to reduce risks to the greatest extent practicable. Because it cannot be concluded what the result of the project-level evaluation will be without speculation, it is possible that mitigation for future project health risks may be inadequate to reduce construction impacts below the SCAQMD's threshold level. Impacts are therefore considered potentially significant and unavoidable.</p>
<p>Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i></p>	<p>Significant and Unavoidable. Land uses that are generally considered more sensitive to air pollution than others are as follows: hospitals, schools, residences, playgrounds, child-care centers, athletic facilities, and retirement/convalescent homes. The Eaton Wash at Eaton Blanche Park conceptual design incorporates components within 1,000 feet of single-family and multi-family residential developments, Willard Elementary School, retirement/convalescent facilities, and playgrounds. Emissions of criteria pollutants during construction for the various types of Plan components are provided in Tables 3.3-9, 3.3-11, 3.3-13, and 3.3-15. Because the Eaton Wash at Eaton Blanche Park conceptual design incorporates multiple components, there is the potential that an individual project would exceed the SCAQMD LSTs during construction. The conceptual design project would be required to comply with regulatory compliance controls during construction including compliance with SCAQMD Rules 402, 403, 404, 407, 409, 431.1, 474, 1108, 1110.2, and 1113 as summarized in Section 3.3.2.3.1, which would reduce emissions during construction. In the event that construction activities would result in emissions that exceed regional or localized standards, implementation of MM AQ-1: Emission Reduction Measures would further reduce emissions by implementing Tier 4 final construction equipment. If the use of Tier 4 Final construction equipment is demonstrated to not sufficiently reduce emissions to below the SCAQMD LSTs, MM AQ-1: Emission Reduction Measures would further require that the project reduce its daily construction intensity (e.g., reducing the amount of equipment used daily, reducing the amount of soil graded/excavated daily) to a level where the project's construction emissions would no longer exceed SCAQMD's regional thresholds and/or LSTs. Accordingly, criteria pollutant emissions during construction of the conceptual design project would not expose receptors to substantial pollutant concentrations or risk. With respect to emissions of DPM during construction, due to the proximity of sensitive receptors to conceptual design project components, it is conservatively assumed that the Eaton Wash at Eaton Blanche Park conceptual design may result in DPM emissions during construction that could exceed SCAQMD's thresholds for cancer or non-cancer health risks. Therefore, impacts would be potentially significant. With compliance with CARB Heavy-Duty On-Road and Off-Road Vehicle Regulations, construction activities would limit idling to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Furthermore, even during the most intense period of construction, emissions of DPM would be generated from different locations on the project site rather than in a single location because different types of construction activities (e.g., site</p>

Conceptual Design Project	3(c). <i>Expose sensitive receptors to substantial pollutant concentrations?</i>
	<p>preparation and paving) would not occur at the same place at the same time. Implementation of MM AQ-1: Emission Reduction Measures would substantially reduce on-site emissions DPM from off-road equipment (the use of Tier 4 Final off-road diesel construction equipment reduces DPM emissions by at least 80 percent compared to the default CalEEMod fleet mix, which is composed of Tier 0 to Tier 2 equipment with higher DPM emissions). Requiring that construction equipment meet Tier 4 Final emissions standards, as well as ensuring compliance with the best management practices outlined in SCAQMD Rule 403 (Fugitive Dust), would minimize exposure of sensitive receptors to substantial pollutant concentrations. Implementation of MM AQ-2: Health Risk Assessment and Health Risk Reduction would require a site-specific construction Health Risk Assessment for construction activities lasting longer than two months in proximity to an individual sensitive receptor. If the conceptual design project is determined to have the potential to exceed the SCAQMD project-level thresholds, additional on-site mitigation shall be analyzed by the implementing agency to reduce risks to the greatest extent practicable. Because it cannot be concluded what the result of the project-level evaluation will be without speculation, it is possible that mitigation for future project health risks may be inadequate to reduce construction impacts below the SCAQMD's threshold level. Impacts are therefore considered potentially significant and unavoidable.</p>
<p>San Dimas Wash at Arrow High School <i>City of Glendora</i></p>	<p>Significant and Unavoidable. Land uses that are generally considered more sensitive to air pollution than others are as follows: hospitals, schools, residences, playgrounds, child-care centers, athletic facilities, and retirement/convalescent homes. The San Dimas Wash at Arrow High School conceptual design incorporates components within 1,000 feet of single-family and multi-family residential developments, Arrow High School, Willow Elementary School, sports parks, and playgrounds. Emissions of criteria pollutants during construction for the various types of Plan components are provided in Tables 3.3-9, 3.3-11, 3.3-13, and 3.3-15. Because the San Dimas Wash at Arrow High School conceptual design incorporates multiple components, there is the potential that an individual project would exceed the SCAQMD LSTs during construction. The conceptual design project would be required to comply with regulatory compliance controls during construction including compliance with SCAQMD Rules 402, 403, 404, 407, 409, 431.1, 474, 1108, 1110.2, and 1113 as summarized in Section 3.3.2.3.1, which would reduce emissions during construction. In the event that construction activities would result in emissions that exceed regional or localized standards, implementation of MM AQ-1: Emission Reduction Measures would further reduce emissions by implementing Tier 4 final construction equipment. If the use of Tier 4 Final construction equipment is demonstrated to not sufficiently reduce emissions to below the SCAQMD LSTs, MM AQ-1: Emission Reduction Measures would further require that the project reduce its daily construction intensity (e.g., reducing the amount of equipment used daily, reducing the amount of soil graded/excavated daily) to a level where the project's construction emissions would no longer exceed SCAQMD's regional thresholds and/or LSTs. Accordingly, criteria pollutant emissions during construction of the conceptual design project would not expose receptors to substantial pollutant concentrations or risk.</p>

Conceptual Design Project	3(c). Expose sensitive receptors to substantial pollutant concentrations?
	<p>With respect to emissions of DPM during construction, due to the proximity of sensitive receptors to conceptual design project components, it is conservatively assumed that the San Dimas Wash at Arrow High School conceptual design may result in DPM emissions during construction that could exceed SCAQMD's thresholds for cancer or non-cancer health risks. Therefore, impacts would be potentially significant. With compliance with CARB Heavy-Duty On-Road and Off-Road Vehicle Regulations, construction activities would limit idling to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Furthermore, even during the most intense period of construction, emissions of DPM would be generated from different locations on the project site rather than in a single location because different types of construction activities (e.g., site preparation and paving) would not occur at the same place at the same time. Implementation of MM AQ-1: Emission Reduction Measures would substantially reduce on-site emissions DPM from off-road equipment (the use of Tier 4 Final off-road diesel construction equipment reduces DPM emissions by at least 80 percent compared to the default CalEEMod fleet mix, which is composed of Tier 0 to Tier 2 equipment with higher DPM emissions). Requiring that construction equipment meet Tier 4 Final emissions standards, as well as ensuring compliance with the best management practices outlined in SCAQMD Rule 403 (Fugitive Dust), would minimize exposure of sensitive receptors to substantial pollutant concentrations. Implementation of MM AQ-2: Health Risk Assessment and Health Risk Reduction would require a site-specific construction Health Risk Assessment for construction activities lasting longer than two months in proximity to an individual sensitive receptor. If the conceptual design project is determined to have the potential to exceed the SCAQMD project-level thresholds, additional on-site mitigation shall be analyzed by the implementing agency to reduce risks to the greatest extent practicable. Because it cannot be concluded what the result of the project-level evaluation will be without speculation, it is possible that mitigation for future project health risks may be inadequate to reduce construction impacts below the SCAQMD's threshold level. Impacts are therefore considered potentially significant and unavoidable.</p>
<p>San Dimas Wash at Hollenbeck Park <i>City of Covina</i></p>	<p>Significant and Unavoidable. Land uses that are generally considered more sensitive to air pollution than others are as follows: hospitals, schools, residences, playgrounds, child-care centers, athletic facilities, and retirement/convalescent homes. The San Dimas Wash at Hollenbeck Park conceptual design incorporates components within 1,000 feet of single-family and multi-family residential developments, Fair Valley High School, Valencia Elementary School, Cypress Elementary School, Tri-Community Adult School, Gladstone Middle School, daycare facilities, and playgrounds. Emissions of criteria pollutants during construction for the various types of Plan components are provided in Tables 3.3-9, 3.3-11, 3.3-13, and 3.3-15. Because the San Dimas Wash at Hollenbeck Park conceptual design incorporates multiple components, there is the potential that an individual project would exceed the SCAQMD LSTs during construction. The conceptual design project would be required to comply with regulatory compliance controls during construction including compliance with SCAQMD Rules 402, 403, 404, 407, 409, 431.1, 474, 1108, 1110.2, and 1113 as summarized in</p>

Conceptual Design Project	<i>3(c). Expose sensitive receptors to substantial pollutant concentrations?</i>
	<p>Section 3.3.2.3.1, which would reduce emissions during construction. If construction activities would result in emissions that exceed regional or localized standards, implementation of MM AQ-1: Emission Reduction Measures would further reduce emissions by implementing Tier 4 final construction equipment. If the use of Tier 4 Final construction equipment is demonstrated to not sufficiently reduce emissions to below the SCAQMD LSTs, MM AQ-1: Emission Reduction Measures would further require that the project reduce its daily construction intensity (e.g., reducing the amount of equipment used daily, reducing the amount of soil graded/excavated daily) to a level where the project's construction emissions would no longer exceed SCAQMD's regional thresholds and/or LSTs. Accordingly, criteria pollutant emissions during construction of the conceptual design project would not expose receptors to substantial pollutant concentrations or risk. With respect to emissions of DPM during construction, due to the proximity of sensitive receptors to conceptual design project components, it is conservatively assumed that the San Dimas Wash at Hollenbeck Park conceptual design may result in DPM emissions during construction that could exceed SCAQMD's thresholds for cancer or non-cancer health risks. Therefore, impacts would be potentially significant. With compliance with CARB Heavy-Duty On-Road and Off-Road Vehicle Regulations, construction activities would limit idling to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Furthermore, even during the most intense period of construction, emissions of DPM would be generated from different locations on the project site rather than in a single location because different types of construction activities (e.g., site preparation and paving) would not occur at the same place at the same time. Implementation of MM AQ-1: Emission Reduction Measures would substantially reduce on-site emissions DPM from off-road equipment (the use of Tier 4 Final off-road diesel construction equipment reduces DPM emissions by at least 80 percent compared to the default CalEEMod fleet mix, which is composed of Tier 0 to Tier 2 equipment with higher DPM emissions). Requiring that construction equipment meet Tier 4 Final emissions standards, as well as ensuring compliance with the best management practices outlined in SCAQMD Rule 403 (Fugitive Dust), would minimize exposure of sensitive receptors to substantial pollutant concentrations. Implementation of MM AQ-2: Health Risk Assessment and Health Risk Reduction would require a site-specific construction Health Risk Assessment for construction activities lasting longer than two months in proximity to an individual sensitive receptor. If the conceptual design project is determined to have the potential to exceed the SCAQMD project-level thresholds, additional on-site mitigation shall be analyzed by the implementing agency to reduce risks to the greatest extent practicable. Because it cannot be concluded what the result of the project-level evaluation will be without speculation, it is possible that mitigation for future project health risks may be inadequate to reduce construction impacts below the SCAQMD's threshold level. Impacts are therefore considered potentially significant and unavoidable.</p>
San Jose Creek at Pocket Park	<p>Significant and Unavoidable. Land uses that are generally considered more sensitive to air pollution than others are as follows: hospitals, schools, residences, playgrounds, child-care centers, athletic facilities, and</p>

Conceptual Design Project	3(c). <i>Expose sensitive receptors to substantial pollutant concentrations?</i>
<p><i>City of Industry and the unincorporated LA County community of Avocado Heights</i></p>	<p>retirement/convalescent homes. The San Jose Creek at Pocket Park conceptual design incorporates components within 1,000 feet of single-family and multi-family residential developments, and playgrounds. Emissions of criteria pollutants during construction for the various types of Plan components are provided in Tables 3.3-9, 3.3-11, 3.3-13, and 3.3-15. Because the San Jose Creek at Pocket Park conceptual design incorporates multiple components, there is the potential that an individual project would exceed the SCAQMD LSTs during construction. The conceptual design project would be required to comply with regulatory compliance controls during construction including compliance with SCAQMD Rules 402, 403, 404, 407, 409, 431.1, 474, 1108, 1110.2, and 1113 as summarized in Section 3.3.2.3.1, which would reduce emissions during construction. In the event that construction activities would result in emissions that exceed regional or localized standards, implementation of MM AQ-1: Emission Reduction Measures would further reduce emissions by implementing Tier 4 final construction equipment. If the use of Tier 4 Final construction equipment is demonstrated to not sufficiently reduce emissions to below the SCAQMD LSTs, MM AQ-1: Emission Reduction Measures would further require that the project reduce its daily construction intensity (e.g., reducing the amount of equipment used daily, reducing the amount of soil graded/excavated daily) to a level where the project's construction emissions would no longer exceed SCAQMD's regional thresholds and/or LSTs. Accordingly, criteria pollutant emissions during construction of the conceptual design project would not expose receptors to substantial pollutant concentrations or risk. With respect to emissions of DPM during construction, due to the proximity of sensitive receptors to conceptual design project components, it is conservatively assumed that the San Jose Creek at Pocket Park conceptual design may result in DPM emissions during construction that could exceed SCAQMD's thresholds for cancer or non-cancer health risks. Therefore, impacts would be potentially significant. With compliance with CARB Heavy-Duty On-Road and Off-Road Vehicle Regulations, construction activities would limit idling to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Furthermore, even during the most intense period of construction, emissions of DPM would be generated from different locations on the project site rather than in a single location because different types of construction activities (e.g., site preparation and paving) would not occur at the same place at the same time. Implementation of MM AQ-1: Emission Reduction Measures would substantially reduce on-site emissions DPM from off-road equipment (the use of Tier 4 Final off-road diesel construction equipment reduces DPM emissions by at least 80 percent compared to the default CalEEMod fleet mix, which is composed of Tier 0 to Tier 2 equipment with higher DPM emissions). Requiring that construction equipment meet Tier 4 Final emissions standards, as well as ensuring compliance with the best management practices outlined in SCAQMD Rule 403 (Fugitive Dust), would minimize exposure of sensitive receptors to substantial pollutant concentrations. Implementation of MM AQ-2: Health Risk Assessment and Health Risk Reduction would require a site-specific construction Health Risk Assessment for construction activities lasting longer than two months in proximity to an individual sensitive receptor. If the conceptual design project</p>

Conceptual Design Project	3(c). <i>Expose sensitive receptors to substantial pollutant concentrations?</i>
	<p>is determined to have the potential to exceed the SCAQMD project-level thresholds, additional on-site mitigation shall be analyzed by the implementing agency to reduce risks to the greatest extent practicable. Because it cannot be concluded what the result of the project-level evaluation will be without speculation, it is possible that mitigation for future project health risks may be inadequate to reduce construction impacts below the SCAQMD's threshold level. Impacts are therefore considered potentially significant and unavoidable.</p>
<p>Thompson Creek at the Fairplex <i>Cities of Pomona, La Verne, and Claremont</i></p>	<p>Significant and Unavoidable. Land uses that are generally considered more sensitive to air pollution than others are as follows: hospitals, schools, residences, playgrounds, child-care centers, athletic facilities, and retirement/convalescent homes. The Thompson Creek at the Fairplex conceptual design incorporates components within 1,000 feet of single-family and multi-family residential developments, and playgrounds. Emissions of criteria pollutants during construction for the various types of Plan components are provided in Tables 3.3-9, 3.3-11, 3.3-13, and 3.3-15. Because the Thompson Creek at the Fairplex conceptual design incorporates multiple components, there is the potential that an individual project would exceed the SCAQMD LSTs during construction. The conceptual design project would be required to comply with regulatory compliance controls during construction including compliance with SCAQMD Rules 402, 403, 404, 407, 409, 431.1, 474, 1108, 1110.2, and 1113 as summarized in Section 3.3.2.3.1, which would reduce emissions during construction. If construction activities would result in emissions that exceed regional or localized standards, implementation of MM AQ-1: Emission Reduction Measures would further reduce emissions by implementing Tier 4 final construction equipment. If the use of Tier 4 Final construction equipment is demonstrated to not sufficiently reduce emissions to below the SCAQMD LSTs, MM AQ-1: Emission Reduction Measures would further require that the project reduce its daily construction intensity (e.g., reducing the amount of equipment used daily, reducing the amount of soil graded/excavated daily) to a level where the project's construction emissions would no longer exceed SCAQMD's regional thresholds and/or LSTs. Accordingly, criteria pollutant emissions during construction of the conceptual design project would not expose receptors to substantial pollutant concentrations or risk. With respect to emissions of DPM during construction, due to the proximity of sensitive receptors to conceptual design project components, it is conservatively assumed that the Thompson Creek at the Fairplex conceptual design may result in DPM emissions during construction that could exceed SCAQMD's thresholds for cancer or non-cancer health risks. Therefore, impacts would be potentially significant. With compliance with CARB Heavy-Duty On-Road and Off-Road Vehicle Regulations, construction activities would limit idling to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Furthermore, even during the most intense period of construction, emissions of DPM would be generated from different locations on the project site rather than in a single location because different types of construction activities (e.g., site preparation and paving) would not occur at the same place at the same time. Implementation of MM AQ-1: Emission Reduction Measures would substantially reduce on-site emissions DPM from off-road equipment (the</p>

Conceptual Design Project	3(c). Expose sensitive receptors to substantial pollutant concentrations?
	<p>use of Tier 4 Final off-road diesel construction equipment reduces DPM emissions by at least 80 percent compared to the default CalEEMod fleet mix, which is composed of Tier 0 to Tier 2 equipment with higher DPM emissions). Requiring that construction equipment meet Tier 4 Final emissions standards, as well as ensuring compliance with the best management practices outlined in SCAQMD Rule 403 (Fugitive Dust), would minimize exposure of sensitive receptors to substantial pollutant concentrations. Implementation of MM AQ-2: Health Risk Assessment and Health Risk Reduction would require a site-specific construction Health Risk Assessment for construction activities lasting longer than two months in proximity to an individual sensitive receptor. If the conceptual design project is determined to have the potential to exceed the SCAQMD project-level thresholds, additional on-site mitigation shall be analyzed by the implementing agency to reduce risks to the greatest extent practicable. Because it cannot be concluded what the result of the project-level evaluation will be without speculation, it is possible that mitigation for future project health risks may be inadequate to reduce construction impacts below the SCAQMD's threshold level. Impacts are therefore considered potentially significant and unavoidable.</p>
<p>Walnut Creek at Syhre Park <i>Cities of Baldwin Park West Covina</i></p>	<p>Significant and Unavoidable. Land uses that are generally considered more sensitive to air pollution than others are as follows: hospitals, schools, residences, playgrounds, child-care centers, athletic facilities, and retirement/convalescent homes. The Walnut Creek at Syhre Park conceptual design incorporates components within 1,000 feet of single-family and multi-family residential developments, Edgewood School, San Jose Charter Academy, Orangewood Soccer Complex, Emanate Health Queen of the Valley Hospital, daycare centers, and playgrounds. Emissions of criteria pollutants during construction for the various types of Plan components are provided in Tables 3.3-9, 3.3-11, 3.3-13, and 3.3-15. Because the Walnut Creek at Syhre Park conceptual design incorporates multiple components, there is the potential that an individual project would exceed the SCAQMD LSTs during construction. The conceptual design project would be required to comply with regulatory compliance controls during construction including compliance with SCAQMD Rules 402, 403, 404, 407, 409, 431.1, 474, 1108, 1110.2, and 1113 as summarized in Section 3.3.2.3.1, which would reduce emissions during construction. If construction activities would result in emissions that exceed regional or localized standards, implementation of MM AQ-1: Emission Reduction Measures would further reduce emissions by implementing Tier 4 final construction equipment. If the use of Tier 4 Final construction equipment is demonstrated to not sufficiently reduce emissions to below the SCAQMD LSTs, MM AQ-1: Emission Reduction Measures would further require that the project reduce its daily construction intensity (e.g., reducing the amount of equipment used daily, reducing the amount of soil graded/excavated daily) to a level where the project's construction emissions would no longer exceed SCAQMD's regional thresholds and/or LSTs. Accordingly, criteria pollutant emissions during construction of the conceptual design project would not expose receptors to substantial pollutant concentrations or risk. With respect to emissions of DPM during construction, due to the proximity of sensitive receptors to conceptual design project components, it is conservatively assumed that the Walnut</p>

Conceptual Design Project	3(c). Expose sensitive receptors to substantial pollutant concentrations?
	<p>Creek at Syhre Park conceptual design may result in DPM emissions during construction that could exceed SCAQMD's thresholds for cancer or non-cancer health risks. Therefore, impacts would be potentially significant. With compliance with CARB Heavy-Duty On-Road and Off-Road Vehicle Regulations, construction activities would limit idling to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Furthermore, even during the most intense period of construction, emissions of DPM would be generated from different locations on the project site rather than in a single location because different types of construction activities (e.g., site preparation and paving) would not occur at the same place at the same time. Implementation of MM AQ-1: Emission Reduction Measures would substantially reduce on-site emissions DPM from off-road equipment (the use of Tier 4 Final off-road diesel construction equipment reduces DPM emissions by at least 80 percent compared to the default CalEEMod fleet mix, which is composed of Tier 0 to Tier 2 equipment with higher DPM emissions). Requiring that construction equipment meet Tier 4 Final emissions standards, as well as ensuring compliance with the best management practices outlined in SCAQMD Rule 403 (Fugitive Dust), would minimize exposure of sensitive receptors to substantial pollutant concentrations. Implementation of MM AQ-2: Health Risk Assessment and Health Risk Reduction would require a site-specific construction Health Risk Assessment for construction activities lasting longer than two months in proximity to an individual sensitive receptor. If the conceptual design project is determined to have the potential to exceed the SCAQMD project-level thresholds, additional on-site mitigation shall be analyzed by the implementing agency to reduce risks to the greatest extent practicable. Because it cannot be concluded what the result of the project-level evaluation will be without speculation, it is possible that mitigation for future project health risks may be inadequate to reduce construction impacts below the SCAQMD's threshold level. Impacts are therefore considered potentially significant and unavoidable.</p>
<p>Walnut Creek at Pocket Park <i>City of West Covina</i></p>	<p>Significant and Unavoidable. Land uses that are generally considered more sensitive to air pollution than others are as follows: hospitals, schools, residences, playgrounds, child-care centers, athletic facilities, and retirement/convalescent homes. The Walnut Creek at Pocket Park conceptual design incorporates components within 1,000 feet of single-family and multi-family residential developments, West Covina High School, Cameron Elementary School, Burlington Hospital, daycare centers, and playgrounds. Emissions of criteria pollutants during construction for the various types of Plan components are provided in Tables 3.3-9, 3.3-11, 3.3-13, and 3.3-15. Because the Walnut Creek at Pocket Park conceptual design incorporates multiple components, there is the potential that an individual project would exceed the SCAQMD LSTs during construction. The conceptual design project would be required to comply with regulatory compliance controls during construction including compliance with SCAQMD Rules 402, 403, 404, 407, 409, 431.1, 474, 1108, 1110.2, and 1113 as summarized in Section 3.3.2.3.1, which would reduce emissions during construction. If construction activities would result in emissions that exceed regional or localized standards, implementation of MM AQ-1: Emission Reduction Measures would further reduce emissions by implementing Tier 4 final</p>

Conceptual Design Project	<i>3(c). Expose sensitive receptors to substantial pollutant concentrations?</i>
	<p>construction equipment. If the use of Tier 4 Final construction equipment is demonstrated to not sufficiently reduce emissions to below the SCAQMD LSTs, MM AQ-1: Emission Reduction Measures would further require that the project reduce its daily construction intensity (e.g., reducing the amount of equipment used daily, reducing the amount of soil graded/excavated daily) to a level where the project's construction emissions would no longer exceed SCAQMD's regional thresholds and/or LSTs. Accordingly, criteria pollutant emissions during construction of the conceptual design project would not expose receptors to substantial pollutant concentrations or risk. With respect to emissions of DPM during construction, due to the proximity of sensitive receptors to conceptual design project components, it is conservatively assumed that the Walnut Creek at Pocket Park conceptual design project may result in DPM emissions during construction that could exceed SCAQMD's thresholds for cancer or non-cancer health risks. Therefore, impacts would be potentially significant. With compliance with CARB Heavy-Duty On-Road and Off-Road Vehicle Regulations, construction activities would limit idling to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Furthermore, even during the most intense period of construction, emissions of DPM would be generated from different locations on the project site rather than in a single location because different types of construction activities (e.g., site preparation and paving) would not occur at the same place at the same time. Implementation of MM AQ-1: Emission Reduction Measures would substantially reduce on-site emissions DPM from off-road equipment (the use of Tier 4 Final off-road diesel construction equipment reduces DPM emissions by at least 80 percent compared to the default CalEEMod fleet mix, which is composed of Tier 0 to Tier 2 equipment with higher DPM emissions). Requiring that construction equipment meet Tier 4 Final emissions standards, as well as ensuring compliance with the best management practices outlined in SCAQMD Rule 403 (Fugitive Dust), would minimize exposure of sensitive receptors to substantial pollutant concentrations. Implementation of MM AQ-2: Health Risk Assessment and Health Risk Reduction would require a site-specific construction Health Risk Assessment for construction activities lasting longer than two months in proximity to an individual sensitive receptor. If the conceptual design project is determined to have the potential to exceed the SCAQMD project-level thresholds, additional on-site mitigation shall be analyzed by the implementing agency to reduce risks to the greatest extent practicable. Because it cannot be concluded what the result of the project-level evaluation will be without speculation, it is possible that mitigation for future project health risks may be inadequate to reduce construction impacts below the SCAQMD's threshold level. Impacts are therefore considered potentially significant and unavoidable.</p>

3.3.3.4.4 3(d). Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Construction

Less than Significant. Construction of conceptual design projects would involve the use of mobile sources of air quality emissions including offroad construction equipment and on-road mobile sources resulting from worker trips, hauling, and material delivery, all of which may emit objectionable odors due to the combustion of diesel fuel, as well as during asphalt paving. The components proposed for all 10 conceptual design projects are within the maximum extent limits as described for the Plan in Section 2. Construction activities associated with the 10 conceptual design projects would be similar in intensity and duration as described previously in Section 3.3.3.3.4, Impacts 3(d) for the Plan. Therefore, none of the 10 conceptual design examples would result in any impacts relating to emissions (such as those leading to odors) during construction described in Section 3.3.3.3.4, Impacts 3(d) for the Plan. No additional mitigation measures would be required.

Operations

Less than Significant. Since all of the conceptual designs are within the maximum extent limits as described for the Plan in Section 2, operation would have less than significant impacts with respect to other emissions (such as those leading to odors) adversely affecting a substantial number of people as described previously in Section 3.3.3.3.4, Impacts 3(d) for the Plan.

3.4 Biological Resources

This section discusses the existing biological resources present in the Plan Area, the laws and policies applicable to this resource, and evaluates potential impacts on biological resources that would result from the Plan as well as feasible mitigation measures to reduce significant impacts. Table 3.4-1 below provides a summary of potential impacts and mitigation measures pursuant to the CEQA Checklist.

Table 3.4-1. Summary of Potential Impacts of the SGV Plan on Biological Resources.

Plan Component	Impact Determination: Construction	Impact Determination: Operation	Mitigation Measures
<i>Would the Plan:</i>			
4(a). 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 California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?			
Greenway Paths + Greenway Amenities	Less than Significant with Mitigation	Less than Significant with Mitigation	Construction: MM BIO-1: Desktop Review and Biological Surveys
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant with Mitigation	Less than Significant with Mitigation	MM BIO-2: Pre-construction Nesting Bird Surveys MM BIO-3: Conduct Burrowing Owl Pre-construction Surveys
Greenway Paths + Safe Crossings	Less than Significant with Mitigation	Less than Significant with Mitigation	MM BIO-4: Conduct Pre-construction Special Status Bat Surveys MM BIO-5: Conduct Biological Monitoring MM BIO-6: Implement a Worker Environmental Awareness Program MM BIO-7: Implement Weed Abatement Measures
Greenway Paths + Stormwater Management	Less than Significant with Mitigation	Less than Significant with Mitigation	MM BIO-8: Construction BMPs to Protect Wildlife Operation:

Plan Component	Impact Determination: Construction	Impact Determination: Operation	Mitigation Measures
<i>Would the Plan:</i>			
			MM BIO-2: Pre-construction Nesting Bird Surveys MM BIO-5: Conduct Biological Monitoring MM BIO-7: Implement Weed Abatement Measures MM BIO-9: Operations Recreation Plan MM BIO-10: Pest Management Plan MM BIO-11: Use Bird Safe Glas
4(b). 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?			
Greenway Paths + Greenway Amenities	Less than Significant with Mitigation	Less than Significant with Mitigation	Construction: MM BIO-1: Desktop Review and Biological Surveys
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant with Mitigation	Less than Significant with Mitigation	MM BIO-5: Conduct Biological Monitoring MM BIO-6: Implement a Worker Environmental Awareness Program
Greenway Paths + Safe Crossings	Less than Significant with Mitigation	Less than Significant with Mitigation	MM BIO-7: Implement Weed Abatement Measures MM BIO-8: Construction BMPs to Protect Wildlife
Greenway Paths + Stormwater Management	Less than Significant with Mitigation	Less than Significant with Mitigation	Operations: MM BIO-7: Implement Weed Abatement Measures MM BIO-9: Operations Recreation Plan
4(c). Have a substantial adverse effect on state or federally protected wetlands (including, but not			

Plan Component	Impact Determination: Construction	Impact Determination: Operation	Mitigation Measures
<i>Would the Plan:</i>			
limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			
Greenway Paths + Greenway Amenities	Less than Significant with Mitigation	Less than Significant with Mitigation	Construction: MM BIO-5: Conduct Biological Monitoring MM BIO-6: Implement a Worker Environmental Awareness Program
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant with Mitigation	Less than Significant with Mitigation	MM BIO-7: Implement Weed Abatement Measures MM BIO-8: Construction BMPs to Protect Wildlife
Greenway Paths + Safe Crossings	Less than Significant with Mitigation	Less than Significant with Mitigation	MM BIO-12: Desktop Review and Jurisdictional Delineation Operations:
Greenway Paths + Stormwater Management	Less than Significant with Mitigation	Less than Significant with Mitigation	MM BIO-7: Implement Weed Abatement Measures MM BIO-9: Operations Recreation Plan MM BIO-13: Permanent Wetlands Signage
4(d). 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?			
Greenway Paths + Greenway Amenities	Less than Significant with Mitigation	Less than Significant with Mitigation	Construction MM BIO-1: Desktop Review and Biological Surveys
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant with Mitigation	Less than Significant with Mitigation	MM BIO-5: Conduct Biological Monitoring MM BIO-8: Implement Weed Abatement Measures

Plan Component	Impact Determination: Construction	Impact Determination: Operation	Mitigation Measures
Would the Plan:			
Greenway Paths + Safe Crossings	Less than Significant with Mitigation	Less than Significant with Mitigation	MM BIO-9: Construction BMPs to Protect Wildlife
Greenway Paths + Stormwater Management	Less than Significant with Mitigation	Less than Significant with Mitigation	
Operations: MM BIO-8: Implement Weed Abatement Measures			
4(e). Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			
Greenway Paths + Greenway Amenities	Significant and Unavoidable	Less than Significant	Construction:
Greenway Paths + Pocket Parks and Greenspaces	Significant and Unavoidable	Less than Significant	MM BIO-1: Desktop Review and Biological Surveys
Greenway Paths + Safe Crossings	Significant and Unavoidable	Less than Significant	
Greenway Paths + Stormwater Management	Significant and Unavoidable	Less than Significant	MM BIO-5: Conduct Biological Monitoring
Operations: No Mitigation			
4(f). Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			
Greenway Paths + Greenway Amenities	No impact	No impact	Construction: No mitigation
Greenway Paths + Pocket Parks and Greenspaces	No impact	No impact	Operations: No mitigation
Greenway Paths + Safe Crossings	No impact	No impact	
Greenway Paths + Stormwater Management	No impact	No impact	

3.4.1 Environmental Setting

This section provides the environmental setting regarding biological resources and describes the potential for sensitive biological resources to be present within the Plan Area.

3.4.1.1 Habitat Types

Common plant communities in the Greater Los Angeles County area include coastal strands and bluffs, lagoons, coastal sage scrub, chaparral, foothill woodlands, and coniferous forests in the mountains. Many native plant communities within the region have been displaced due to grazing, agriculture, and urban development. As such, most of the native plant communities that remain in the County contain sensitive, rare, or endangered plants and animal species. Chaparral is the dominant native plant community in the Greater Los Angeles County area (LA County Department of Public Works 2013).

The Plan Area includes portions of the San Gabriel River and Los Angeles River watersheds. The San Gabriel River watershed consists of extensive areas of undisturbed riparian and woodland habitats in its upper reaches. San Gabriel River is unlined in the upper watershed and conveys flows to recharge basins and downstream sections of river. The middle of the watershed has large spreading grounds which are used for groundwater recharge. The lower part of the San Gabriel River consists of a concrete-lined channel in a heavily urbanized area. This watershed is characterized by high-density development in the lower areas and lower density development and open space in the upper areas of the San Gabriel Mountain foothills. Riparian habitat and coastal sage scrub are present in the Whittier Narrows area. The watershed is connected to the Los Angeles River through the Whittier Narrows Reservoir (Los Angeles Regional Water Quality Control Board 2000). Historically, the San Gabriel River system supported extensive and diverse plants and vegetation communities. However, these have been severely modified due to urban development, the various flood management infrastructure present (including many concrete-lined channels), and agriculture (Stein et al. 2007). The areas of native habitat that remain are isolated and generally degraded by the presence of invasive plant species (Stein et al. 2007).

The Plan Area includes potential project locations along segments of the following tributaries: Alhambra Wash, Arcadia Wash, Big Dalton Wash, Eaton Wash, Little Dalton Wash, Puente Creek, Rubio Wash, San Dimas Wash/Puddingstone Channel/Live Oak Wash, San Jose Creek, Santa Anita Wash, Sawpit Wash, Thompson Creek, and Walnut Creek.

3.4.1.1.1 Sensitive Natural Communities

Sensitive habitats in the SGV range from sparse riparian areas and scrub within drainages in the urbanized lower watersheds to pristine mountain forests and riparian corridors the San Gabriel Mountains.

The California Natural Diversity Database (CNDDDB) was used to identify the types of natural communities of management concern that are mapped within the Plan Area. The CNDDDB is an inventory of the status and locations of rare plants and animals and sensitive communities in California, which is managed by the California Department of Fish and Wildlife (CDFW). The following natural communities were identified within the Plan Area:

- Riversidian Alluvial Fan Sage Scrub (S1.1)
- Walnut Forest (S1.1)
- California Walnut Woodland (S2.1)
- Canyon Live Oak Ravine Forest (S3.3)
- Southern Coast Live Oak Riparian Forest (S4)
- Southern Sycamore Alder Riparian Woodland (S4)

Natural communities with a rank of S1-S3 are considered by CDFW to be sensitive (CDFW 2024a). Sensitive natural communities are communities that are of limited distribution statewide or within a county or region and are often vulnerable to environmental effects of projects. These communities may or may not contain special status plants or their habitat.

3.4.1.1.2 Significant Ecological Areas

LA County has designated Significant Ecological Areas (SEAs) for land that contains important biological resources. The following five SEAs are located within the Plan Area: Altadena Foothills and Arroyos, San Gabriel Canyon, East San Gabriel Valley, San Dimas Canyon/San Antonio Wash, and Puente Hills (Figure 3.4-1) (LA County Department of Regional Planning 2022, Los Angeles County 2022). The regulatory guidelines set forth by LA County for development in SEAs are provided below in Section 3.4.2, Regulatory Setting.

Altadena Foothills and Arroyos SEA: A small portion of the Plan Area (northwest area) overlaps the southern extent of this SEA. This SEA contains coastal sage scrub and other kinds of chaparral, riparian oaks, and oak woodlands which occurs both in the lower mountains and the valleys. This SEA serves as a wildlife corridor for species from low basin and foothill areas up to higher elevations in the San Gabriel Mountains.

San Gabriel Canyon SEA: The southern portion of this SEA overlaps the Plan Area in the San Gabriel foothills and at the Santa Fe Dam Recreation Area. This SEA includes several plant communities that have restricted distribution in the Southern California region, including walnut woodland, oak riparian woodland, southern willow scrub, coastal sage scrub, and alluvial fan scrub. In the area of overlap with the Plan Area, scrub habitat is present. This SEA provides habitat for a variety of migratory birds and resident species, as well as wildlife movement.

East San Gabriel Valley SEA: The Plan Area overlaps several parts of this SEA, including the Puddingstone Lake area and habitats in the vicinity. This SEA contains patches of coastal sage scrub over hillside habitat, which support and are designated critical habitat for the federally threatened coastal California gnatcatcher (*Poliophtila californica californica*). This SEA includes walnut woodlands, oak riparian woodland (specifically within the Walnut Creek drainage), isolated stands of willow woodland along many of the drainages, and freshwater marsh and open water habitat associated with Puddingstone Reservoir. Suitable scrub habitat for the multi-stemmed dudleya (*Dudleya multicaulis*) is present in Bonelli Park within this SEA.

San Dimas Canyon/San Antonio Wash SEA: The Plan Area overlaps this SEA south of the Marshall Canyon Regional Park and near the Claremont Hills Wilderness Park on the northeastern boundary of the Plan Area. This SEA contains the following habitat types: walnut woodland, oak riparian woodland, southern willow scrub, coastal sage scrub, and alluvial fan scrub which support various migratory birds and resident species.

Puente Hills SEA: The Plan Area overlaps several portions of this SEA in the vicinity of the Whittier Narrows Recreation Area. Natural open space within the Puente Hills and Chino Hills functions as a wildlife linkage and resident habitat area for regional wildlife populations. This area provides habitat for migrating and resident birds that use the lowland terrestrial habitats and areas of grassland and oak and walnut woodlands.

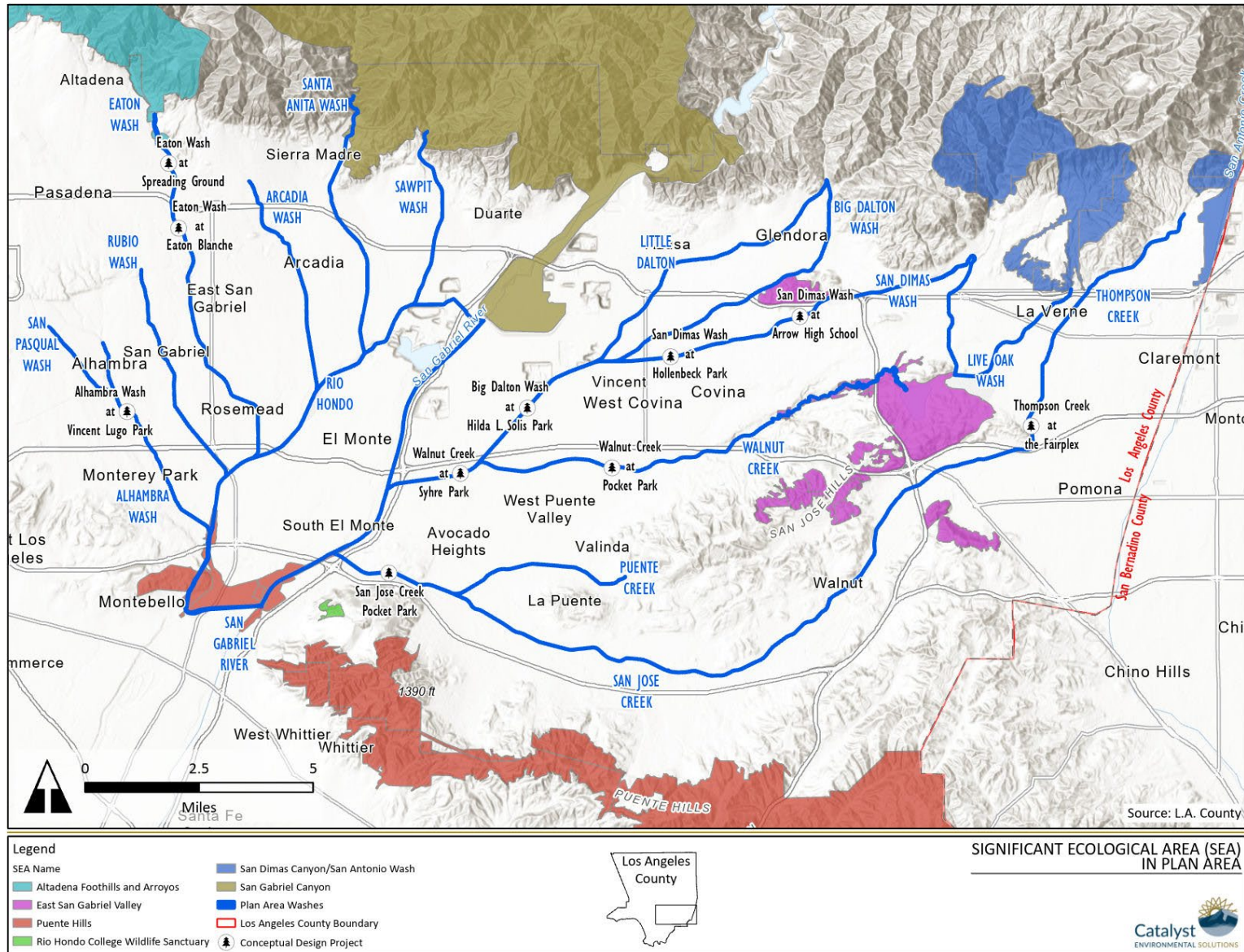


Figure 3.4-1. Significant Ecological Areas in the Plan Area

Rio Hondo College Wildlife Sanctuary: This small SEA overlaps the Plan Area and is located on the western edge of the Puente Hills near the San Gabriel River, within the City of Whittier. The SEA includes the following habitat types which support wildlife species: riparian woodland, chaparral, oak woodland, and coastal sage scrub. In addition, this area is designated critical habitat for the coastal California gnatcatcher. The wildlife sanctuary is used by the college to conduct scientific studies on native wildlife and plants (LA County Department of Regional Planning 2022).

3.4.1.2 Special Status Species

Special status species are plants and animals that meet the definition of rare, threatened, or endangered pursuant to State CEQA Guidelines Section 15380. Special status species discussed in this document include the following:

- Species listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (ESA).
- Species listed as Sensitive or of Interest by U.S. Forest Service (USFS).
- Species listed or proposed for listing as threatened or endangered under the California Endangered Species Act (CESA).
- Species that are recognized as candidates for future listings by agencies such as United States Fish and Wildlife Service (USFWS), National Oceanic and Atmospheric Administration's (NOAA) National Marine Fisheries Service (NMFS), and CDFW.
- Species defined by CDFW as Species of Special Concern.
- Species classified as Fully Protected by CDFW.
- Plant species, subspecies, and varieties defined as rare or threatened by the California Native Plant Protection Act (California Fish and Game Code Section 1900 et seq.).
- Plant species listed by the California Native Plant Society (CNPS) as List 1 and 2 and some List 3 plants under CEQA (State CEQA Guidelines Section 15380).

CNDDDB (CDFW 2024) was the primary tool used to identify a list of potential special status species (including all categories listed above) that could occur in the Plan Area. A CNDDDB query was conducted of the U.S. Geological Survey topographic quadrangles that overlap the Plan Area, including the following: Pasadena, Mt. Wilson, Los Angeles, Whittier, Baldwin Park, Azusa, La Habra, Yorba Linda, Glendora, San Dimas, Ontario, and Mt. Baldy. Figures 3.4-2 and 3.4-3 respectively provide the CNDDDB plant and wildlife species occurrences that overlap with Plan Area washes. To comply with CNDDDB data use guidelines, species cannot be identified in maps within public documents so common names are not specified on these maps. A special status species list was generated from a CNDDDB records search of the quadrangles that overlap the Plan Area, and the species were evaluated for their potential to occur within the vicinity of the Plan Area washes, including the District ROW and adjacent parcels (approximately a 0.5-mile buffer). In addition, a species list was obtained through the USFWS' Information for Planning and Conservation (IPaC) website of Threatened and Endangered Species occurring within the Plan Area (USFWS 2024a). Based on the results of the CNDDDB search and IPaC lists, the following likelihood of occurrence for each species was established based on species life history and habitat requirements, proximity of records to Plan Area washes, suitability of habitat within the Plan Area, and the age of existing records.

- High: Recent occurrences (within 15 years) indicate that the species has been known to occur within the vicinity of the Plan Area, and moderate to high quality suitable habitat occurs in the vicinity of the Plan Area.
- Moderate: Recent occurrences (within 15 years) indicate that the species has been known to occur within the vicinity of the Plan Area, but low quality suitable habitat occurs in the vicinity of the Plan Area; or no recent occurrences within the Plan Area, but the Plan Area occurs within the historic range of the species, and moderate to high quality habitat occurs in the vicinity of the Plan Area.
- Low: Records indicate that the species have not been known to occupy areas within the vicinity of the Plan Area, and low-quality habitat for the species exists in the Plan Area.
- Unlikely: The species is restricted to habitats not occurring within the Plan Area or is considered possibly extirpated from the vicinity. If the only CNDDDB occurrences for a species are identified as extirpated by CDFW, these are not included in the list.

Based on the background literature review, 28 special status species were identified as having more than a low potential to occur within the Plan Area in the vicinity of Plan Area washes, including 10 plant species and 18 wildlife species. Special status plants and wildlife are shown in Table 3.4-2 and 3.4-3, respectively.

Table 3.4-2. Special status plant species with the potential to occur in the Plan Area

Common Name	Scientific Name	Listing Status	Likelihood to Occur
Rock Creek broomrape	<i>Aphyllon validum ssp. validum</i>	1B.2, USFS-S	Low
San Gabriel manzanita	<i>Arctostaphylos glandulosa ssp. gabrielensis</i>	1B.2, USFS-S	Low
Braunton's milk-vetch	<i>Astragalus brauntonii</i>	FE, 1B.1	Moderate
Nevin's barberry	<i>Berberis nevinii</i>	FE, SE, 1B.1	Moderate
thread-leaved brodiaea	<i>Brodiaea filifolia</i>	FT, SE, 1B.1	Moderate
slender mariposa-lily	<i>Calochortus clavatus var. gracilis</i>	1B.2, USFS-S	Moderate
intermediate mariposa-lily	<i>Calochortus weedii var. intermedius</i>	1B.2, USFS-S	Moderate
lucky morning-glory	<i>Calystegia felix</i>	1B.1	Low
Mt. Gleason paintbrush	<i>Castilleja gleasoni</i>	1B.2	Unlikely
southern tarplant	<i>Centromadia parryi ssp. australis</i>	1B.1	Moderate
Parry's spineflower	<i>Chorizanthe parryi var. parryi</i>	1B.1, USFS-S	Moderate
Peruvian dodder	<i>Cuscuta obtusiflora var. glandulosa</i>	2B.2	Low
slender-horned spineflower	<i>Dodecahema leptoceras</i>	FE, SE, 1B.1	Low
San Gabriel Mountains dudleya	<i>Dudleya densiflora</i>	1B.1, USFS-S	Low
many-stemmed dudleya	<i>Dudleya multicaulis</i>	1B.2, USFS-S	Moderate
hot springs fimbristylis	<i>Fimbristylis thermalis</i>	2B.2	Unlikely
San Gabriel bedstraw	<i>Galium grande</i>	1B.2, USFS-S	Unlikely

Common Name	Scientific Name	Listing Status	Likelihood to Occur
mesa horkelia	<i>Horkelia cuneata</i> var. <i>puberula</i>	1B.1, USFS-S	Moderate
California satintail	<i>Imperata brevifolia</i>	2B.1, USFS-S	Low
Coulter's goldfields	<i>Lasthenia glabrata</i> ssp. <i>coulteri</i>	1B.1	Low
Lemon lily	<i>Lilium parryi</i>	1B.2, USFS-S	Unlikely
Hall's monardella	<i>Monardella macrantha</i> ssp. <i>hallii</i>	1B.3	Unlikely
woolly mountain-parsley	<i>Oreonana vestita</i>	1B.3, USFS-S	Unlikely
Brand's star phacelia	<i>Phacelia stellaris</i>	1B.1	Unlikely
white rabbit-tobacco	<i>Pseudognaphalium leucocephalum</i>	2B.2	Low
Sanford's arrowhead	<i>Sagittaria sanfordii</i>	1B.2	High
chaparral ragwort	<i>Senecio aphanactis</i>	2B.2	Low
salt spring checkerbloom	<i>Sidalcea neomexicana</i>	2B.2, USFS-S	Unlikely
Greata's aster	<i>Symphyotrichum greatae</i>	1B.3	Low
rigid fringe-pod	<i>Thysanocarpus rigidus</i>	1B.2, USFS-S	Unlikely
Sonoran maiden fern	<i>Thelypteris puberula</i> var. <i>sonorensis</i>	2B.2, USFS-S	Low

Notes: Federally Endangered; FT: Federally Threatened; FC: Federal Candidate; SE: State Endangered; USFS-S: US Forest Service Sensitive Species

CRPR:1B: Plants rare, threatened, or endangered in California and elsewhere; 2B: Plants rare, threatened, or endangered in California but more common elsewhere; 3: Plants about which more information is needed; 4: Watch list, plants of limited distribution. 0.1: Seriously threatened in California (over 80 percent of occurrences threatened/high degree and immediacy of threat); 0.2: Moderately threatened in California (20-80 percent occurrences threatened/moderate degree and immediacy of threat); 0.3: Not very threatened in California (less than 20 percent of occurrences threatened/low degree and immediacy of threat or no current threats known)

Table 3.4-3. Special status wildlife species with the potential to occur in the Plan Area

Common Name	Scientific Name	Listing Status	Likelihood to Occur
Invertebrates			
Crotch bumble bee	<i>Bombus crotchii</i>	SCE	Moderate
San Gabriel Mountains elfin butterfly	<i>Callophrys mossii hidakupa</i>	USFS-S	Unlikely
Monarch butterfly	<i>Danaus plexippus</i>	FC	High
Fish			
Santa Ana sucker	<i>Catostomus santaanae</i>	FT	Low
arroyo chub	<i>Gila orcuttii</i>	SSC, USFS-S	Moderate
Santa Ana speckled dace	<i>Rhinichthys osculus</i> ssp.	SSC, USFS-S	Low
Amphibians			
Arroyo toad	<i>Anaxyrus californicus</i>	FE, SSC	Low

Common Name	Scientific Name	Listing Status	Likelihood to Occur
San Gabriel slender salamander	<i>Batrachoseps gabrieli</i>	USFS-S	Unlikely
Large-blotched salamander	<i>Ensatina eschscholtzii klauberi</i>	USFS-S	Low
southern mountain yellow-legged frog	<i>Rana muscosa</i>	FE, SE, USFS-S	Unlikely
western spadefoot	<i>Spea hammondi</i>	SSC	Low
Coast range newt	<i>Taricha torosa</i>	SSC	Low
Reptiles			
southwestern pond turtle	<i>Actinemys pallida</i>	FPT, SSC, USFS-S	Moderate
Southern California legless lizard	<i>Anniella stebbinsi</i>	SSC, USFS-S	High
California glossy snake	<i>Arizona elegans occidentalis</i>	SSC	Low
coastal whiptail	<i>Aspidoscelis tigris stejnegeri</i>	SSC	Moderate
red-diamond rattlesnake	<i>Crotalus ruber</i>	SSC, USFS-S	Moderate
coast horned lizard	<i>Phrynosoma blainvillii</i>	SSC	Low
Coast patch-nosed snake	<i>Salvadora hexalepis virgulata</i>	SSC	Low
two-striped gartersnake	<i>Thamnophis hammondi</i>	SSC, USFS-S	Moderate
Birds			
tricolored blackbird	<i>Agelaius tricolor</i>	ST, SSC	Low
grasshopper sparrow	<i>Ammodramus savannarum</i>	SSC	Low
burrowing owl	<i>Athene cunicularia</i>	SSC	Moderate
Swainson's hawk	<i>Buteo swainsoni</i>	ST	Low
coastal cactus wren	<i>Campylorhynchus brunneicapillus sandiegensis</i>	SSC, USFS-S	Moderate
western yellow-billed cuckoo	<i>Coccyzus americanus occidentalis</i>	FT, SE, USFS-S	Unlikely
black swift	<i>Cypseloides niger</i>	SSC	Unlikely
southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	FE, SE	Moderate
American peregrine falcon	<i>Falco peregrinus anatum</i>	FP	Moderate
California condor	<i>Gymnogyps californianus</i>	FE, SE, FP	Low
yellow-breasted chat	<i>Icteria virens</i>	SSC	Moderate
California black rail	<i>Laterallus jamaicensis coturniculus</i>	ST, FP	Unlikely
coastal California gnatcatcher	<i>Poliophtila californica californica</i>	FT, SSC	High
yellow warbler	<i>Setophaga petechia</i>	SSC	Moderate
California spotted owl	<i>Strix occidentalis occidentalis</i>	FPE, SSC, USFS-S	Low
least Bell's vireo	<i>Vireo bellii pusillus</i>	FE, SE	Moderate

Common Name	Scientific Name	Listing Status	Likelihood to Occur
Mammals			
pallid bat	<i>Antrozous pallidus</i>	SSC, USFS-S	Low
northwestern San Diego pocket mouse	<i>Chaetodipus fallax fallax</i>	SSC	Moderate
Townsend's big-eared bat	<i>Corynorhinus townsendii</i>	SSC, USFS-S	Moderate
San Bernardino kangaroo rat	<i>Dipodomys merriami parvus</i>	FE, SCE, SSC	Low
western mastiff bat	<i>Eumops perotis californicus</i>	SSC	Low
western red bat	<i>Lasiurus blossevillii</i>	SSC	Moderate
western yellow bat	<i>Lasiurus xanthinus</i>	SSC	Low
San Diego desert woodrat	<i>Neotoma lepida intermedia</i>	SSC	Low
pocketed free-tailed bat	<i>Nyctinomops femorosaccus</i>	SSC	Unlikely
big free-tailed bat	<i>Nyctinomops macrotis</i>	SSC	Unlikely
southern grasshopper mouse	<i>Onychomys torridus ramona</i>	SSC	Unlikely
desert bighorn sheep	<i>Ovis canadensis nelsoni</i>	FP, USFS-S	Unlikely
American badger	<i>Taxidea taxus</i>	SSC	Low

Notes: FE: Federally Endangered; FT: Federally Threatened; FPE: Federally Proposed Endangered; FPT: Federally Proposed Threatened; FC: Federal Candidate; SE: State Endangered; ST: State Threatened; SCE: State Candidate Endangered; FP: California Fully Protected; SSC: California Species of Special Concern; USFS-S: U.S. Forest Service Sensitive Species

3.4.1.3 Critical Habitat

Critical habitat is a term that is defined and used in the federal ESA. Critical habitat includes specific geographic areas that contain features essential to the conservation of an endangered or threatened species and that may require special management or protection. Critical habitat may also include areas that are not currently occupied by an endangered or threatened species, but that will be needed for its recovery.

The USFWS has designated critical habitat for several listed species within Los Angeles County under the ESA. The following species have designated critical habitat within the Plan Area: coastal California gnatcatcher (*Poliophtila californica californica*), southwestern willow flycatcher (*Empidonax traillii extimus*), Braunton's milk-vetch (*Astragalus brauntonii*), and thread-leaved brodiaea (*Brodiaea filifolia*) (USFWS 2022) (Figure 3.4-4).

3.4.1.4 Wetlands

Historically, the San Gabriel River supported extensive and complex seasonal floodplains and wetlands. Urban development of the San Gabriel River watershed, especially channelization and other flood control systems, has resulted in extensive wetland and seasonal floodplain losses (Stein et al. 2007).

The USFWS National Wetland Inventory Wetlands Mapper (USFWS 2024b) and associated data was used to map existing wetlands and riparian areas within the Plan Area (Figure 3.4-5 and 3.4-6).



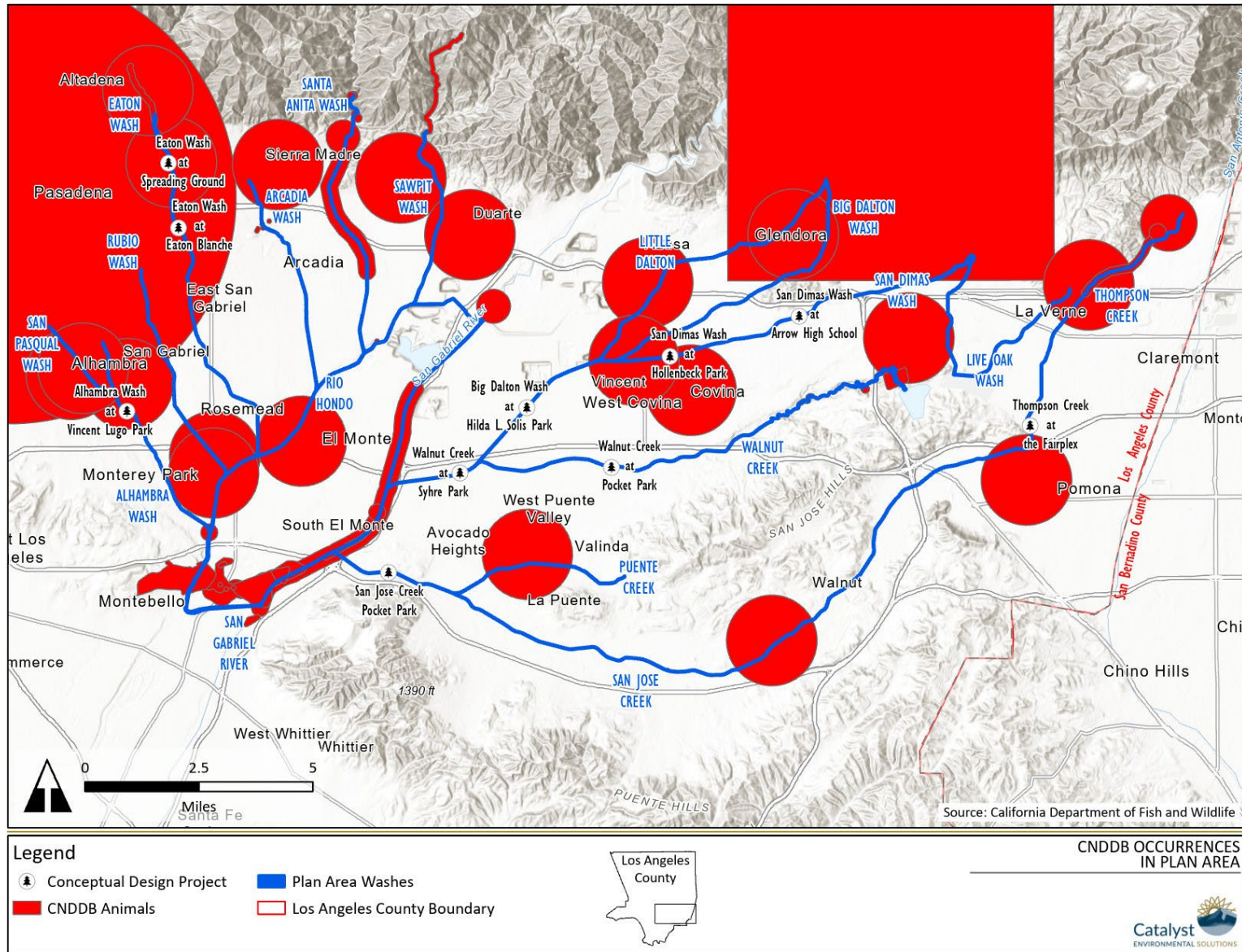


Figure 3.4-3. Special Status Wildlife Species Occurrences that Overlap Plan Area Washes

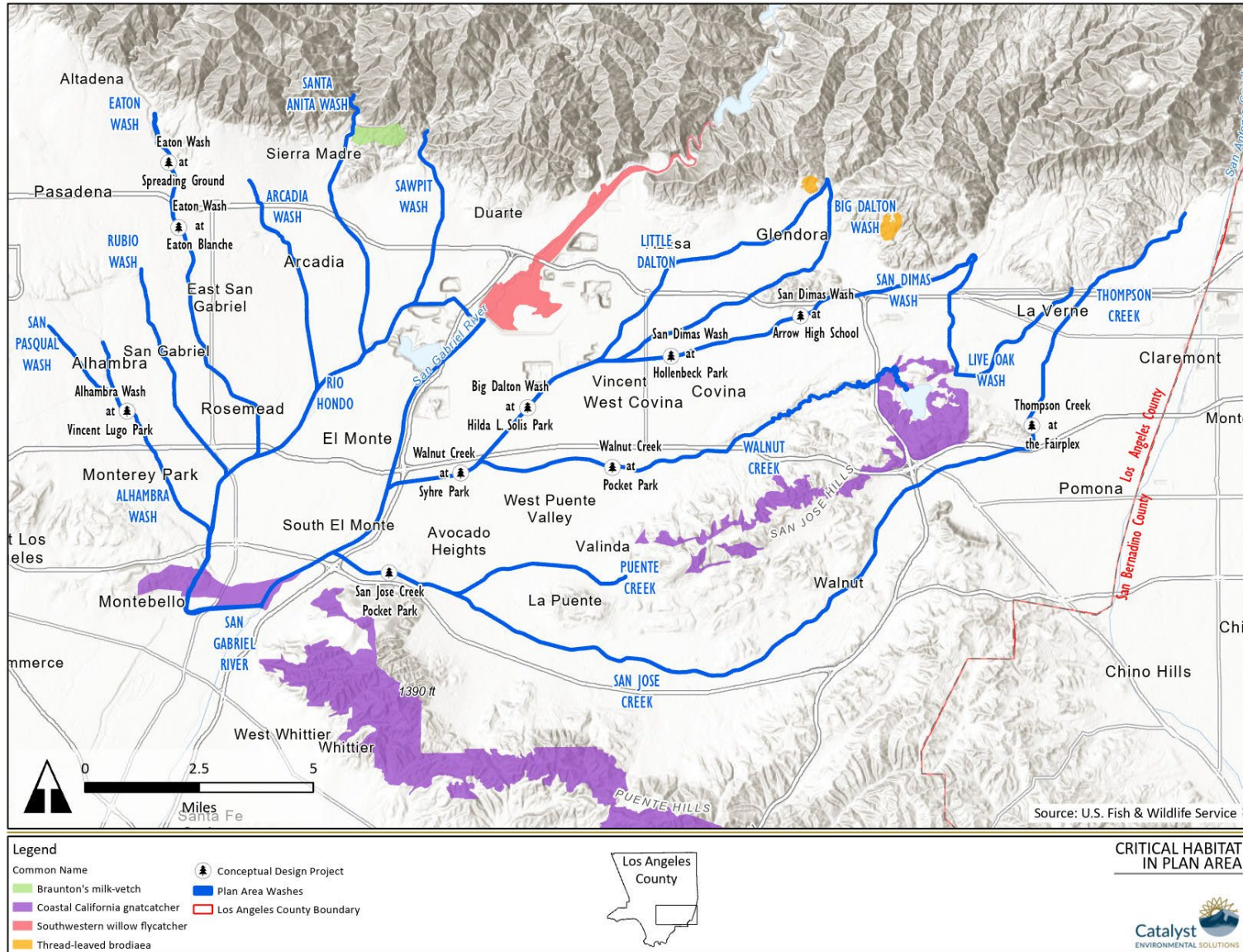


Figure 3.4-4. Critical Habitat in the Plan Area

Many wetlands present throughout the urban centers include washes which are mapped as riverine habitat and consist of channels that were excavated, many of which are concrete-lined. These washes generally are not associated with additional adjacent freshwater wetland habitat, besides occasional excavated freshwater ponds and lake habitat. Most washes within the Plan Area are confined and pass through highly urbanized areas. The upper reaches of rivers, washes, and segments which are not extremely confined by urban development are associated with more substantial adjacent freshwater wetlands. Freshwater pond, freshwater forested/shrub, and freshwater emergent wetland habitat is mapped in the vicinity of some washes within the Plan Area, and primarily occurs along less confined stretches of rivers/washes. These wetland types consist of seasonally or temporary flooded wetlands that have been created or modified by man-made barriers or dams which have obstructed the flow of water. Some of these areas within the Plan Area include the Santa Fe Dam Open Space area and upstream river segments and the Whittier Narrows Natural area.

The Plan Area includes various wetlands mapped as lake habitat, excavated and non-excavated, which have been created or modified by man-made barriers or dams which have obstructed the flow of water. Some examples of these include the Whittier Narrows Recreation Area and Puddingstone Reservoir.

In addition to wetlands, riparian habitat has been mapped where it occurs throughout the Plan Area (Figure 3.4-6). Riparian habitat is generally found adjacent to wetlands and especially along the drainages in the foothills of the San Gabriel Mountains near the northern boundary of the Plan Area.

3.4.2 Regulatory Setting

Federal, state, and local regulations specific to biological resources that may apply to future projects implemented under the Plan are described below.

3.4.2.1 Federal

3.4.2.1.1 Federal Endangered Species Act

The federal ESA establishes the legal requirements for the protection of plant and wildlife species federally-listed as endangered or threatened and their designated critical habitats. The federal ESA defines “endangered” as any plant or animal species that is in danger of extinction throughout all or a significant portion of its range and “threatened” as a species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range. Under the ESA, the USFWS is responsible for protection of federally-listed terrestrial species and non-anadromous fish species, and NMFS is responsible for federally-listed marine and anadromous fish species. Section 7 of the ESA requires federal agencies to consult with the appropriate regulatory agency, either USFWS or NMFS, to ensure that their actions do not jeopardize listed species or critical habitat. Section 10 of the ESA requires similar consultation for non-federal applicants under a Habitat Conservation Plan. Take of listed threatened or endangered species is prohibited under the federal ESA, except as provided in Sections 7 and 10. Take is defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. The USFWS can authorize take when it is incidental to an otherwise lawful act (USFWS n.d.).

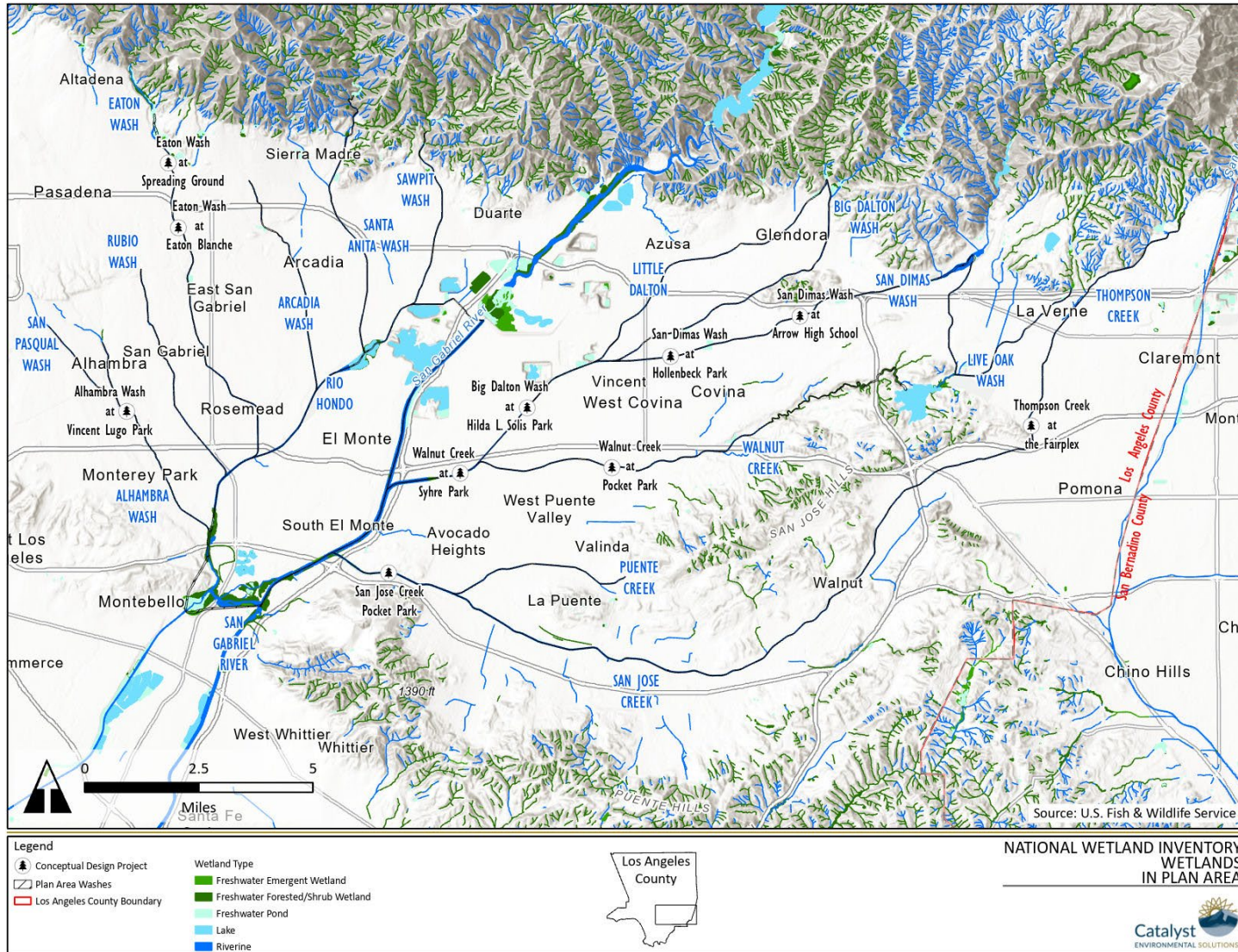


Figure 3.4-5. National Wetland Inventory Wetland Areas in the Plan Area

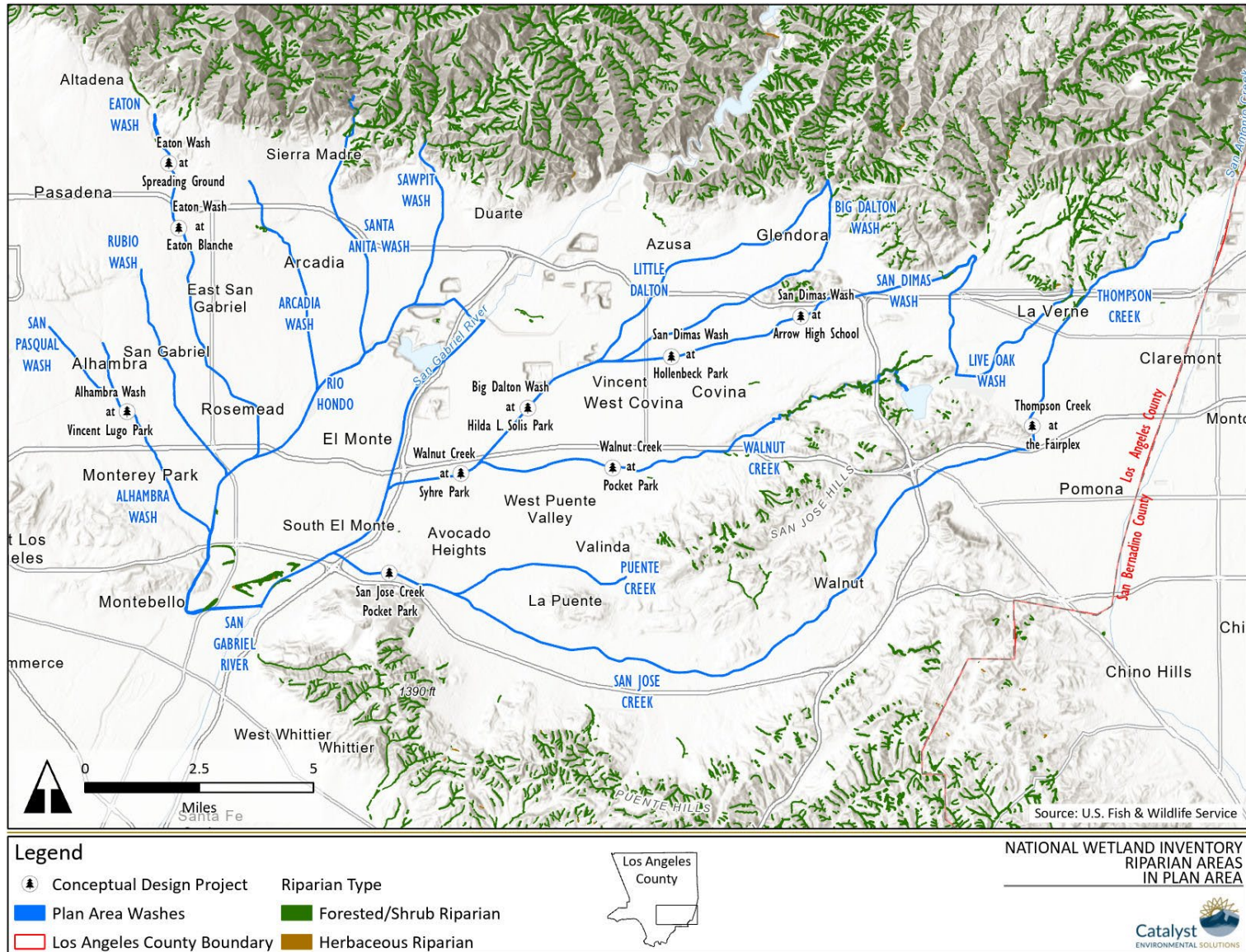


Figure 3.4-6. National Wetland Inventory Riparian Areas in the Plan Area

3.4.2.1.2 Migratory Bird Treaty Act (16 USC Sections 703–712)

Congress passed the Migratory Bird Treaty Act (MBTA) in 1918 to prohibit the kill or transport of native migratory birds, or any part, nest, or egg of any such bird unless allowed by another regulation adopted in accordance with the MBTA. The MBTA prohibits the unauthorized take of protected migratory bird species, which includes most native migratory bird species in the U.S. The regulatory definition of take means to pursue, hunt, shoot, wound, kill, trap, capture, or collect, or any attempt to do so.

Unauthorized take includes destroying nests of protected species with viable eggs and/or chicks.

Migratory bird species receive federal protection under the MBTA and state protection under the State CEQA Guidelines Section 15380(d).

3.4.2.1.3 Bald and Golden Eagle Protection Act (16 USC Section 668)

The Bald and Golden Eagle Protection Act prohibits the unauthorized take of bald eagles and golden eagles. The Bald and Golden Eagle Protection Act defines take as to pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest, or disturb or any attempts to do so. Unauthorized take includes project activities disturbing species resulting in injury, nest abandonment, or a decrease in productivity. The USFWS can authorize incidental take of bald and golden eagles for otherwise lawful activities, and consultation with the agency is required.

3.4.2.1.4 Clean Water Act (33 USC Sections 1251–1387)

The Clean Water Act (CWA) regulates discharges of pollutants to waters of the U.S. and the water quality standards for surface waters. Section 401 of the CWA requires state certification for any project that may result in a discharge of dredged or fill material to waters of the state. The LARWQCB administers the certification program in Southern California. Section 404 of the CWA requires a federal permit, administered by the USACE, before dredged or fill material may be discharged into waters of the U.S.

3.4.2.2 State

3.4.2.2.1 California Endangered Species Act (Fish and Game Code Section 2050 et seq.)

CESA protects plant and animal species at risk of extinction. It prohibits the take of listed species designated by the California Fish and Game Commission as threatened, endangered, or candidate for listing, except as authorized by CDFW. CDFW considers an endangered species to be in serious danger of becoming extinct throughout all, or a significant portion, of its range; and a threatened species to be one that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts.

Approximately 250 species are currently listed under CESA (CDFW 2024b).

3.4.2.2.2 Fully Protected Designations (Fish and Game Code Sections 3511, 4700, 5050, and 5515)

The California Fish and Game Code designates 37 fish and wildlife species as “fully protected”. No licenses or permits may be issued for the take of these species, including hunting, harvesting, and other activities. CDFW may only authorize take of designated fully protected species through a natural community conservation plan or for necessary scientific research.

3.4.2.2.3 Birds (Fish and Game Code Sections 3503 and 3513)

The California Fish and Game Code deems it unlawful to take, possess, or needlessly destroy bird nests or eggs except as otherwise provided by the code. Section 3513 provides for the adoption of the MBTA's provisions (described above).

3.4.2.2.4 Lake and Streambed Alteration (Fish and Game Code Sections 1600–1616)

The Lake and Streambed Alteration Program, Fish and Game Code Section 1602, requires authorization from CDFW prior to project activities that may divert or obstruct the natural flow of any river, stream, or lake; change the bed, channel, or bank of any river, stream, or lake; use material from any river, stream, or lake; or deposit or dispose of material into any river, stream, or lake.

3.4.2.2.5 Native Plant Protection Act

The Native Plant Protection Act was enacted in 1977 and allows the Fish and Game Commission to designate plants as rare or endangered. There are 64 species, subspecies, and varieties of plants that are protected as rare under the Native Plant Protection Act. The Native Plant Protection Act prohibits take of endangered or rare native plants but includes some exceptions for agricultural and nursery operations; emergencies; and after properly notifying CDFW for vegetation removal from canals, roads, and other sites, changes in land use, and in certain other situations.

3.4.2.3 Los Angeles County

3.4.2.3.1 Los Angeles County Significant Ecological Areas

As described in Section 3.4.1.1.2, Significant Ecological Areas, Los Angeles County has designated SEAs for land that contains irreplaceable biological resources. The Conservation and Natural Resources Element and Land Use Element of the County's General Plan outline policies related to SEAs. SEAs are included as Special Management Areas and contain the County's most important biological resources. They are intended to support sustainable populations of species and include undisturbed or lightly disturbed habitat and corridors to promote species movement (LA County Department of Regional Planning 2022). SEAs are ecologically important land and water systems that support valuable habitat for plants and animals, often integral to the preservation of rare, threatened, or endangered species and the conservation of biological diversity in Los Angeles County. SEAs are areas where the County deems it important to facilitate a balance between development and resource conservation (therefore, the SEA designation doesn't change land use zoning but applies guidance, biological review and development standards to projects proposed within these areas). The County-adopted SEA Ordinance has been in effect since January 16, 2020. Any new development projects within SEAs are subject to the ordinance which establishes the permitting, design standards, and review process for development. The ordinance also specifies the species of tree protected in each individual SEA (County of Los Angeles 2020). The intent of the SEA regulations is not to preclude development but to allow controlled development without jeopardizing the biotic diversity of the County. Development within the boundaries of an SEA requires a conditional use permit (issued by LA County Regional Planning Department) that is reviewed by the SEA Technical Advisory Committee, an advisory committee to the County's Regional Planning Commission that specializes in various areas of biology in the County.

3.4.2.3.2 Los Angeles County Oak Tree Ordinance

The Los Angeles County Oak Tree Ordinance was established to recognize oak trees as significant historical, aesthetic, and ecological resources. The goal of the ordinance is to preserve and maintain healthy oak trees. It prohibits people from cutting, destroying, removing, relocating, inflicting damage, or encroaching into the protected zone of any oak tree that is eight inches diameter at breast height without a permit. This ordinance applies to all unincorporated areas of the County; individual cities may have adopted the county ordinance or their own ordinance (Oak tree permits 22.56, Part 16).

3.4.2.3.3 Los Angeles County Oak Woodlands Conservation Management Plan

The main goal of the Los Angeles County Oak Woodlands Conservation Management Plan is to develop a consistent policy for managing oak woodlands which can be incorporated into the General Plan and other planning documents. In addition, it aims to develop a comprehensive strategy for addressing loss and creating opportunities for recovering oak woodlands. The management plan was developed to meet the requirements of the California Oak Woodlands Conservation Act (AB 242).

3.4.2.3.4 Los Angeles County General Plan

The Conservation and Natural Resources Element of the General Plan (LA County Department of Regional Planning 2022) includes the following goals and policies that relate to the proposed Project:

- Goal C/NR 3: Permanent, sustainable preservation of genetically and physically diverse biological resources and ecological systems including: habitat linkages, forests, coastal zone, riparian habitats, streambeds, wetlands, woodlands, alpine habitat, chaparral, shrublands, and SEAs.
 - Policy C/NR 3.1: Conserve and enhance the ecological function of diverse natural habitats and biological resources.
 - Policy C/NR 3.8: Discourage development in areas with identified significant biological resources, such as SEAs.



3.4.2.4 Incorporated Cities Within the Plan Area

The table below presents the policies related to biological resources from each of the incorporated cities within the Plan Area that would be applicable to projects implemented under the Plan within the boundaries of any incorporated city.

Table 3.4-4. Applicable Local City Policies Related to Biological Resources

Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Alhambra	<p>Resources Element:</p> <p>Goal R-2: Conservation and enhancement of open spaces, greenbelts, and natural areas.</p> <p>Policy R-2A: Preserve, maintain, and expand the City's urban forest.</p> <p>Policy R-2B: Explore opportunities to incorporate green space into development projects and expand open spaces in the City.</p> <p>Policy R-2C: Avoid impacts to sensitive biological species and habitats through compliance with state and federal laws and regulations pertaining to biological resource conservation.</p>	<p>Municipal codes related to biological resources within the City that are relevant to the Plan Area can be found in Chapter 23.88 (Tree Preservation).</p> <p>Section 23.88.010 (Purpose and Scope) establishes to recognize oaks, and other California native and mature trees as significant aesthetic and ecological resources and to create favorable conditions for the preservation and propagation of plant heritage for the benefit of the current and future residents of the city. General standards for tree preservation include (1) protected trees shall not be removed or damaged except in conformance with the provisions of this chapter, (2) the provisions of this chapter apply to all protect trees within the city indiscriminate of zoning except in the rear and side yards of single family residential dwellings of R-1 and R-2 zoning, and (3) protected trees shall not be topped or trimmed except as allowed in the exceptions in division (B)(2) of the Tree Preservation Chapter (City Code, Chapter 23.88).</p> <p>The California Building Code, 2022 edition, published at Title 24, Part 2, of the California Code of Regulations, including relevant Appendices, is adopted by reference pursuant to Article VIII, Chapter 1, Section 8110 of the City of Arcadia Municipal Code.</p> <p>According to Division 10, Section 9110.01, Tree Preservation, of the City's Development Code (codified in Article IX, Chapter 1 of the Municipal Code) a permit is required prior to removal of any protected tree, as well as prior to any encroachment into the protected zone of any protected tree. Protected trees include oak trees (e.g., Engelmann oak (<i>Quercus Engelmannii</i>), coast live oak (<i>Quercus agrifolia</i>)), California sycamore trees (<i>Platanus racemose</i>) on any public or private property, as well as certain mature trees located within a required front, side, street-side, or rear yard setback. Exceptions are provided for in Section 9110.01.060, and include allowances for combined permits, visual barriers, and emergency situations, among others. Section 9110.01 also provides explicit lists of protected tree species, as well as unprotected tree species (Section 9110.01.040), and gives guidance on the application processes and applicable fees (Section 9110.01.070), required protective measures (9110.01.090), and enforcement and liability protocols (9110.01.100/110).</p> <p>Additionally, Article IX, Chapter 8, Comprehensive Tree Management Program of the Municipal Code governs the planting, maintenance, removal, and replacement of City-owned trees on public property. City-issued permits are required for removal of street trees, and property owners requesting removals are responsible for costs associated with street tree removal and replacement. City-issues permits are not required for removal of tree limbs or pruning or trimming branches of street trees in conjunction with construction activities; however, the City requires that pruning or trimming be completed in accordance with the industry standards as set forth by the International Society of Arboriculture or the American National Standards Institute and in consultation with a Certified Arborist. Section 9812, Tree Planting and Maintenance Regulations, of Chapter 8 also mandates that the owner of property adjacent to a parkway or public right-of-way shall have the responsibility to maintain in good condition all street trees in the parkway or public right-of-way. Such maintenance shall include, but is not limited to, consistent deep watering to help train roots to grow</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		down and away from other sources of moisture (e.g., water/sewer laterals and irrigation systems) and to prevent roots from surfacing, causing hardscape damage.	
Arcadia	<p>Parks, Recreation, and Community Resources Element:</p> <p>Goal PR-3: Ensuring that trees and the urban forest make a continuing and significant contribution to community character.</p> <p>Policy PR-3.1: Provide consistent funding for the street tree program reflective of the importance of the urban forest to community aesthetics and the environment.</p> <p>Policy PR-3.2: Heighten public awareness regarding the City’s Street Tree Master Plan and comprehensive tree management program.</p> <p>Policy PR-3.3: Strive to be business friendly regarding the planting and maintenance of street trees in business districts without compromising overall City objectives regarding public landscaping and community aesthetics.</p> <p>Policy PR-3.4: Continue to use the Arcadia Tree Commission or any successor advisory group to further City objectives regarding public trees.</p> <p>Policy PR-3.5: Require that new private and public developments incorporate trees in a manner that maximizes the utility of trees for passive cooling, screening, carbon sequestration, erosion and runoff control, and integration of landscape design into the overall design of the development.</p> <p>Policy PR-3.6: Ensure that existing mature trees on private property are considered in the planning and development process and are retained to the greatest extent feasible.</p> <p>Resource Sustainability Element:</p> <p>Goal RS-8: Balanced use of hillside properties that respects the natural environment and private property rights.</p> <p>Policy RS-8.1: Determine the environmental sensitivity of individual hillside sites using site-specific investigations, information in the General Plan EIR, and other applicable information sources and regulatory documents. Incorporate the findings into conditions of approval for individual development projects.</p> <p>Policy RS-8.2: Require detailed biological and other appropriate environmental resource and hazard studies for properties within the foothills, and ensure that appropriate mitigation is employed to avoid and/or minimize impacts.</p> <p>Policy RS-8.3: Investigate the value and feasibility of establishing hillside areas within Arcadia as habitat mitigation/banking sites.</p>	<p>Municipal codes related to biological resources within the City that are relevant to the Plan Area can be found in Section 9110.01 (Tree Preservation), and Chapter 8 (Comprehensive Tree Management Program).</p> <p>Section 9110.01. Tree Preservation: This Tree Preservation Chapter is established to recognize oaks, sycamores and mature trees as significant aesthetic and ecological resources as well as valuable environmental assets, and to create favorable conditions for the preservation and propagation of irreplaceable plant heritage for the benefit of the current and future residents of the City. General standards for tree preservation include (1) this Chapter shall apply to all protected trees on all public and private property whether vacant, undeveloped, in the process of development or developed, (2) no protected trees shall be removed, topped, trimmed, damaged or have its protected zone encroached upon except in conformance with the provisions of this section, except as allowed under Exemptions, (3) tree valuations shall be established by the City’s chosen methodology as set forth in the most current edition of the Guide for Plant Appraisal, published by the International Society of Arboriculture. This shall be applied to those trees damaged, topped, trimmed or removed without a permit as well as those removed with a permit when an alternative replacement fee is required, and (4) Any person, property owner, and contractor who violates or permits the violation of any provisions of this Ordinance shall be subject to the enforcement remedies set forth in the subsection 9110.01.100 Violations and Enforcement of the Tree Preservation Section (City Code, Section 9110.01).</p> <p>Chapter 8 (Comprehensive Tree Management Program) provides the regulations regarding the maintenance, removal and replacement of City-owned trees on public property and establishes the Arcadia Tree Commission (Section 9803.) which shall review the annual City-owned tree inventory and master plan prepared by the Public Works Department. No person shall plant, remove, cut any portion of or damage any City-owned tree or shrub on any public property without first obtaining a permit from the Arcadia Public Works Department (Section 9806).</p>	City’s Street Tree Master Plan
Baldwin Park	<p>Health and Sustainability Element:</p> <p>Goal HS-9. Protect and enhance natural features in Baldwin Park to beautify the City, take advantage of ecological services, and build a community connection to the larger ecosystem.</p> <p>Action HS-9.1: Develop an Urban Greening Citywide Strategy/Urban Forest Plan that includes a citywide tree planting program. The plan should establish a canopy cover goal and a comprehensive street tree palette. In crafting the plan, consider General Plan goals, including pedestrian orientation and complete streets concepts. Species selection shall prioritize those tree types that have the ability to provide sufficient shade, reduce pollutants, produce oxygen, reduce stormwater runoff, retain moisture, minimize impact to sidewalks, have few known disease and insect pests, and acceptable fruit and flower litter. Establish tree criteria (such as minimum number of</p>	<p>Municipal codes related to biological resources within the City that are relevant to the Plan Area can be found in Subchapter 153.165.010 (Tree Preservation and Protection).</p> <p>This Subchapter (153.165.020) shall apply to every public tree, every required tree and every mature tree located on private property. (Ord. 1346, passed 5-2-12).</p> <p>Subchapter 153.165.010 (Tree Preservation and Protection) establishes the following intent:</p> <p>(A) Public trees. Establish standards and measures for preserving and protecting trees located on public and private property.</p> <p>(B) Mature trees. Establish standards and measures for preserving and protecting Mature Trees on private property.</p>	<p>Municipal code Subchapter 153.165.060 (Tree Master Plan):</p> <p>The Tree Master Plan shall apply to Public Trees and shall include, in general, maps of streets and public areas in the city upon which there shall be designated a general plan for the uniform planting of trees, and specifications for the size and type of such trees permissible within parkways and other public places within the city. No species other than those included in this list may be planted in public areas without written permission of the Tree Officer. The Tree Department shall be responsible for administering and implementing the approved Tree Master Plan, and recommending to the Tree Advisory Board any changes or additions to the Tree Master Plan.</p> <p>(Ord. 1346, passed 5-2-12)</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>trees for street frontage) for new development and redevelopment projects, and to facilitate canopy cover on streets and parking areas.</p> <p>Action HS-9.3: Consider creating an Urban Forestry Advisory Subcommittee within the Recreation and Community Services Commission.</p> <p>Action HS-9.4: Maintain the City’s Tree City USA designation, and continue yearly celebration of Arbor Day.</p> <p>Action HS-9.5: Continue to enforce all ordinances pertaining to tree protection and preservation.</p>	<p>(C) Tree canopy. Maintain, to the greatest extent possible, a maximum amount of tree canopy coverage throughout the city.</p> <p>(D) Healthy trees. Maintain trees in a healthy condition through good arboricultural practices.</p> <p>(E) Protect trees. Prohibit indiscriminate damage and destruction of trees in the city. (Ord. 1346, passed 5-2-12)</p> <p>This Subchapter shall apply to every public tree, every required tree and every mature tree located on private property.</p> <p>(Ord. 1346, passed 5-2-12)</p> <p>Responsibilities (Subchapter 153.165.050) include:</p> <p>(A) Private property owner responsibilities. It shall be the duty of the owner or person in possession of each lot in the city to:</p> <p> (1) Accept, protect and provide adequate water to any Public Tree planted in parkways or other public right-of-way abutting such lots, and not to interfere with the city’s maintenance and pruning of such trees; and</p> <p> (2) Notify the Tree Officer of any suspected tree hazards or maintenance needs of any Public Tree on his or her property. An application for trimming or removal is not required for such notification.</p> <p>(B) City responsibilities. The city shall be responsible for planting, trimming, pruning, removing and other forms of maintenance of public trees.</p> <p>(Ord. 1346, passed 5-2-12)</p>	
Claremont	<p>Open Space, Parkland, Conservation, and Air Quality Element:</p> <p>Goal 5-1: Maintain unique and diverse open space resources throughout Claremont for purposes of resource and habitat protection.</p> <p>Policy 5-1.1: Strive to acquire or otherwise protect open space areas that provide key wildlife corridors, and provide connectivity between habitat areas.</p> <p>Policy 5-1.2: Wark with state and federal agencies to protect areas containing rare or endangered species of plants and animals.</p> <p>Policy 5-1.4: Develop and implement specific management programs for hillside properties and other natural areas acquired by the City. These programs should be based on sound ecological principles and professionally accepted methods to protect and enhance sensitive animal populations and their habitats.</p> <p>Policy 5-1.7: Preserve the integrity of riparian habitat areas, creek corridors, and other drainages that support biological resources, and contribute to the overall health of the watershed through the preservation of native plants and the removal of invasive, non-native plants.</p> <p>Policy 5-1.9: Minimize impacts to birds by site disturbance activities.</p> <p>Goal 5-4: Protect groundwater resources.</p> <p>Policy 5-4.1: Protect, preserve, and enhance the San Antonio Spreading Grounds and Thompson Creek Spreading Grounds as important open space resources for recharging groundwater basins.</p> <p>Policy 5-4.2: Encourage use of drainage improvements designed with native vegetation where possible, to retain or detain stormwater runoff, minimizing volume and pollutant concentrations.</p>	<p>Municipal codes related to biological resources within the City that are relevant to the Plan Area can be found in Chapter 12.26 (City Trees), Subchapter 8.30.070 (Level 3 Water Supply Shortage Emergency), and Subchapter 8.28.050 (Stormwater Pollution Control Measures for Development Planning and Construction Activities).</p> <p>Chapter 12.26 (City Trees) General standards for protection of City trees include (A) It is unlawful for any person to injure, cut, damage, carve, transplant, prune, root prune or re-move any public tree. (B) It is unlawful for any person to attach, cause to be attached or keep attached to any public tree, or to the guard or stake of a public tree, any rope, wire nails, tacks, staples, advertising posters, decorations, ornaments, flags, toys, swings, lights or any other contrivance whatsoever without first obtaining a permit or explicit approval from the City, (C) It is unlawful for any person to cause or allow any poison or other substance harmful to tree life to lie, leak, pour, flow or drip upon or into the soil within the drip line of any public tree; or set fire or permit any fire to burn when such fire or heat thereof will injure any portion of any public tree; or to operate any equipment, such as mechanical weeding devices, in such a manner as to cause damage to a public tree in any way, (D) No person shall injure any public tree located within an easement or public right-of-way on his or her private property by neglecting to provide the necessary amount of water, as determined by the Tree Policy Manual and the terms of this chapter, required for said tree’s continued good health and viability, (E) No person shall impact the drip line area of a City tree in a way that may reasonably be expected to damage the root system, compact the soil over the roots, or impede free passage of water, air or fertilizer to the roots of any public tree, (F) Special consideration shall be afforded public trees determined by the Community and Human Services Commission to be heritage trees. Such trees shall be removed only when public interest served by removal outweighs the interest in preservation</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 5-8 : Preserve Claremont' s unique community forests, and provide for sustainable increase and maintenance of this valuable resource.</p> <p>Policy 5-8.1: Develop a tree planting policy that strives to accomplish 50 percent shading of constructed paved and concrete surfaces within five years of construction.</p> <p>Policy 5-8.2: Provide adequate funding to manage and maintain the City's urban forest, including sufficient funds for tree planting, pest control, scheduled pruning, and removal and replacement of dead trees.</p> <p>Policy 5- 8.3: Coordinate with local and regional plant experts (e. g. Rancho Santa Ana Botanic Garden) in selecting tree species that respect the natural region in which Claremont is located to help create a healthier, more sustainable urban forest.</p> <p>Policy 5-8.4: Safeguard and enhance Claremont" s community forest by protecting, existing stands of trees and other plant material of substantial value.</p> <p>Policy 5-8.5: Continue to plant new trees (in particular native tree species where appropriate), and work to preserve mature native trees.</p> <p>Policy 5-8.6: Increase the awareness of the benefits of street trees and the community forest through a citywide education effort.</p> <p>Policy 5-8.7: Continue to manage and care for all trees located on City property or within the City's right of way.</p> <p>Policy 5-8.8: Provide information to the public on correct tree pruning practices.</p> <p>Policy 5-8.9: Encourage residents to properly care for and preserve large and beautiful trees on their own private property.</p> <p>Goal 5-12: Conserve and properly manage natural resources for future generations.</p> <p>Policy 5-12.2: Consider the environmental impacts of proposed development of natural areas, recognizing the loss of natural resources is irreversible. The environmental analysis shall carefully weigh the costs and benefits of such development.</p>	<p>and heritage status, (G) All trees of any species or variety of the genus Ulmus which are found to be infected with Ceratocystis ulmi (Dutch Elm disease) in the City are a threat and a hazard to all trees of the genus Ulmus in Claremont. This section requires that all aboveground portions of such infected trees be destroyed or properly disposed of as provided in this chapter, (H) No person shall possess, store or transport into the City all or any part of the trees of the genus Ulmus infected with Ceratocystis ulmi (Dutch Elm disease); provided, however, that wood, branches and roots of such trees may be transported either to a safe place for burning or burial, under a minimum of two feet of earth, within five days following the discovery of such infection, or to such sites, and under such conditions, as are approved by the Community and Human Services Commission for the processing and subsequent elimination of the disease hazard. Infected trees may be treated in a manner approved by the County Agriculture Commissioner to effect a cure for the disease if and when an effective cure becomes known, and (I) During the construction, repair, alteration, moving or removal of any building, structure of any other type of construction in the City, no person in control of such work shall leave any public tree, shrub or plant in the vicinity of such activity without sufficient guards or protectors as identified in the tree policy manual to prevent injury to the tree, shrub or plant in connection with such construction, repair, alteration, moving or removal. The costs of any such protection shall be borne by the person responsible for the improvement (12-04; 09-06; 07-04).</p> <p>Subchapter 8.30.070 (Level 3 Water Supply Shortage Emergency) establishes the following exceptions to water conservation requirements during a declared Level 3 water supply shortage emergency:</p> <p>a. Maintenance of vegetation, including trees and shrubs, that are watered using a hand-held bucket or similar container, hand-held hose equipped with a positive self-closing water shut-off nozzle or device;</p> <p>b. Maintenance of existing landscape necessary for fire protection;</p> <p>c. Maintenance of existing landscape for soil erosion control;</p> <p>d. Maintenance of plant materials identified to be rare or essential to the well-being of protected species;</p> <p>e. Maintenance of landscape within active public parks and playing fields, day care centers, golf course greens, and school grounds, provided that such irrigation does not exceed two (2) days per week according to the schedule established in Section 8.30.060(B)(1) and time restrictions in Sections 8.30.040(A) and (B);</p> <p>f. Actively irrigated environmental mitigation projects.</p> <p>Subchapter 8.28.050 (Stormwater Pollution Control Measures for Development Planning and Construction Activities) applies to planning priority projects including:</p> <p>4. New development and redevelopment projects that create and/or replace 2,500 square feet or more of impervious area; discharge stormwater that is likely to impact a sensitive biological species or habitat; and are located in or directly adjacent to or are discharging to an ASBS, Sensitive Ecological Area in Los Angeles County.</p> <p>(22-01; 14-05)</p>	
Covina	Land Use Element:	Municipal codes related to biological resources within the City that are relevant to the Plan Area can be found in Chapter 17.83 (Tree Preservation).	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 6: Preserve the very low density character, sensitive environmental resources, and natural appearance of Covina Hills by minimizing future grading and development.</p> <p>Natural Resources and Open Space Element:</p> <p>Natural Resources Goal: A setting in which a high environmental quality is achieved through the bona fide conservation and protection of existing natural resources.</p> <p>Policy 2: Preserve and protect in their natural conditions, through appropriate land use controls, development standards, and other reasonable measures, the unimproved segments of two flood control channels running though Covina (Charter Oak Wash in Wingate Park and Walnut Creek in the Covina Hills/southeastern area) and concomitant riparian woodland communities as important functional, ecological, biological, aesthetic, and passive open space resources.</p> <p><i>Policy Area 2 Vegetation and Wildlife</i></p> <p>Policy a. Continue to enforce the Covina Oak Tree Ordinance as a means of protecting oak tree resources and to attempt to preserve mature trees of all types in conjunction with new private and quasi-public construction or redevelopment proposals as well as public works projects for aesthetic and ecological purposes.</p> <p>Policy b. Retain existing trees, such as oak woodlands, in their natural setting or incorporate into planned landscaping, to the greatest extent feasible.</p> <p>Policy c. In new construction or redevelopment proposals, preserve existing mature trees, whenever feasible, particularly those located within forty feet of any public right-of-way or within any existing or proposed parking lot.</p> <p>Policy d. Preserve and protect, through appropriate land use controls, development standards, and any other reasonable measures, the ecologically, biologically, and aesthetically important riparian woodland communities in and abutting the unimproved segments of the Charter Oak Wash and Walnut Creek.</p> <p>Policy e. Designate all Covina parks and recreational facilities and unimproved flood control channels and concomitant riparian woodland communities as open space because of their ecological and biological importance and, to the greatest extent possible, restrict adjacent land uses to ensure compatibility thereon.</p> <p>Policy f. Follow appropriate measures to handle and/or protect any officially recognized sensitive plant, animal, or other species that may be identified in the City.</p> <p>Policy g. Require that new and significantly expanded/remodeled private, quasi-public, and public developments, including parking lots, incorporate adequate landscaping, in accordance with City Zoning, Design Guidelines, and general landscape installation provisions, for both aesthetic and ecological reasons.</p> <p>Policy h. Provide for landscape improvements to the City’s sidewalks, streets, civic properties, and related public spaces and facilities, in accordance with all applicable standards and provisions, for aesthetic and ecological reasons, to the greatest extent possible.</p> <p>Policy i. Provide for needed landscape improvements to the City’s parks and recreational facilities, as described in the Covina Park System Master Plan and other sources, in accordance with all applicable standards and provisions, for aesthetic and ecological reasons, to the greatest extent possible.</p> <p><i>Policy Area 3 General Matters</i></p> <p>Policy c. Endeavor to monitor future ecological conditions, discoveries, and local policy changes and, when necessary, make appropriate General Plan amendments.</p>	<p>Chapter 17.83 (Tree Preservation) establishes the following guidelines for the preservation and protection of city trees:</p> <p>A. At the time of planting, any heritage tree provided pursuant to this chapter shall be of a health, size, height and trunk caliper that conforms with the current edition of “Horticultural Standards” for number one grade nursery stock as adopted by the American Association of Nurserymen.</p> <p>B. Utility companies shall practice good arboricultural practice.</p> <p>C. Heritage trees shall only be trimmed in a manner consistent with the standards of the Western Chapter of the International Society of Arboriculture.</p> <p>D. It is the responsibility of the property owner to maintain all heritage trees in a sound, healthy and attractive manner. This shall include but is not limited to the provision of adequate water, trimming to prevent excessive overgrowth and entanglement, removal of dead or dangerous branches, and the avoidance of practices which endanger the tree(s).</p> <p>E. Trenching and excavation under the dripline of a heritage tree shall only be undertaken using hand tools.</p> <p>F. Protective fencing shall be provided around the dripline of all heritage trees during construction.</p> <p>G. Utility trenches and footings shall not be placed under the dripline of a heritage tree without prior city approval.</p> <p>H. Irrigation systems shall be designed to suit the needs of the tree(s) located on the property.</p> <p>I. Prior to issuance of building, grading, demolition, and construction permits, the applicant shall:</p> <ol style="list-style-type: none">1. Obtain a tree preservation permit if subject to this chapter.2. Submit final tree report to the chief planning official, unless waived by the chief planning official, pursuant to CMC 17.83.060(B)(8).3. Submit all required security deposits and agreements.4. 4. A copy of the city-approved final tree report shall be kept on the site at all times and the developer shall follow all recommendations therein. <p>(Ord. 07-1938 § 1, 2007; Ord. 05-1925 § 1, 2005; Ord. 96-1807, 1996.)</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy d. Balance the City’s obligation to preserve, protect, and maintain natural resources with Covina’s need to accommodate moderate growth and to continue with ongoing communitywide economic development, commercial revitalization, public improvement enhancement, residential construction, neighborhood preservation, code enforcement, and housing activities/programs.</p> <p>Policy e. Best implement the natural resources component of this Element through the Zoning Ordinance and Design Guidelines, Capital Improvement Program, Subdivision Ordinance, Park System Master Plan, Building and Safety provisions, and any related Covina Municipal Code sections, City policies, plans, or proposals or through other matters.</p> <p>Policy j. Implement the natural resources component of this Element in a manner consistent with the desired implementation/administration of all other General Plan Elements, as presented in those chapters, as well as applicable City and Redevelopment Agency plans and community goals.</p> <p>Policy k. Maintain departments/divisions to carry out the Natural Resources and Open Space Element’s various natural resource-related responsibilities and obligations.</p> <p>Open Space Lands Goal: A complete, well balanced, and functional system of parks, open space facilities, and trails and appurtenant thorough, viable programs and services that meet the diverse active and passive recreational needs of current and future Covina residents.</p> <p>Policy e. To the greatest degree possible, encourage land uses adjacent to the unchanneled portions of Walnut Creek and Charter Oak Washes to consist of low density residential, park/open space, or other appropriate, compatible categories to prevent unreasonable encroachments thereon.</p> <p>Policy f. Preserve and protect the various improved flood control channels through appropriate General Plan and Zoning designations and standards and any other reasonable measures (excluding minor, excess portions thereof that are being sold off to owners of abutting residential and other properties).</p>		
Diamond Bar	<p>Resource Conservation Element:</p> <p>Goal RC-G-1: Create and maintain a balanced open space system that will preserve scenic beauty and community identity, protect important biological resources, provide open space for outdoor recreation and the enjoyment of nature, conserve natural resources, and ensure public health and safety.</p> <p>Goal RC-G-2: Seek to link the various elements of the open space network through the development of an integrated system of trails and greenways.</p> <p>Goal RC-G-3: Preserve to the extent possible open space ridgelines, hilltops, and prominent slopes for aesthetic, biological and natural resource conservation, and safety purposes.</p> <p>Policy RC-P-1: As opportunities arise, obtain and designate open space land through acquisition techniques such as:</p> <p>a. Incorporating open space and recreational areas into the design of new development projects, preserving and enhancing as open space significant stands of vegetation, natural landforms, and any areas of special ecological significance through site design approaches such as clustering and ecological planning.</p> <p>b. Allowing clustering or transferring of all or part of the development potential of a site to a portion of the site to preserve significant environmental resources such as</p>	<p>Municipal codes related to biological resources within the City that are relevant to the Plan Area can be found in Section 22.16.040 (Environmental Resource Protection), Section 8.12.1695 (Low impact development measures for new development and/or redevelopment planning and construction activities) and Chapter 17.83 (Tree Preservation).</p> <p>Section 22.16.040. (Environmental resource protection) establishes the following general property and development use standards:</p> <p>Development proposals shall be evaluated in compliance with the California Environmental Quality Act (Public Resources Code § 21.000 et seq.), city and general plan environmental policies including, but not limited to, open space habitat, sensitive biological and botanical resources; rare, threatened and/or endangered species; air quality; mineral resources; archaeological resources; and geologic hazards.</p> <p>(Ord. No. 02(1998), § 2, 11-3-98)</p> <p>Section 8.12.1695 (Low impact development measures for new development and/or redevelopment planning and construction activities) states that development projects subject to permittee conditioning and approval for the design and implementation of post-construction controls to mitigate stormwater pollution, prior to completion of the project(s), are:</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>natural and native habitats (oak woodland, coastal sage scrub, etc.), natural creeks, artesian springs, vernal pools, seeps, riverine, wetlands, riparian habitats, wildlife corridors and linkages, and natural geological features within proposed developments as open space.</p> <p>Policy RC-P-2: As future parks are developed, incorporate existing natural open space, existing water resources and mature vegetation to provide for passive recreation opportunities and wildlife habitats.</p> <p>Goal RC-G-4: Maintain, protect, and preserve biologically significant areas, including Significant Ecological Area (SEA) 15, riparian areas, oak and walnut woodlands, and other areas of natural significance, providing only such recreational and cultural opportunities as can be designed in a way that sustains, repairs or restores ecosystems rather than detracts from them.</p> <p>Goal RC-G-5: Protect rare, threatened, endangered, and other special-status plant and animal communities.</p> <p>Goal RC-G-6: Utilize native and drought-tolerant vegetation in landscaping, site stabilization and restoration where practical to prevent the spread of invasive plant species into natural open spaces.</p> <p>Policy RC-P-9: Require, as part of the environmental review process prior to approval of discretionary development projects involving parcels within, adjacent to, or surrounding a significant biological resource area, a biotic resources evaluation of the site by a qualified biologist. Focused plant surveys shall be conducted at the appropriate time of year, and local reference populations checked to ensure detectability of the target species. Wildlife shall also be evaluated by a qualified biologist through appropriate survey or trapping techniques necessary to determine presence. Such evaluation shall analyze the existing and potential natural resources of a given site as well as the potential for significant adverse impacts on biological resources. The report shall identify measures to avoid, minimize, or mitigate any impacts to species that have been observed or have the potential of being pre permit based on the evaluation, the City shall require implementation of mitigation measures supported by the evaluation, or work with the applicant to modify the project if mitigation is determined not to be adequate to reduce the impacts to a non-significant level.</p> <p>Policy RC-P-10: Require, to the greatest extent feasible, new development to preserve mature native trees including oak and walnut, and trees of significant cultural or historical value such as sycamore and arroyo willow, etc., as set forth under the Diamond Bar Tree Preservation and Protection Ordinance. Review the ordinance periodically and update it as necessary to reflect current best practices.</p> <p>Policy RC-P-11: Require that all development, including roads and trails, proposed adjacent to riparian and other biologically sensitive habitats avoid, to the greatest extent feasible, significant impacts that would undermine the healthy natural functioning of those areas. Require that new development proposed in such locations be designed to:</p> <ul style="list-style-type: none">a) Minimize to the greatest extent possible or eliminate impacts on environmentally sensitive areas;b) Protect the visual seclusion of forage areas from road intrusion by providing vegetative buffering;c) Protect wildlife movement linkages to water, food, shelter, and nesting sites;	<p>(9) Projects located in or directly adjacent to, or discharging directly to an environmentally sensitive area (ESA), where the development will:</p> <ul style="list-style-type: none">a. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; andb. Create 2,500 square feet or more of impervious surface area <p>Chapter 17.83 (Tree Preservation) establishes the purpose (Section 22.38.010), applicability (Section 22.38.020), and permitting and application processes (Sections 22.38.040 – 22.38.199) for the City’s tree and protection ordinance. The following are protected trees:</p> <ul style="list-style-type: none">(1) Native Oak, walnut, sycamore and willow trees with a diameter at breast height (DBH) of eight inches or greater;(2) Trees of significant historical or value as designated by the council;(3) Any tree required to be preserved or relocated as a condition of approval for a discretionary permit;(4) Any tree required to be planted as a condition of approval for a discretionary permit; and(5) A stand of trees, the nature of which makes each tree dependent upon the others for survival. <p>(Ord. No. 02(1998), § 2, 11-3-98; Ord. No. 02(2003), 9-16-03; Ord. No. 04(2012), § 9, 4-17-12</p>	



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	<p>d) Allow wildlife and migration access by use of tunnels or other practical means.</p> <p>e) Provide vegetation that can be used by wildlife for cover along roadsides;</p> <p>f) Avoid intrusion of night lighting into identified areas through properly designed lighting systems;</p> <p>g) Avoid impacts to wetlands, natural springs and seeps and maintain access for wildlife or when natural water areas are removed or blocked provide a locally suitable and equal replacement; and</p> <p>h) To the greatest extent possible, prevent street water runoff from flowing into waterways.</p> <p>Policy RC-P-12 Support and cooperate with the efforts of other local, State, and federal agencies, groups, and private entities—including Los Angeles County, neighboring jurisdictions, and conservation groups—to preserve environmentally sensitive hillsides, canyon areas, wildlife corridors and riparian areas within Diamond Bar’s SOI, including the Puente - Chino Hills Wildlife Corridor, Tres Hermanos Ranch, Tonner Canyon, and SEA 15 to provide regional connectivity, and to sustain the ecological function of natural habitats and biological resources.</p> <p>a. Discourage development in areas with identified significant biological resources, such as SEAs.</p> <p>b. Discourage development in riparian habitats, streambeds, wetlands, coastal sage scrub, cactus scrub, and native woodlands in order to maintain and support their preservation in a natural state, unaltered by grading, fill, or diversion activities.</p> <p>c. Preserve and restore oak woodlands and other native woodlands that are conserved in perpetuity with a goal of no net loss of existing woodlands.</p> <p>Policy RC-P-13: Utilize native and drought-tolerant plants in landscaping for public buildings and parks and encourage the use of native and drought tolerant species on private property. Develop a list of recommended native, low-water-use, and drought-tolerant plant species, as well as a list of invasive species to avoid.</p> <p>Goal RC-G-7: Protect waterways—including creeks, riverines, artesian springs, seeps, and wetlands and watersheds in Diamond Bar from pollution and degradation as a result of urban activities.</p> <p>Goal RC-G-8: Protect natural groundwater recharge areas and regional spreading grounds.</p> <p>Goal RC-G-9: Conserve natural open spaces, biological resources, and vegetation to promote groundwater recharge.</p>		
Duarte	<p>Open Space and Conservation Element:</p> <p>Goal 1: To protect the valuable watershed and natural habitat areas within and to the north of the urbanized areas.</p> <p>Objective 1.1 Preserve Duarte’s natural hillsides which provide significant wildlife habitat, open space, aesthetic and a visual backdrop to the community.</p> <p>Policy Con 1.1.1: Continue to support the United States Department of Agriculture and their conservation efforts in the forest lands in Duarte.</p> <p>Policy Con 1.1.2: Work with the San Gabriel Mountains Conservancy in its efforts to protect the wilderness area within Duarte.</p> <p>Policy Con 1.1.3: To preserve the characteristics of the mountains, river beds, and canyons and to protect the valuable watershed, grading of lots should be kept to a</p>	<p>Municipal codes related to biological resources within the City that are relevant to the Plan Area can be found in Chapter 13.12 (Tree Protection and Preservation), Chapter 19.46 (Hillside Development Standards), and Section 6.15.130 (New development and redevelopment pollutant reduction) of Chapter 6.15 (Stormwater and Urban Runoff Pollution Control).</p> <p>Chapter 13.12 (Tree Preservation) establishes the purpose (Section 13.12.010), applicability (Section 13.12.020), and permitting and application processes (Sections 13.12.040 – 13.12.110) for the City’s tree protection and preservation ordinance. The following are applicable to this Ordinance:</p> <p>(a) TREES SUBJECT TO THIS CHAPTER. Any of the following tree types are subject to the provisions of this chapter. For the purposes of this chapter, the word "tree(s)" shall refer to:(1) Native trees twelve inches in diameter or greater, as measured</p>	<p>No other applicable ordinances were identified.</p>



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	<p>minimum. Streets should be carefully designed to reduce or eliminate the possibility of erosion in the hillside and mountainous areas.</p> <p>Policy Con 1.1.4: Promote and encourage multi-agency involvement in identifying opportunities for hillside preservation and protection.</p> <p>Policy Con 1.1.5: Form partnerships with Federal, State, County, other agencies, and private entities to help protect and preserve hillside land.</p> <p>Policy Con 1.1.6: Continue to investigate open space land opportunities for the preservation of natural resources and sensitive habitat.</p> <p>Goal 6: To ensure that developments in the mountain and hillside areas are sensitive to the local environment.</p> <p>Policy Con 6.1.1 Maintain very low densities in the northernmost portion of the city not included in the national forest. Further development must be sensitive to the terrain, natural environment and aesthetics.</p>	<p>from DBH; and (2) Specimen trees twenty-four inches in diameter or greater, as measured from DBH.</p> <p>(b) PROPERTIES SUBJECT TO THIS CHAPTER.</p> <p>(1) Developed, single-family residential zoned properties with trees in the front or street-facing side yard(s);</p> <p>(2) Undeveloped, single-family residential zoned properties with trees on the property;</p> <p>(3) Developed or undeveloped properties in multiple-family residential, commercial, industrial, hospital, and open space zones, with trees on the property; and</p> <p>(4) Developed or undeveloped properties in specific plan zones, with trees on the property, unless otherwise regulated by the individual specific plan.</p> <p>(c) ACTIVITIES SUBJECT TO THIS CHAPTER.</p> <p>(1) Tree removal; and</p> <p>(2) Tree alteration.</p> <p>(Ord. No. 882, § 1, 9-11-2018)</p> <p>Chapter 19.46 (Hillside Development Standards) establishes the purpose (Section 19.46.010), application requirements (Section 19.46.040), development and grading standards (Section 19.46.060 - .070), and landscaping and irrigation standards (Section 19.46.120). Requirements for applications include:</p> <p>2) A biological resource survey report identifying all existing plant communities, with sensitive or protected species or communities clearly delineated, as well as known habitat area for protected animal species, including the location of sensitive biological resources. All sensitive species surveys shall be conducted in accordance with any applicable protocols established by the U.S. Fish and Wildlife Agency and the California Department of Fish and Game. The report shall be signed by the person preparing such report, with the signature intended to verify that the mandatory protocols were conformed to in the analysis. A map shall be included that shows all of the existing plant communities, with sensitive or protected species or communities clearly delineated, as well as known habitat area for protected animal species including the location of sensitive biological resources. The map should including identifying significant trees, which, for the purposes of this map, are defined to be trees with a caliper greater than six inches when measured four feet above grade.</p> <p>Section 6.15.130 (New development and redevelopment pollutant reduction) lays out requirements for stormwater pollution control measures in development and/or redevelopment projects, the following apply to this section:</p> <p>9. Projects located in or directly adjacent to, or discharging directly to an significant ecological area (SEA) where the development will:</p> <p>a) Discharge stormwater that is likely to impact a sensitive biological species or habitat; and</p> <p>b) Create two thousand five hundred square feet or more of impervious surface area.</p> <p>(Ord. No. 855, § 1, 2-10-2015)</p>	
El Monte	Parks and Recreation Element:	Municipal codes related to biological resources within the City that are relevant to the Plan Area can be found in Chapter 14.03 (Tree Protection and Preservation)	No other applicable ordinances were identified.



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	<p>Goal PR-3: An Emerald Necklace that encircles the community with parks and multiuse biking, walking, equestrian trails; restores open space and habitat; protects the watershed; and provides multiple recreational and health benefits.</p> <p>Policy PR-3.2: Open Space. Develop Peck Water Conservation Park into an open space resource, with areas for water recreation, open space, habitat, and passive and active recreation.</p> <p>Policy PR-3.4: Habitat Restoration. Seek to restore and protect native habitat and landscaping that sustains plants and wildlife species along the banks of rivers, lakes, and washes in the Emerald Necklace.</p> <p>Policy PR-3.5: Watershed Management. Improve the watershed through water conservation, water quality protection and restoration, best management practices, and control of stormwater pollutants.</p> <p>Cultural Resources Element:</p> <p>Goal CR-3: A community that respects and recreates its natural environmental and cultural legacy through a comprehensive program to restore the natural environment.</p> <p>Policy CR-3.1 Community Forest. Develop a community forest program that balances indigenous trees and plants and modern requirements for maintenance, water conservation, and aesthetics, as a visual reminder of the City’s heritage and natural environment.</p> <p>Public Health and Safety Element:</p> <p>Goal PHS-2: A healthy and safe watershed exemplified by the implementation of flood control measures, protection of water resources, and the restoration of the beneficial uses of the San Gabriel and Rio Hondo Rivers watersheds.</p> <p>Policy PHS-2.4: Habitat Restoration. Restore the quality, quantity, and connectivity of habitat and natural open areas in El Monte with watershed best management practices and restoration of stream channels wherever feasible.</p> <p>Policy PHS-2.5 Green Infrastructure. Implement green infrastructure projects (e.g., greenways, community forest, linear parks, vegetated swales, miniparks) to help filter stormwater runoff, improve water resources, and restore the health of our watershed.</p> <p>Policy PHS-2.7: Emerald Necklace Accord. Participate in the Emerald Necklace Accord for the purposes of recreation, environmental education, development and enhancement of trails, native habitat conservation and restoration, water protection, and protection of water resources.</p> <p>Policy PHS-3.3 Community Forest. As prescribed in the Parks and Recreation Element, enhance the City’s community forest by planting trees along all roadways as a means to help filter air pollutants, clean the air, and provide other health benefits to the community.</p>	<p>Chapter 14.03 (Tree Protection and Preservation) establishes that all persons shall undertake the following prior to the commencement of any construction or demolition activities and until the issuance of a certificate of occupancy or a temporary certificate of occupancy:</p> <p>A. Install a sturdy fence at the perimeter of the protected zone of a Protected Tree;</p> <p>B. Prohibit excavation, grading, drainage and leveling within the protected zone of a Protected Tree;</p> <p>C. Prohibit the storage or disposal of oil, gasoline, chemicals or other harmful materials within the protected zone or in drainage channels, swales or other areas that may lead to the protected zone;</p> <p>D. Refrain from any of the unlawful activities set forth under Section 4.03.030;</p> <p>E. Design utility services and irrigation lines to be located outside of the protected zone of a Protected Tree to the extent reasonable feasible;</p> <p>F. Notify the City Arborist of any serious harm, destruction or other damage that befall a Protected Tree during construction or demolition activities and in no event shall the applicant undertake the removal of any Protected Tree not otherwise slated for removal unless and until the City Arborist has been given the opportunity to inspect the subject tree, evaluate its prospects for survival and issue a written determination as to whether the tree should be allowed to remain or removed pursuant to a retroactively issued permit pursuant to this chapter.</p> <p>(Ord. No. 2791, § 2, 3-20-2012)</p>	
Glendora	<p>Conservation Element:</p> <p>Policy CON-6.3: Establish a tree master plan to expand the urban forest throughout the City.</p> <p>Policy CON-6.4: Ensure appropriate placement and proper maintenance of tree resources within the City.</p> <p>Goal CON-9: Preservation and conservation of natural resources and sensitive habitats.</p> <p>Policy CON-9.1: Investigate opportunities for open space land acquisition for the preservation of natural resources and sensitive habitats.</p>	<p>Municipal codes related to biological resources within the City that are relevant to the Plan Area can be found in Subchapter 21.06.050 (Open Space – Natural Zone (OSN)), Section 21.04.030 (Hillside Development), Section 21.03.090 (Urban runoff pollution), and Section 21.12.160 (Oak Tree Preservation).</p> <p>Subchapter 21.06.050 (Open Space – Natural Zone (OSN) establishes the following purposes for the OSN; (1) conserve and manage natural resources which may include biological resources, watercourses, hills, canyons, major rock outcroppings, etc.; (2) protect the public health and safety by including areas requiring management due to hazardous or special conditions such as fire, flood and earthquake fault; and</p>	No other applicable ordinances were identified.



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	<p>Policy CON-9.2: Continue to partner with the Glendora Community Conservancy to determine funding opportunities for open space land acquisition for the preservation of natural resources and sensitive habitats.</p> <p>Policy CON-9.3: Pursue partnerships with other organizations, such as the United States Forest Service to ensure preservation of natural resources and sensitive habitats.</p> <p>Policy CON-9.4: Ensure the preservation of the natural plant communities in the hillside areas.</p> <p>Policy CON-9.5: Ensure land use decisions consider the preservation of sensitive plant and animal species, critical habitat, wildlife corridors and biologically sensitive areas.</p> <p>Policy CON-9.6: Develop a land management/ land maintenance plan, including best management practices, of City-owned conservation areas to increase fire safety, protect biodiversity and preserve native plant species.</p> <p>Policy CON-9.7: Ensure preservation of local watersheds in development to maintain native plant habitats and ensure connectivity of wildlife corridors.</p> <p>Goal CON-10 A tree preservation strategy.</p> <p>Policy Con-10.1 Involve residents in the maintenance and preservation of individual trees by providing them with a choice of trees planted.</p> <p>Policy CON-10.2 Maintain the tree preservation ordinance to ensure the preservation of existing tree resources.</p> <p>Policy CON-10.3 Establish a tree master plan to expand the urban forest throughout the City.</p> <p>Open Space and Recreation Element:</p> <p>Goal OSR-1: Preserve open space resources.</p> <p>Policy OSR-1.6 Pursue partnerships with other organizations, such as the United States Forest Service to ensure preservation of natural resources and sensitive habitats.</p> <p>Policy OSR-1.10: Develop a land management/ land maintenance plan of City-owned wilderness parks to increase fire safety, minimize potential naturally occurring safety hazards in wilderness park areas, protect biodiversity and native plant species.</p> <p>Goal OSR-2: Coordinated land use and environmental planning.</p> <p>Policies OSR-2.1 Develop and implement a comprehensive hillside development strategy.</p> <p>Goal OSR-2.2: Require a constraints analysis for proposed hillside residential development to ensure that significant land and natural resource features are avoided, such as ridgelines, significant watershed areas, tributaries, and streams, and rare, threatened, or endangered species habitat.</p>	<p>(3) provide outdoor recreation including areas of scenic, historic or cultural value. The OSN zoning designation shall only be applied to public and quasi-public property; provided, however, that a private property owner may request and be considered for a change of zone to OSN.</p> <p>B. Permitted Uses. All property located in an OSN zone shall be left in its natural, wilderness state except for the following uses: riding and hiking trails, picnic and playground areas, flood control structures and facilities, and utility substations and related equipment and structures.</p> <p>C. Development Requirements. Development standards for the OSN zone shall be determined on a site-by-site basis. Consideration shall be given to surrounding properties and developments in order to blend the development with, and to keep it consistent with, the surrounding area. Factors to be considered for determination of standards shall be topography, water drainage, circulation, use of site, and any other environmental factors related to the site.</p> <p>D. Development Plan Review Required. Development or modification of an approved plan shall be subject to development plan review in accordance with Section 21.02.040.</p> <p>(Ord. 1637 § 3, 1995)</p> <p>Section 21.04.030 (Hillside Development) states the purpose to be to regulate the use of land in hillside areas so that natural characteristics such as landforms, vegetation, wildlife, scenic qualities and open space can substantially be maintained, and more specifically to:</p> <ol style="list-style-type: none">1. Preserve unique and significant geological, biological and hydrological features;2. Encourage alternative approaches to conventional hillside development practices by achieving land use patterns and intensities that are consistent with natural characteristics;3. Protect predominant vistas of hillside areas in order to maintain the identity, image, environmental quality and aesthetic quality of the city;4. Protect public health and safety from potentially hazardous conditions related to the hillsides. <p>The following development standards are required for hillside development:</p> <ol style="list-style-type: none">3. Natural Landform. Development of parcels shall conform to the natural land form and require minimal grading.4. Canyons. Development near canyons shall be prohibited to protect the watershed and preserve large areas of undeveloped space and significant natural features. <p>(Ord. 1618 § 1 Exh. A, 1993; Ord. 1756 § 4, 2002; Ord. 1768 § 5, 2003; Ord. 1868 § 2, 2007)</p> <p>Projects subject to limited impact development requirements (Section 21.03.090 Urban runoff pollution) applies to:</p> <ol style="list-style-type: none">x. Projects located in or directly adjacent to, or discharging directly to a significant ecological area (SEA), where the development will:<ol style="list-style-type: none">(A) Discharge storm water runoff that is likely to impact a sensitive biological species or habitat; and	



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		<p>(B) Create two thousand five hundred square feet or more of impervious surface area. (Ord. 1633 § 1, 1995; Ord. 1722 § 2, 2000; Ord. 1994 §§ 2, 4, 6, 2014)</p> <p>Section 21.12.160 (Oak Tree Preservation) establishes oak tree preservation measures for oak trees in the William Lyon Homes Arboreta Specific Plan. Specifically mitigation measures and guidelines to preserve the oak trees during construction and over the life of the project. These measures may include:</p> <ol style="list-style-type: none">1. Grading interface to the drip line and trunk;2. Horizontal setbacks to limbs, trunks from fences, walks and streets;3. Drainage around trees;4. Long-term maintenance;5. Irrigation requirements;6. Pruning to remove dead or broken limbs or approve the overall health of the tree. <p>These mitigation measures will be defined in an oak tree conservation plan to be prepared by a certified arborist as part of the tree study and incorporated into the project EIR. Ultimate responsibility for the long-term maintenance of the oak trees will be the responsibility of the master homeowner association.</p> <p>(Ord. 1835 § 2 Exh. A, 2006)</p>	
Industry	No applicable goals or policies specific to biological resources are contained in the General Plan.	<p>Municipal codes related to biological resources within the City that are relevant to the Plan Area can be found in Chapter 13.16 (Stormwater and Urban Runoff Pollution Control).</p> <p>Chapter 13.16 (Stormwater and Urban Runoff Pollution Control) implements the Clean Water Act, the Porter-Cologne Water Quality Control Act, and the city’s municipal national pollutant discharge elimination system (NPDES) permit. Among the projects required to comply with the municipal NPDES (Subchapter 13.16.070) permit include:</p> <p>10. Projects located in or directly adjacent to, or discharging directly to a significant ecological area (SEA), where the development will:</p> <ol style="list-style-type: none">a. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; andb. Create two thousand five hundred square feet or more of impervious surface area.	No other applicable ordinances were identified.
La Puente	No applicable goals or policies specific to biological resources are contained in the General Plan.	<p>Municipal codes related to biological resources within the City that are relevant to the Plan Area can be found in Chapter 4.1 (Stormwater and Urban Runoff Pollution Prevention).</p> <p>Chapter 4.16 (Stormwater and Urban Runoff Pollution Prevention) implements the Clean Water Act, the Porter-Cologne Water Quality Control Act, and the city’s municipal national pollutant discharge elimination system (NPDES) permit. Among the projects required to comply with the municipal NPDES (Subchapter 4.16.070) permit include:</p> <p>(9) Projects located in or directly adjacent to, or discharging directly to an Environmentally Sensitive Area (ESA), where the development will:</p> <ol style="list-style-type: none">a. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; andb. Create 2,500 square feet or more of impervious surface area	No other applicable ordinances were identified.



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La Verne	<p>Conservation and Natural Resources Element:</p> <p>Goal 4: Preserve our diversified plant and animal life.</p> <p>Policy 4.1: Preserve mature trees wherever possible.</p> <p>Policy 4.2: Protect and preserve our native plant communities and habits.</p> <p>Policy 4.3: Protect and preserve our Southern Mixed Chaparral and Coastal Sage Scrub communities.</p> <p>Policy 4.4: Protect and preserve our Southern Oak Riparian Woodland.</p> <p>Policy 4.5: Protect and preserve our other Riparian Habitat.</p> <p>Policy 4.6: Protect and restore our Ruderal-Disturbed habitat.</p>	<p>Municipal codes related to biological resources within the City that are relevant to the Plan Area can be found in Chapter 18.78 (Preservation, Protection and Removal of Trees), and Section 13.50.093 (Standard urban stormwater mitigation plan).</p> <p>Chapter 18.78 (Preservation, Protection and Removal of Trees). The purpose of this chapter is to protect certain trees in order to preserve cultural heritage, maintain and enhance the scenic beauty of the city, improve air quality, abate soil and slope erosion, preserve and enhance property values and thereby promote public health, safety and welfare by (A) Identifying significant and heritage trees or groves and establishing procedures to encourage their conservation, (B) Including consideration of existing trees and their protection in the review and implementation of development proposals, (C) Requiring permits for the removal and pruning of significant and heritage trees except in emergencies, and (D) Requiring replacement plantings when significant and heritage trees are removed. (Ord. 999 § 1, 2007)</p> <p>The following protective measures must be followed (Subchapter 18.78.160):</p> <p>A. No grading construction, or construction related activities shall occur within the safety zone of a heritage tree or a significant tree as defined by this chapter, including, but not limited to, storage of materials, grade changes, or attachment of wires to or around tree trunks, stems or limbs.</p> <p>B. No structure or impervious paving shall be located within the safety zone or within a six-foot radius of the trunk perimeter, whichever is greater, of any heritage tree or significant tree. A tree with a caliper of thirty inches or more shall require additional space as determined by the city landscape architectural consultant or parks director.</p> <p>C. Heritage trees and significant trees shall be shielded from damage during construction by chain link and steel stake fence enclosing the entire safety zone area. All exposed roots shall be inside the fence or barrier, which shall have a minimum height of four feet measured from grade. In all cases where a fence or barrier is to be used around a protected tree, the fence or barrier shall be installed prior to commencement of any development on the site and shall remain in place throughout the construction period.</p> <p>D. Branches that could be injured by vehicles or that interfere with construction shall be pruned to the satisfaction of the city landscape architectural consultant or designee. (Ord. 999 § 1, 2007)</p> <p>Section 13.50.093 (Standard urban stormwater mitigation plan) establishes that a standard urban stormwater plan is required for the following projects:</p> <p>9. Projects located in or directly adjacent to or discharging directly to an environmentally sensitive area if the development would create two thousand five hundred or more square feet of impervious area and would discharge stormwater or urban runoff likely to impact a sensitive biological species or habitat.</p> <p>(Ord. 964 § 1, 2002)</p>	<p>No other applicable ordinances were identified.</p>
Monrovia	<p>Open Space Element:</p> <p>Goal 3: Ensure Monrovia’s parks and open spaces meet local needs for active and passive recreation, enhance the environmental and visual quality of the community, and healthy living.</p> <p>Policy 3.1: Design and develop park sites and facilities to maximize recreational value and experience, while minimizing maintenance and operational costs and negative environmental and community impacts.</p>	<p>Municipal codes related to biological resources within the City that are relevant to the Plan Area can be found in Section 17.20.040 (Oak Tree Preservation), Chapter 17.18 (Angeles National Forest Zone), Subchapter 17.52.095 (Hillside Development Permit), and Chapter 12.36 (Storm Water and Urban Runoff Pollution).</p> <p>Section 17.20.040 (Oak Tree Preservation): The purpose of this section is the preservation of healthy oak trees which are necessary to preserve the present scenic beauty and heritage of Monrovia, maintain property values and promote conservation</p>	<p>Hillside Wilderness Preserve and Hillside Recreation Area Draft Resource Management Plan:</p> <p>Relevant Objectives:</p> <ul style="list-style-type: none">To preserve existing designated open space areas in the City for the foreseeable future.



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	<p>Policy 3.4 Conserve significant natural areas to meet habitat and hillside protection needs and to provide opportunities for residents to recreate and connect with nature, as appropriate.</p> <p>Goal 5: Allocate available resources and seek out additional funding to upgrade and maintain Monrovia’s existing parkland and open space infrastructure needs to maintain and expand recreational opportunities for residents.</p> <p>Policy 5.4 Continue to provide stewardship of the Hillside Wilderness Preserve and Hillside Recreation Area through the implementation of the HWP Resource Management Plan (RMP).</p>	<p>of natural resources. It is the intent of this chapter to establish regulations for the removal and pruning of oak trees within the city. General standards include (A) oak trees subject to the section includes any oak tree 10 inches in diameter or more measured at two feet above the level ground and Oak Trees mean the native California Live Oak (<i>Quercus Agrifolia</i>) and or any other trees of the oak family, (B) all oaks trees on vacant lands and oak trees indicated on an oak tree preservation plan, and (C) permits are required to cut, kill, remove, prune, and install irrigation.</p> <p>Chapter 17.18 (Angeles National Forest Zone) establishes the Angeles National Forest Zone and applies to all property within the Corporate Boundary of the City of Monrovia that is also within the boundary of the Angeles National Forest. Utility operations facilities are the only use allowed, and must ensure:</p> <p>(K) Tree preservation/landscaping. The development shall be situated in such a way that no trees of any species shall be removed that have a diameter greater than 10 inches measured two feet above the natural grade. No limbs of any tree or shrub greater than two inches in diameter may be removed. No structures may be built within the drip line of any tree. No landscaping is allowed. (Ord. 2006-03 § 6, 2006)</p> <p>Subchapter 17.52.095 (Hillside Development Permit) is intended to protect the integrity and character of established neighborhoods and minimize potential environmental impacts of new construction on infill hillside lots. Before a permit may be granted the Planning Commission must find that the project:</p> <p>(6) That the project preserves mature trees, rare plant and animal species, riparian ecosystems, significant natural features and prominent ridgelines.</p> <p>The intent of Chapter 12.36 (Storm Water and Urban Runoff Pollution) is to protect and enhance the quality of watercourses, water bodies, and wetlands within the city in a manner consistent with the federal Clean Water Act, the California Porter-Cologne Water Quality Control Act and the Municipal national pollutant discharge elimination system (NPDES) Permit. Applicable projects include (Subchapter 12.36.100):</p> <p>(j) New development projects located in or directly adjacent to, or discharging directly to a Significant Ecological Area (SEA), where the development will:</p> <ol style="list-style-type: none">1. Discharge storm water runoff that is likely to impact a sensitive biological species or habitat; and2. Create 2,500 square feet or more of impervious surface area. <p>(Ord. 2015-01U § 4 (part), 2015; Ord. 2015-01 § 4 (part), 2015)</p>	<ul style="list-style-type: none">• To encourage the preservation of natural resources and private and public outdoor recreational uses permitted in open space areas by State and local law.
Pasadena	<p>Open Space and Conservation Element:</p> <p>Open Space Goal 1: Preserve, Acquire and Create Open Space</p> <p>Policy 1: Preserve currently zoned open spaces, natural open spaces, hillsides, viewsheds, watersheds and recreational areas.</p> <p>Open Space Goal 2: Develop Access & Connectivity for Wildlife and People</p> <p>Policy 1: Develop open space and wildlife corridors and establish easement and acquisition programs.</p> <p>Policy 2: Acknowledge, restore and maintain Pasadena’s connections with trails in the Angeles National Forest and regional trail systems.</p> <p>Open Space Goal 3: Preserve, Restore and Maintain the Eaton Canyon Corridor & the Arroyo Seco.</p>	<p>Municipal codes related to biological resources within the City that are relevant to the Plan Area can be found in Chapter 8.52 (City Trees and Tree Protection Ordinance).</p> <p>Chapter 8.52 (City Trees and Tree Protection Ordinance). This chapter is established to protect mature trees in the City for aesthetics, environmental, and economic benefits to the city. General standards include the following, (A)Preserve and grow Pasadena's canopy cover by protecting landmark, native and specimen trees on specified areas of private property and expanding the protection of street trees and trees on public property, (B) Safeguard the City's urban forest by providing for the regulation of the protection, planting, maintenance and removal of trees in the city, (C) Protect the visual and aesthetic character of the city, (D) Improve and enhance property values by conserving and adding to the distinctive and unique aesthetic character of the many areas of Pasadena, (E) Improve the quality of life for residents, visitors and wildlife, (F) Create favorable conditions for the protection of designated landmark, native and specimen trees, for the benefit of current and future residents of Pasadena, (G)</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 1: Preserve, restore and maintain the natural character of the Eaton Canyon Corridor and the Arroyo Seco as self-sustaining healthy ecosystems of plants and animals. Their natural character will continue to inspire people, as it has throughout time.</p> <p>Wildlife Goal 1: Protect, restore and maintain native wildlife in the city.</p> <p>Policy 1: Create, protect, restore and maintain areas of the city to support important native wildlife resources.</p> <p>Policy 2: Identify, prioritize and restore high priority habitat in open space areas.</p> <p>Policy 3: Balance urban wildlife and habitat with public health and safety.</p> <p>Policy 4: Reduce attractive nuisances for wildlife.</p> <p>Native Plants Goal 1: Protect, restore and maintain areas of the city containing important native vegetation resources.</p> <p>Policy 1: Create and restore historic native plant communities in open space areas.</p> <p>Policy 2: Encourage use of native plants in public and private landscapes.</p> <p>Policy 3: Provide public education programs regarding the benefits of native vegetation and plants in open space and developed areas of the city.</p> <p>Habitat Connectivity Goal 1: Protect important open space and habitat linkages.</p> <p>Policy 1: Identify, prioritize and protect open space corridors.</p> <p>Policy 2: Coordinate and partner with adjacent land managers to identify and protect critical wildlife linkages.</p> <p>Policy 3: Develop strong protection measures for the most critical wildlife corridors.</p> <p>Urban Forest Goal 1: Protect and enhance Pasadena’s trees on public and privately owned land.</p> <p>Policy 1: Increase the number of trees in the City to diminish the urban heat sink, and improve air quality.</p> <p>Policy 2: Continue with citywide tree replacement planting program to replace street trees as they meet their life expectancy.</p> <p>Policy 3: Increase tree canopy coverage by 5 percent by 2020 ensuring equitable distribution throughout all neighborhoods in the City.</p> <p>Environmental Quality, Conservation & Sustainable Use Practices Goal: Establish Pasadena as a national and international leader on energy and water conservation and environmental stewardship efforts, including air quality protection, energy efficiency requirements, renewable energy standards, natural resource conservation, and greenhouse gas emission standards in the areas of energy, water, air and land.</p> <p>Policy 1: Protect and conserve natural resources.</p> <p>Policy 2: Improve the quality of the natural environment through increased conservation and sustainable practices.</p> <p>Policy 3: Improve the quality of the urban environment through increased conservation and sustainable practices.</p> <p>Policy 4: Increase public, private, and governmental awareness of the natural environment and environmental health.</p>	<p>Maintain and enhance the general health, safety and welfare of the city and its residents by assisting in counteracting air pollution and in minimizing soil erosion and other related environmental damage, (H) Protect and maintain healthy trees in the land use planning processes as set forth herein, (I) Establish procedures and practices for fulfilling the purposes of this city tree and tree protection ordinance. (Ord. 6896 § 2 (part), 2002)</p>	
Pomona	Conservation Element:	Municipal codes related to biological resources within the City that are relevant to the Plan Area can be found in Section .5809-23 (Oak Tree Preservation) and Section 74-314 (Applicability).	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 7E.G2: Protect special status species and their supporting habitats within Pomona, including species that are state or federally listed as endangered, threatened or rare.</p> <p>Goal 7E.G3: Preserve critical habitat areas and sensitive species.</p> <p>Goal 7E.G4: Conserve wildlife ecosystems and sensitive habitat areas in the following order of protection preference: 1) avoidance, 2) on-site mitigation and 3) off-site mitigation.</p> <p>Goal 7E.G5: Preserve open space essential for the conservation of Pomona’s biological resources.</p> <p>Goal 7E.G6: Protect the natural environment, including wildlife, from destruction during new construction or redevelopment within Pomona.</p> <p>Goal 7E.G7: Recognize areas of overlapping jurisdiction with respect to biological resources, such as Los Angeles County’s Significant Ecological Area, and coordinate the City’s actions with efforts of surrounding cities, agencies and Los Angeles County.</p> <p>Policy 7E.P2: Contribute to regional goals of conserving wildlife ecosystems, sensitive habitat areas, and undeveloped land by promoting a more efficient pattern of development within the City.</p> <p>Policy 7E.P3: Preserve, as open space, those lands that are identified, through environmental review, as sensitive habitat areas. Require setbacks to development as buffer areas, as appropriate.</p> <p>Policy 7E.P4: Protect natural vegetation in parks, open spaces, and scenic areas as wildlife habitat, to prevent erosion and to serve as noise and scenic buffers.</p> <p>Policy 7E.P5: Work with county, state and federal agencies to ensure that development within the City of Pomona does not substantially affect state or federally listed rare, endangered or threatened species or their habitats. Require assessments of biological resources prior to approval of any development in or within 300 feet of ecologically sensitive areas.</p> <p>Policy 7E.P6: Ensure that lighting from new development adjacent to sensitive habitat, including in Phillips Ranch, Westmont Hill, Mountain Meadows and Ganesha Hills, minimizes nighttime lighting on these sensitive habitat areas.</p> <p>Policy 7E.P7: Coordinate with Los Angeles County to protect the East San Gabriel Valley Significant Ecological Area (SEA #6). Develop local regulations to protect areas within and adjacent to SEA #6 and adjacent SEAs such as Buzzard Peak-San Jose Hills SEA, including the possibility of identifying the East San Gabriel Valley SEA area with an overlay district in the Zoning Ordinance.</p> <p>Policy 7E.P8: Consider the most recent annual report on open space conservation in planning and evaluating projects in areas with regionally significant open space resources, including Bonelli Regional Park, East San Gabriel Valley SEA, and others, and ensure consistency with the open space conservation policies and goals of the SCAG Regional Comprehensive Plan.</p> <p>Policy 7E.P9: Ensure that construction adjacent to open canyon areas is sensitive to the natural environment. Preserve to the fullest extent possible the natural topography and vegetation.</p> <p>Policy 7E.P11: Prior to development of areas with drainage features such as ponds, detention</p>	<p>Section .5809-23 (Oak Tree Preservation) applies to Oak trees of all species that have a diameter greater than eight (8) inches as measured 4.5 feet above the mean natural grade, are located outside of designated Historic Districts and Historic Landmarks and have not been designated as Specimen Trees. Such Oak trees may be located on either public or private property. (Ord. No. 4076, § 2.)</p> <p>Section 74-314 (Applicability) of Division 2 (New Developments and Redevelopment Projects Provisions states that development projects subject to city conditioning and approval for the design and implementation of post-construction controls to mitigate stormwater pollution prior to completion of the project(s) include:</p> <p>9. New development projects located in or directly adjacent to, or discharging directly to the proposed significant ecological area ("SEA") which will:</p> <p>a. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and</p> <p>b. Create two thousand 2,500 square feet or more of impervious surface area; and</p> <p>11. Redevelopment projects located in or within 200 feet of, or discharging directly to a significant ecological area (SEA) where the development will:</p> <p>a. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and</p> <p>b. Create 2,500 square feet or more of impervious surface area.</p> <p>(Ord. No. 4185, § 1, 6-2-2014)</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>basins, or wetlands, a site specific investigation shall be conducted to define the extent of drainage features, determine wetland permit requirements, and propose measures to mitigate any impacts on the resources.</p> <p>Policy 7E.P12: Conduct presence/absence biological surveys for sensitive plant and animal species in during the appropriate time of year and time of day in natural areas prior to any construction activities proposed adjacent to or within natural areas. If no special status species are detected during these surveys, then construction-related activities may proceed. If listed special status species are found within the construction zone, then avoid these species and their habitat or consult with U.S. Fish and Wildlife Service and/or California Department of Fish and Game prior to the commencement of construction.</p> <p>Policy 7E.P13: Conduct nesting bird surveys prior to any construction activities, including projects proposed to remove/disturb native and ornamental landscaping and other nesting habitat for native birds during bird breeding season from March 1 through August 31 (as early January 1 for some raptors). If no nesting birds are detected during these surveys, then construction-related activities may proceed. Active nests within and adjacent to the construction zone should be avoided and provided a minimum buffer as determined by a biological monitor (CDFW recommends a 300 foot nest avoidance buffer or 500 feet for all active raptor nests) or consult with the U.S. Fish and Wildlife Service and/or California Department of Fish and Wildlife prior to the commencement of construction.</p>		
Rosemead	<p>Resource Management Element:</p> <p>Goal 2: Increase greenspace throughout Rosemead to improve community aesthetics, encourage pedestrian activity, and provide passive cooling benefits.</p> <p>Policy 2.1: Increase landscaping and tree plantings along all major arterials, including Valley Boulevard, Garvey Avenue, San Gabriel Boulevard, and Del Mar Avenue.</p> <p>Policy 2.3: Require new developments to incorporate creative and effective landscaping into the overall site plan of proposed projects.</p> <p>Policy 2.4: Maintain a coordinated City street tree program for all areas of Rosemead.</p> <p><i>Implementation Actions:</i></p> <p>Goal 2: Increased greenspace throughout Rosemead to improve community aesthetics, encourage pedestrian activity, and provide passive cooling benefits.</p> <p>Action 2.1: Prepare an inventory and database of all street trees in the City.</p> <p>Action 2.2: Create a Street Tree Master Plan to guide the planting and maintenance of street trees in the City.</p> <p>Action 2.4: Consider adopting a tree protection and replacement ordinance, e.g., requiring that trees larger than a specified diameter that are removed to accommodate development must be replaced at a set ratio.</p>	<p>Municipal codes related to biological resources within the City that are relevant to the Plan Area can be found in Chapter 17.104 (Oak Tree Preservation).</p> <p>Chapter 17.104 (Oak Tree Preservation) is established to recognize oak trees as significant historical, aesthetic and ecological resources and to create favorable conditions for the preservation and propagation of this unique irreplaceable plant heritage for the benefit of the current and future residents of the City. General provisions include A) Tree preservation plans, which are required as a part of any application is filed for a conditional use permit for commercial development, tentative tract map, discretionary site plan and design review, or minor land division concurrently a tree preservation plan shall be submitted showing all trees. (Ord. No. 931, § 5 (Exh. A), 10-22-13)</p>	No other applicable ordinances were identified.
San Dimas	<p>Conservation Element:</p> <p>Goal CN-1: Manage and conserve San Dimas' natural resources which contribute and enhance the quality of life.</p>	<p>Municipal codes related to biological resources within the City that are relevant to the Plan Area can be found in Chapter 13.36 (Community Tree Management), Chapter 18.542 (Specific Plan NO. 25), Chapter 18.162 (Tree Preservation), Subchapter</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal CN-3: Manage and conserve San Dimas' water resources to maintain a high level of quality and sufficient quantity to its citizens.</p> <p>Objective 3.1: Protect the remaining natural watersheds and ground water with open space systems coordinated with multiple use flood plain management.</p> <p>Policy 3.1.1: Retain flood control areas in their natural state, where possible as passive open space for habitat preservation, viewing, and recreation.</p> <p>Implementation Measure a: The City shall develop standards, special requirements, and revise the City's zoning ordinance and conservation overlay zones where necessary, to protect natural resources within areas to be preserved or developed. Specific sections shall address fences which impact wildlife habitats and corridors.</p> <p>Land Use Element:</p> <p>Goal L-2: preserve the integrity of the foothills, including the: northern foothills, puddingstone hills and way hill.</p> <p>Objective 2.1: Protect the identity of prominent ridgelines and canyons with significant stands of trees by directing development on slope areas within the foothills.</p> <p>Goals L-10: development of the northern foothills area shall maximize preservation of the natural environment, recognize the opportunities and constraints that the land imposes, and accommodate such development as can be designed to minimize impacts on the natural environment and protect public health and safety.</p> <p>Policy 10.2.7: 10.2.7 Clustered development is encouraged as a means of preserving the natural appearance of the hillside and maximizing the amount of open space. Under this concept, dwelling units are grouped in the more level portions of the site, while steeper areas are preserved in a natural state. The effect of permitted clustering is to enhance the environmental sensitivity of a development project, and facilitate the permanent protection of key features of the natural environment, such as steep slopes, biological habitats, ridgelines, and scenic areas, including their retention protected open space areas. Clustering is not to be used to increase the overall density of an area beyond that which is otherwise permitted by the General Plan and applicable zoning regulations, nor is clustering to be used to create suburban style subdivisions within the Northern Foothills area.</p> <p>Objective 10.4: New development shall be designed so as to maximize the permanent reservation of open space, and to minimize the loss of biological resources.</p> <p>Policy 10.4.3: Development projects are to be designed to protect habitat values and to preserve significant, viable habitat areas and habitat connections m their natural condition.</p> <p>Policy 10.4.4: Within proposed developments, primary emphasis is to be placed on protecting the integrity of habitats and habitat linkages.</p> <p>Policy 10.4.5: Within occupied habitat areas of rare, threatened, or endangered species, disturbance of protected biotic resources is prohibited.</p> <p>Policy 10.4.6: Within riparian areas, wetland areas, and coastal sage scrub habitats, the vegetative resources which contribute to habitat carrying capacity (vegetative diversity, faunal resting areas, foraging areas, and food sources) should be preserved in place or replaced so as to not result in a measurable reduction in the reproductive capacity of sensitive biotic resources.</p>	<p>18.12.020 (Uses Permitted) of Chapter 18.124 (Open Space Zone (OS)), and Subchapter 14.13.050 (New Development and Redevelopment Project Provisions Applicability).</p> <p>Chapter 13.36 (Community Tree Management) is established to protect, preserve, and enhance community trees. The chapter discusses permits (Subchapter 13.36.050), prohibited activities and conditions (Subchapter 13.36.060), and appeals (Subchapter 12.36.090). (Ord. 1163 § 1, 2006)</p> <p>Chapter 18.542 (Specific Plan NO. 25) Article III (Development Standards) establishes the standards of all residential and open space land uses within the specific Plan Area. Within Specific Plan NO. 25 all development proposals shall be designed to protect habitat values and preserve significant, viable habitat areas and connections in their natural state and shall comply with the following standards.</p> <p>A. Within proposed developments, primary emphasis is to be placed on protecting the integrity of habitats and habitat linkages.</p> <p>B. Within occupied habitat areas of rare, threatened or endangered species, disturbance of protected biotic resources is prohibited.</p> <p>C. Within riparian areas, wetland areas and coastal sage scrub habitats, the vegetative resources which contribute to habitat carrying capacity (vegetative diversity, faunal resting areas, foraging areas, and food sources) shall be preserved in place or replaced so as to not result in a measurable reduction in the reproductive capacity of sensitive biotic resources.</p> <p>D. Within habitats of plants listed by the California Natural Diversity Data Base (CNDDB) as “special” or “of concern,” new development shall not result in a reduction in the number of these plants, if they are present.</p> <p>E. The use of motorized off-road vehicles shall be prohibited, and off-trail activities shall be limited to those that are consistent with protection of environmental values.</p> <p>F. The establishment of buffer zones adjacent to areas of preserved biological resources shall be required. Such buffer zones shall be adequate in width so as to protect biological resources from grading and construction activities, as well as from the long-term use of adjacent lands. The landscape design adjacent to areas of preserved biological resources shall be designed so as to avoid invasive species which could negatively impact the value of the preserved resource.</p> <p>(Ord. 1106 § 1, 1999)</p> <p>Chapter 18.162 (Tree Preservation) establishes that all construction shall preserve and protect the health of trees to remain in place, to be relocated, and new trees planted to replace those removed and any trees adjacent to the subject property in accordance with the following measures (Subchapter 18.162.110):</p> <p>A. All trees to be saved shall be enclosed by an appropriate construction barrier, such as chain link fence or other means acceptable to the director of development services, prior to the issuance of any grading or building or building permit and prior to commencement of work. Fences are to remain in place during all phases of construction and may not be removed without the written consent of the director of development services, until construction is complete;</p> <p>B. Any tree which is adjacent to the subject property and may be potentially impacted by persons or activity on the subject property shall be protected pursuant to the provisions of Section 18.162.110. It shall be the responsibility of the agent of the subject property to obtain the written permission from adjacent property owners prior to action for the protection of trees on adjacent property as required by Section 18.162.110;</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 10.4.7: Within habitats of plants listed by the California Natural Diversity Data Base (CNDDB) as "special" or "of concern," new development shall not result in a reduction in the number of these plants, if they are present.</p> <p>Policy 10.4.9: The establishment of buffer zones adjacent to areas of preserved biological resources shall be required. Such buffer zones shall be adequate in width so as to protect biological resources from grading and construction activities, as well as from the long-term use of adjacent lands. The landscape design adjacent to areas of preserved biological resources shall be designed so as to avoid invasive species which could negatively impact the value of the preserved resource.</p> <p>Plan Proposal W: Amend the land use designation of all privately owned lands within the Northern Foothills that are currently designated Single Family Residential to Very Low Estate, with the exception of Terrebonne tract, to "Northern Foothills." Retain existing "Park" and "Open Space" land use designations for the National Forest, Camp Glen Rocky, Horsethief Canyon Park, San Dimas Wash, San Dimas Canyon Golf Course, and other publicly owned properties. Amend the land use designation of the privately owned property (APN 8678-030-301) within the boundaries of the National Forest to "Northern Foothills."</p>	<p>C. No substantial disruption or removal of the structural or absorptive roots of any tree shall be performed;</p> <p>D. No fill material shall be placed within the drip line of any tree;</p> <p>E. No construction, including structures and walls, that disrupts the root system shall be permitted. As a guideline, no cutting of roots should occur within the drip line of the tree as measured at ground level. Actual setbacks may vary to meet the needs of individual tree species as determined by an arborist or landscape architect. Where some root removal is necessary, the tree crown may require thinning to prevent wind damage;</p> <p>F. Topping and/or severe pruning of trees that results in significant damage to the tree to the point that reasonable future growth may be limited, as determined by a Certified Arborist, shall constitute a tree removal and is subject to the penalties outlined in Section 18.162.130; and</p> <p>G. The director of development services may impose such additional measures determined necessary to preserve and protect the health of trees to remain on site. (Ord. 1165 § 8, 2006)</p> <p>Subchapter 18.12.020 (Uses Permitted) of Chapter 18.124 (Open Space Zone (OS)) establishes uses permitted in the OS zone to include the following:</p> <p>A. General Uses.</p> <p>1. Open space for the preservation of natural resources including, but not limited to, areas necessary for the preservation of plant and animal life, including habitat for fish and wildlife species, channels, creeks, lakes, reservoirs, banks of channels and creeks, lakeshores and watershed lands.</p> <p>2. Open space for the managed production of resources, including, but not limited to, forest land and agricultural lands; areas required for recharge of groundwater basins; and areas containing natural mineral deposits.</p> <p>3. Open space for outdoor recreation including, but not limited to, areas of outstanding scenic historic and cultural values; areas particularly suited for park and recreation purposes; and areas which serve as links between major recreation and open space reservations, including utility easements, banks of channels and creeks, trails and scenic highway corridors.</p> <p>4. Open space for public health and safety including, but not limited to, areas which require special management or regulations because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, floodplains, watershed, areas presenting high fire risk, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality. (Ord. 565 § 1, 1977; Ord. 449 § 1, 1973; Ord. 37 § 200.1, 1961)</p> <p>Subchapter 14.13.050 (New Development and Redevelopment Project Provisions Applicability) declares new development and redevelopment projects subject to city conditioning and approval for the design and implementation of post-construction controls to mitigate stormwater pollution prior to completion of the project(s) include the following:</p> <p>(10) Projects located in or within two hundred feet of, or discharging directly to a significant ecological area (SEA), such as San Dimas Canyon/San Antonio Wash where the development will:</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>a. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and</p> <p>b. Create two thousand five hundred square feet or more of impervious surface area.</p>	
San Gabriel	<p>Environmental Resources:</p> <p>Goal 8.1: Goal Create a verdant City by maintaining significant trees, requiring developers to plant additional trees, and promoting the healthy maintenance of trees.</p> <p>Target 8.1.1: The City shall work to plant additional trees throughout San Gabriel.</p> <p>Action 8.1.1.1: Strive to plant 10,000 new trees by the year 2010.</p> <p>Action 8.1.1.2: Work with non-profit organizations to obtain grants that will assist in implementing a citywide tree planting program.</p> <p>Action 8.1.1.3: Work with non-profit organizations to help plant street trees.</p> <p>Action 8.1.1.4: Celebrate Arbor Day by: allowing all City Employees to participate in a citywide tree planting exercise; working with local school and other nonprofit organizations to plant street trees; offering classes to local residents on the proper manner in which to trim trees; and award local property owners and designers for superb landscape design.</p> <p>Goal 8.5: Restore the lost environmental value of San Gabriel’s waterways – the Los Angeles County Flood Control channels (Alhambra Wash, Rubio Wash) and the San Gabriel River.</p> <p>Target 8.5.1: Investigate the feasibility of using the flood control channels for functional and/or passive open space.</p> <p>Target 8.5.2: Protect the flood control channels from enclosure by developers.</p> <p>Target 8.5.3: Work with the San Gabriel Mountains and River Conservancy, and other interested agencies, to restore the San Gabriel River to a more environmentally healthy state.</p>	No applicable municipal codes were identified.	No other applicable ordinances were identified.
Temple City	<p>Natural Resources Element:</p> <p>Goal NR 5: Conservation and Protection. Conserve, protect, and enhance Temple City’s natural environment.</p> <p>Policy NR 5.1 A Greener City. Maintain and protect the City’s urban forest which provides shade and avian habitat, sequesters carbon monoxide emissions, and supports pedestrian activity.</p> <p>Policy NR 5.2 Tree Preservation. Encourage the on-site preservation or off-site relocation of all mature and native trees in good health in all new development or renovation projects, as feasible.</p> <p>Policy NR 5.3 Enhanced Development Landscape. Encourage business and non-residential property owners to incorporate appropriate landscaping into surface parking lots to support wildlife habitat, shade, and the sequestration of carbon monoxide emissions.</p> <p>Policy NR 5.4 Landscaping. Require landscaping that minimizes the need for herbicides and pesticides and provides food, water, habitat, and nesting sites for birds and other beneficial insects that help maintain the environmental resources and restore the larger ecosystem.</p>	<p>Municipal codes related to biological resources within the City that are relevant to the Plan Area can be found in Article D (Tree Preservation and Protection).</p> <p>Article D (Tree Preservation and Protection) provides full power and authority to the city over all trees, plants and shrubs located within street rights of way, public parks and public areas of the city; and to trees and shrubs located on private property that constitute a hazard or threat to the community at large. (Ord. 13-983) Under Article D Section 3-4D-8 (Protection of Trees) no person shall:</p> <p>A. Plant, remove, trim, prune, spray or cut above or below ground any tree or shrub growing in the public right-of-way without first obtaining a permit to do so from the Director pursuant to section 3-4D-10 of this article. A permit shall not be required to perform the routine maintenance of parkway trees required by subsection 3-4D-7B of this article.</p> <p>B. Remove, injure or misuse any guard or device placed to protect any tree or shrub growing in the public right-of-way of the City.</p> <p>C. Attach or keep attached to any tree growing in the public right-of-way any rope, wire, nail, tack, staples, advertising posters or other contrivance whatsoever.</p> <p>D. Deposit, discharge, release, or apply, or allow any agent, employee, invitee, or licensee allowed to enter upon his property to deposit, discharge, release or apply, any hazardous material or toxic substance upon the ground that lies within the drip line of any tree or shrub growing in the public right-of-way.</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy NR 5.5 Native Plant Use. Require the use of native and drought tolerant plant materials, including native tree species, in public and private landscaping and revegetation projects.</p> <p>Goal NR 6: Conservation and Protection. Conservation and protection of Temple City’s groundwater resources.</p> <p>Policy NR 6.2 Flood Control Channels. Work with LADPW, to explore the removal of the concrete lining along the Eaton Wash and Arcadia Wash where flood protection is not compromised allowing for greater groundwater recharge and wildlife habitat.</p>	<p>E. Construct, place or maintain any structure or thing that impedes the free access of water or air to a public tree.</p> <p>F. Place or pile building material, equipment or other substances around any public tree.</p> <p>G. Construct retaining walls, fences, or similar improvements which impede the planting or maintaining of public trees or affect the growth of public trees.</p> <p>H. Interfere, or cause any person to interfere, with employees of the City or contractors employed by the City, who are engaged in planting, maintaining, treating, removing or replacing any public tree or shrub or removing any material which is likely to cause injury to the tree or shrub.</p> <p>I. Change the grade around any public tree.</p> <p>(Ord. 13-983)</p>	
Walnut	<p>Land Use and Community Design Element:</p> <p>Policy LCD-5.4: Healthy City. Develop health-focused programs that weave together the goals, policies, and strategies in all Elements, such as complete streets policies, sustainability, and suburban greening/urban forest.</p> <p>Goal LCD-10: Development that respects the natural environment of Walnut and preserves the scenic quality of hills, ridgelines, and creek areas.</p> <p>Conservation, Open Space, and Recreation Element:</p> <p>Hoal COR-1: Open spaces that are protected and managed for current and future generations to enjoy.</p> <p>Policy COR-1.1: Open Space Resources. Preserve and protect natural habitats, creeks, hillside areas for use by wildlife, for education, and for residents’ passive enjoyment. Consider acquiring vacant parcels that can contribute to the network of open space for these purposes.</p> <p>Goal COR-2: Intact natural habitats and protected open spaces that support wildlife.</p> <p>Policy COR-2.1: Compatible Activities. Limit recreation in natural areas to activities compatible and appropriate with preserving natural vegetation, such as hiking and limited horseback riding.</p> <p>Policy COR-2.2: Habitat. Protect and enhance natural habitat areas that are vital for wildlife, including Coastal Sage Scrub for the California Gnatcatcher.</p> <p>Policy COR-2.3: Open Space Linkages. Provide additional linkages between open space in order to accommodate wildlife movement.</p> <p>Policy COR-2.4: Preservation. Require identification on all new project site plans of sensitive areas that may be candidates for preservation.</p> <p>Policy COR-2.5: Ecological Reserve and Sanctuary. Coordinate with Mt. San Antonio College and Cal Poly Pomona to preserve, enhance, and promote the Mt. SAC Wildlife Sanctuary and the Voorhis Ecological Reserve.</p> <p>Policy COR-2.6: Fencing. Confine fencing on hillside property to the area around a building rather than around an entire site to allow for the migration of wild animals.</p> <p>Goal COR-3: Preserved and rehabilitated riparian areas and creeks.</p> <p>Policy COR-3.1: Preserve and Enhance. Preserve and enhance existing waterways and natural riparian areas to achieve natural states that support wildlife and that provide flood control and groundwater recharge functions.</p>	<p>Municipal codes related to biological resources within the City that are relevant to the Plan Area can be found in Article V (Oak/Walnut Tree Preservation), and Section 5.08.130 (Stormwater pollution control measures for development planning and construction activities) of Chapter 5.08 (Stormwater and Urban Runoff Pollution Control).</p> <p>Article V (Oak/Walnut Tree Preservation) establishes the City tree policy (6.52.250) which requires the preservation of all healthy trees unless compelling reasons justify the removal of such trees. This policy shall apply to the removal, pruning, cutting and/or encroachment into the protected zone of the trees. The Community Development Department shall have the primary and overall responsibility to administer, evaluate and monitor this policy to assure strict compliance. Section 6.52.290 (Permit required) describes the permitting process, Section 6.52.340 (Standards for performance of permitted work) describes general information about the ordinance, tree maintenance and pruning operations, and phases of construction, including grading.</p> <p>Section 5.08.130 (Stormwater pollution control measures for development planning and construction activities) declares development and redevelopment projects, termed “planning priority projects,” shall comply with the requirements of this section and include the following:</p> <p>9. Projects located in or directly adjacent to, or discharging directly to an Environmentally Sensitive Area (ESA), where the development will:</p> <p>a. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and</p> <p>b. Create 2,500 square feet or more of impervious surface area.</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy COR-3.3: Natural Vegetation. When development is proposed near natural vegetation, encourage the landscaping to be consistent with the palette of vegetation found in the natural vegetation.</p> <p>Policy COR-3.7: Habitat Restoration. Work with nonprofit groups and pursue grant funding to help restore and rehabilitate degraded natural habitat and implement conservation measures that protect local ecosystems.</p> <p>Goal COR-4: A healthy and vibrant community forest.</p> <p>Policy COR-4.1: Incentives. Provide incentives and adopt policies to encourage a healthy and abundant tree canopy Citywide.</p> <p>Policy COR-4.2: Planting Program. Prioritize the planting of street trees in new development projects, and ensure that any dying or diseased tree within a public right-of-way is quickly replaced with healthy and appropriate specimens.</p> <p>Policy COR-4.3: Private Tree Preservation. Implement effective programs that provide protection for mature trees on private properties.</p> <p>Policy COR-4.4: California Black Walnut/Oak Trees. Encourage the preservation, maintenance, and protection of California Black Walnut/Oak Trees, as well as other important native tree species Citywide.</p>		
West Covina	<p>Our Natural Community:</p> <p>Policy P1.6: Preserve, conserve, and add to public open space.</p> <p>Action A 1.6: Maintain the existing conservation areas and prohibit any development in spaces designated as parks and open space on the land use plan.</p> <p>Policy P1.11. Plant to maximize the social, economic, and environmental benefits of trees.</p> <p>Action 1.11a. Develop a street tree master plan for the downtown area as part of the Downtown Plan and Code. Develop urban design strategies with unique palettes of trees that add character to the street space. Consistency and variation in tree form, color, and seasonal display can be used to create dynamic and harmonious streetscapes.</p> <p>Action A1.11b: Increase the number of street trees by adding new trees in the downtown area and the three corridors (Azusa, Sunset, and Glendora Avenue).</p> <p>Action A1.11c: Pursue an expanded and equitable distribution of trees and greening throughout the City. Fill in the gaps in canopy cover, address aging tree population, and identify vacant and new planting spots. Target planting where pedestrian and public realm improvements are prioritized such as safe streets to schools and parks. Set a citywide tree canopy coverage goal.</p> <p>Action A1.11d: Develop a street tree management plan - outline a maintenance strategy, creating planting plans and identify capital funding needs.</p> <p>A1.11e Pursue a tree adoption program.</p>	<p>Municipal codes related to biological resources within the City that are relevant to the Plan Area can be found in Division 9 (Preservation, Protection and Removal of Trees) and Section 26-294 (Protection of Trees During Development Activity).</p> <p>Division 9 (Preservation, Protection and Removal of Trees) of Article VI was established to provide protection for the trees of this city that are of historic, aesthetic or environmental importance. These purposes will be accomplished by:</p> <p>(1) Identifying significant trees and heritage trees and establishing procedures to encourage their preservation;</p> <p>(2) Including consideration of existing trees and their protection in the review and implementation of development proposals;</p> <p>(3) Requiring permits for the removal of significant trees, heritage trees, and trees on public property except in emergencies; and</p> <p>(4) Requiring replacement planting when significant trees, heritage trees, and trees on public property are removed.</p> <p>(Ord. No. 1864, § 2, 11-12-90)</p> <p>Section 26-294 (Protection of Trees During Development Activity) establishes the following protective measures for trees:</p> <p>(a) No grading, construction, or construction-related activities shall occur within the dripline of a significant tree or a heritage tree. Construction-related activities include, but are not limited to, the storage of materials, grade changes, or attachment of wires to or around tree trunks, stems or limbs.</p> <p>(b) Significant trees and heritage trees shall be shielded from damage during construction with an appropriate construction barrier, such as chain link and steel stake fence enclosing the entire dripline area. All exposed roots shall be inside the fence or barrier. The fence or barrier shall have a minimum height of six (6) feet measured from the grade. In all cases where a fence or barrier is to be used around a protected tree, the fence or barrier shall be installed prior to commencement of any development activity on the site and shall remain in place throughout all phases of</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>construction. Fences may not be removed without obtaining written authorization from the planning director.</p> <p>(c) No structure or impervious paving shall be located within the dripline or within a six (6) foot radius of the trunk perimeter, whichever is greater, of any significant tree or heritage tree. A tree with a caliper of thirty (30) inches or more shall require additional space as determined by the planning director, superintendent of maintenance operations, or arborist.</p> <p>(d) Branches that could be injured by vehicles or that interfere with the development activity may be pruned to the satisfaction of the planning director, superintendent of maintenance operations, or arborist.</p> <p>(e) No compaction of the soil within the dripline of any tree shall be undertaken.</p> <p>(f) No construction, including structures and walls, that disrupts the root system, shall be permitted. As a guideline, no cutting of roots should occur within a distance equal to three and one-half (3½) times the trunk diameter, as measured at ground level. Actual setback may vary to meet the needs of individual tree species as determined by the planning director, superintendent of maintenance operations, or arborist. Where some root removal is necessary, the tree crown may require thinning to prevent wind damage.</p> <p>(g) The required landscape and irrigation plan shall be tailored per the needs of retained trees, as specified by a tree arborist. Trees of the oak family must be on a separate clock.</p> <p>(h) The planning director may impose additional measures determined necessary to preserve and protect the health of trees to remain, relocated trees, and new trees planted to replace those removed.</p> <p>(Ord. No. 1864, § 2, 11-12-90; Ord. No. 2030, § 4, 4-20-99)</p> <p>Sec. 24-22. - Permission required for planting, maintaining, and removal of street trees. Except as otherwise provided in this article and Chapter 26, Article VI, Division 8, it shall be unlawful for any person to plant, maintain (except watering), or remove any street trees without prior written permission from the director in accordance with section 24-18 and when applicable section 26-293(c). The director may grant permission subject to the condition that any removed street tree be replaced by a tree in accordance with section 24-18 and when applicable section 26-193(c). No such permission shall be valid for a period longer than thirty (30) days after its date of issuance.</p> <p>(Ord. No. 1714, § 1, 4-14-86; Ord. No. 1864, § 2, 11-12-90)</p>	

3.4.3 Impact Assessment

3.4.3.1 Significance Criteria

Appendix G of the State CEQA guidelines was reviewed to determine if the Plan would result in significant impacts related to biological resources. These guidelines serve as the threshold of significance for determining impacts to biological resources and consider if the Plan would:

- 4(a) *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, USFWS, or NMFS?*
- 4(b) *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?*
- 4(c) *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?*
- 4(d) *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?*
- 4(e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*
- 4(f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

3.4.3.2 Methodology

The evaluation of impacts on biological resources within the Plan Area was conducted by first determining the likelihood of the presence or absence of biological resources, and then conducting a qualitative analysis of the potential for impacts based on project activities. Project impacts that are considered permanent are construction activities that may have permanent effects on biological resources, such as the removal of existing vegetation, grading and soil disturbance, and loss of resources (e.g., mortality of plants or wildlife, reduction or removal of aquatic resources or movement corridors). Temporary impacts are those that are temporary in nature and whose effects would cease following the completion of construction, such as noise and vibration disturbances, equipment staging, and temporary clearing of vegetation that would be replaced following construction activity. The assessments of a special-status species potential to occur within the Plan Area were conducted through a high-level, qualitative analysis and are not a final project-level determination. Each individual project will need to include site-specific desktop and/or field reviews and analyses to conclusively determine if suitable habitat is present or absent for all special-status species potentially occurring within the Plan Area.

3.4.3.3 Plan Impacts

3.4.3.3.1 4(a). 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, USFWS, or NOAA Fisheries?

3.4.3.3.1.1 Greenway Paths and Greenway Amenities + Safe Crossings + Stormwater Management

Construction

Less than Significant with Mitigation. Construction of the greenway paths and greenway amenities, safe crossings, or stormwater management features would occur within the District ROW and adjacent parcels, and would typically involve mobilization, ground disturbance (including excavation and grading), construction equipment operation, and temporary facilities such as assembly areas, parking areas, and staging and laydown areas for stockpiling of materials. Heavy equipment used for construction could include excavators, graders, rollers, concrete trucks, pavers, and water trucks. Although the District's ROWs are typically maintained for access via foot and, in some cases, light duty vehicles, some vegetation clearing may be required for site preparation of the greenway path and larger greenway amenities such as restrooms.

Construction activities associated with greenway paths, amenities, safe crossings or stormwater management could result in direct and indirect impacts on special status plant and wildlife species. Based on the background literature review, a total of 28 special status species were identified as having more than a low potential to occur within the Plan Area in the vicinity of Plan Area washes, including 10 plant species and 18 wildlife species. Generally, the Plan components would aim to be constructed in ruderal areas within the District ROW, which do not support high quality habitat for native plants and wildlife species. However, a site-specific evaluation would be conducted by a qualified biologist to determine the specific potential for special status species to occur at the specific location for individual projects proposed under the Plan and inform the specific biological surveys required (**MM BIO-1: Desktop Review and Biological Surveys**). Depending on the results of the desktop review, biological surveys shall be implemented as deemed necessary by the qualified biologist. Construction could have a substantial adverse impact, either directly or indirectly through habitat modifications, on special status plant and wildlife species, as described below.

Special Status Plants

A total of 10 special status plant species has a moderate or high potential to occur within the Plan Area. Construction could directly affect special status plant species that have a potential to occur within the Plan Area through the permanent and temporary removal of suitable habitat, including wetland, riparian, chaparral, and scrub habitats, if these communities are present within the top of bank or the landside portion of the District ROW. Potential impacts to jurisdictional waters such as wetlands and riparian areas would be subject to permitting under the CWA and/or Porter-Cologne Water Quality Control Act and/or California Fish and Game Code, as described above in Section 3.4.2, Regulatory Setting, which may result in required compensatory mitigation to address removal of these habitats. Loss of suitable and occupied habitat could result in reduced available habitat to support special status plant species in the region. If temporarily disturbed construction areas are not restored to allow suitable habitat to reestablish, then individuals and populations of special status plant species may not occur in

areas that were previously occupied. Direct impacts (e.g., removal of suitable habitat or direct injury and/or mortality) on special status plant species could occur from construction including grading, excavation, soil stockpiling, vegetation or tree trimming and/or removals, or other ground disturbance activities. Heavy equipment and increased human presence during construction could result in crushing or trampling of plants, if not protected. A desktop review and biological surveys would be conducted as needed (**MM BIO-1: Desktop Review and Biological Surveys**) to determine if a construction site is located within or adjacent to habitat which supports sensitive plant species. If present, MM BIO-1 would require avoidance of impacts during construction, to the extent feasible. If impacts cannot be avoided, under State regulations, project proponents would be required to coordinate with CDFW to establish any appropriate buffer zones to protect sensitive species or critical habitat subject to CDFW jurisdiction. To reduce potentially significant impacts, biological monitoring would occur during construction (**MM BIO-5: Conduct Biological Monitoring**) and monitors would have stop work authority to protect resources onsite. Additionally, prior to the start of construction, a Worker Environmental Awareness Program would be implemented (**MM BIO-6: Implement a Worker Environmental Awareness Program**), which provides training that would cover the appropriate protocol for protection of any sensitive plant species within or adjacent to the construction footprint. Therefore, impacts would be less than significant with mitigation.

Indirect impacts may include dust, erosion, chemical spills, trash and debris, and the introduction of invasive, non-native plant species. Construction equipment, vehicles, and imported materials used during construction have the potential to introduce and spread invasive non-native plant species into the work area. Non-native plant species can often colonize areas and outcompete special status plant species, if present, and may degrade the suitability of native habitats to support special status species. **MM BIO-7: Implement Weed Abatement Measures** would require implementation of weed abatement measures during construction to prevent degradation of habitat which supports sensitive species and **MM BIO-8: Construction BMPs to Protect Wildlife** would ensure construction BMPs are in place to minimize the spread of invasive plant species from construction. Additionally, as described in Section 3.3, Air Quality, compliance with SCAQMD Rule 403 would ensure that dust control measures are implemented to prevent movement offsite into adjacent habitat areas or waters. Therefore, impacts would be less than significant with mitigation.

Special Status Invertebrates

Two special status invertebrates were determined to have a moderate or high likelihood to occur within the Plan Area, including Crotch bumble bee (*Bombus crotchii*) and monarch butterfly (*Danaus plexippus*). Direct impacts, including removal of suitable habitat or direct injury and/or mortality, on these species could occur as a result of vegetation and tree trimming or removal. No CNDDDB occurrences of overwintering populations of monarch butterflies were located within the Plan Area, but milkweeds species which monarchs rely on can commonly occur along roadside and other disturbed areas. If suitable habitat for this species were present within the construction footprint, there is potential for direct impacts to occur. Suitable scrub habitat is also located within the Plan Area and direct impacts could result if Crotch bumble bees were present at the time of construction. A desktop review and biological surveys would be conducted as needed (**MM BIO-1: Desktop Review and Biological Surveys**) to determine if a construction site is located within or adjacent to habitat which supports sensitive bumble bee or butterfly species. If present, MM BIO-1 would require avoidance of impacts during

construction, to the extent feasible. If impacts cannot be avoided, under state regulations, project proponents would be required to coordinate with CDFW to establish any appropriate buffer zones to protect sensitive species or critical habitat subject to CDFW jurisdiction. To reduce potentially significant impacts, biological monitoring would occur during construction (**MM BIO-5: Conduct Biological Monitoring**) and monitors would have stop work authority to protect resources onsite. Additionally, prior to the start of construction, a Worker Environmental Awareness Program would be implemented (**MM BIO-6: Implement a Worker Environmental Awareness Program**), which would cover sensitive species which have the potential to occur within or adjacent to the construction footprint. Therefore, impacts would be less than significant with mitigation.

Indirect impacts may include dust and the introduction of invasive, non-native plant species. Construction equipment, vehicles, and imported materials used during construction have the potential to introduce and spread invasive, non-native plant species into work areas. These invasive non-native species can outcompete native species that may support sensitive insect species, including butterflies and bees, resulting in potential significant impacts to special status invertebrates. However, implementation of weed abatement measures (**MM BIO-7: Implement Weed Abatement Measures**) during construction would prevent degradation of habitat which supports sensitive species and **MM BIO-8: Construction BMPs to Protect Wildlife** would ensure construction BMPs are in place to minimize the spread of invasive plant species from construction. Additionally, as described in Section 3.3, Air Quality, compliance with SCAQMD Rule 403 would ensure that dust control measures are implemented to prevent movement of dust and debris offsite into adjacent habitat areas or waters. Further, future projects would have proper storage onsite and cleanup of any inadvertent spills consistent with applicable regulations, as outlined in Section 3.9, Hazards and Hazardous Materials. Therefore, construction impacts would be less than significant with mitigation.

Special Status Fish

One special status fish species, arroyo chub (*Gila orcuttii*), was determined to have a moderate likelihood to occur within the watercourses located within the Plan Area. Others were determined to have a low potential or be unlikely to occur. Direct construction impacts on arroyo chub are not anticipated to result from construction of the greenway paths and greenway amenities, safe crossings or stormwater management because these facilities would not require in-water work, which has the potential to directly impact fish species. Greenway paths and greenway amenities, safe crossings, or stormwater management infrastructure would be located within the District ROW or adjacent parcels along washes and creeks but would not be constructed within these waterbodies.

Indirect impacts on special status fish due to construction activities may include dust, erosion, trash, and chemical spills. Dust and erosion adjacent to the washes and creeks could result in increased levels of sediment and turbidity, which can reduce water quality and stress fish species within the aquatic ecosystems. Increased sediment inputs can result in lethal or sublethal effects depending on the amount and duration of reduced water quality. Additionally, there is potential for chemical spills from construction equipment to enter waterways if not managed properly, which can also result in lethal or sublethal effects on fish, if present. Lastly, construction materials or trash may enter the water from adjacent work areas, which fish may ingest or become entangled in, resulting in reduced fitness or potentially lethal effects. As required by the *Design Guidelines and Standards*, litter control would require trash receptacles and debris at future project locations to be checked on a weekly basis and

emptied no less than every two weeks. **MM BIO-7: Implement Weed Abatement Measures** would require the implementation of weed abatement measures during construction to prevent degradation of habitat which supports sensitive species and **MM BIO-8: Construction BMPs to Protect Wildlife** would ensure construction BMPs are in place to minimize the spread of invasive plant species from construction. Additionally, as described in Section 3.3 Air Quality, compliance with SCAQMD Rule 403 would ensure that dust control measures are implemented to prevent movement offsite into adjacent habitat areas or waters. Further, future projects implemented under the Plan would have proper storage onsite and cleanup of any inadvertent spills consistent with applicable regulations, as outlined in Section 3.9, Hazards and Hazardous Materials. Therefore, impacts would be less than significant with mitigation.

Special Status Reptiles and Amphibians

A total of five special status reptile species were determined to have a moderate or high potential to occur within the Plan Area: southwestern pond turtle (*Actinemys pallida*), southern California legless lizard (*Anniella stebbinsi*), coastal whiptail (*Aspidoscelis tigris stejnegeri*), red-diamond rattlesnake (*Crotalus ruber*), and two-striped gartersnake (*Thamnophis hammondi*). No special status amphibians were determined to have more than a low likelihood to occur within the Plan Area. Direct effects on reptile species including injury and/or mortality and loss of suitable habitat could result from the use of heavy equipment during construction of greenway paths and amenities, safe crossings or stormwater management and increased human presence and vehicles which could damage habitat or other refuge areas for reptile species. Soil compaction and soil stockpiling could also affect reptiles that burrow in loose soils, resulting in injury or mortality. Reptiles can also become trapped in open, excavated areas or construction pipes/equipment if they are not capped properly, which may result in injury or mortality. Lastly, netting installed around erosion control materials (fiber rolls) has the potential to trap reptiles, which could also result in injury or mortality.

MM BIO-1: Desktop Review and Biological Surveys would include a desktop review and biological surveys conducted as needed to determine if a construction site is located within or adjacent to habitat which supports sensitive reptile species. If present, MM BIO-1 would require avoidance of impacts during construction, to the extent feasible. If impacts cannot be avoided, under State regulations, project proponents would be required to coordinate with CDFW to establish any appropriate buffer zones to protect sensitive species or critical habitat subject to CDFW jurisdiction. Biological monitoring would occur during construction (**MM BIO-5: Conduct Biological Monitoring**) and monitors would have stop work authority to protect resources onsite. Additionally, prior to the start of construction, a Worker Environmental Awareness Program would be implemented (**MM BIO-6: Implement a Worker Environmental Awareness Program**), which would provide training regarding the avoidance and minimization measures for biological resources within or adjacent to the construction footprint, the laws and regulations related to biological resources, and the fines and penalties for violating those laws. Construction BMPs to protect wildlife (**MM BIO-8: Construction BMPs to Protect Wildlife**) would be implemented to avoid injury or mortality from entrapment in construction equipment or materials. Therefore, impacts would be less than significant with mitigation.

Indirect impacts from construction could include an increase in invasive plant species from construction equipment and materials, which reduces the habitat suitability for reptile species. Soil compaction could reduce available loose soils for burrowing, reducing refuge habitat for reptiles. Trash and food waste left

onsite by construction workers may attract opportunistic predators to the area, which may increase predation on reptile species. Reptile species may also consume inedible trash or become entangled in trash left on site. No construction would occur at night, and therefore no light disturbance to wildlife is anticipated during construction. As part of the *Design Guidelines and Standards*, litter control would require trash receptacles and debris at future project locations to be checked on a weekly basis and emptied no less than every two weeks. **MM BIO-7: Implement Weed Abatement Measures** would require implementation of weed abatement measures during construction to prevent degradation of habitat which supports sensitive species and **MM BIO-8: Construction BMPs to Protect Wildlife** would ensure that construction BMPs are in place to minimize the spread of invasive plant species from construction. Additionally, as described in Section 3.3, Air Quality, compliance with SCAQMD Rule 403 would ensure that dust control measures are implemented to prevent movement offsite into adjacent habitat areas or waters. Further, future projects implemented under the Plan would have proper storage onsite and cleanup of any inadvertent spills consistent with applicable regulations, as outlined in Section 3.9, Hazards and Hazardous Materials. Therefore, impacts would be less than significant with mitigation.

Special Status Birds

A total of seven special status bird species were determined to have a moderate or high potential to occur within the Plan Area: burrowing owl (*Athene cunicularia*), coastal cactus wren (*Campylorhynchus brunneicapillus sandiegensis*), southwestern willow flycatcher (*Empidonax traillii extimus*), American peregrine falcon (*Falco peregrinus anatum*), yellow-breasted chat (*Icteria virens*), coastal California gnatcatcher, yellow warbler (*Setophaga petechia*), and least Bell's vireo (*Vireo bellii pusillus*).

Direct impacts from construction on special status birds, raptors, and migratory birds include disturbances to nesting birds or injury and/or mortality (which includes nest loss or failure) from unplanned damage due to construction equipment or from planned vegetation or tree trimming/removal for access and disturbances to nesting or foraging birds due to construction noise and vibration. Direct impacts to habitat could occur during construction through site grading, excavation, grubbing, staging and stockpile areas, and vehicle access. There is potential for construction of greenway paths to widen the urban areas into intact vegetation communities, which may alter movement patterns due to habitat fragmentation; however, because of the existing constrained nature of the District ROW and generally low habitat quality, the impact of habitat fragmentation due to greenway path construction is expected to be minimal. However, the permanent or temporary loss of habitat occupied by federally or state-listed bird species would be a potentially significant direct impact. Implementation of **MM BIO-1: Desktop Review and Biological Surveys** would include a desktop review and biological surveys would be conducted as needed to determine if a construction site is located within or adjacent to habitat which supports sensitive bird species. If present, biological monitoring would occur during construction (**MM BIO-5: Conduct Biological Monitoring**) and qualified biological monitor would have stop work authority to protect resources onsite. Additionally, prior to the start of construction, a Worker Environmental Awareness Program would be implemented (**MM BIO-6: Implement a Worker Environmental Awareness Program**), which would provide training regarding the avoidance and minimization measures for biological resources within or adjacent to the construction footprint, the laws and regulations related to biological resources, and the fines and penalties for violating those laws. Therefore, impacts would be less than significant with mitigation.

If construction occurs during the breeding season for passerine bird species, which is February 1 through August 31, or raptor species which extends from January 15 through September 15, active nests could be disturbed by increased human presence and noise. This could cause adults to abandon active nests during incubation, nestling, or fledgling stages, resulting in loss of eggs or developing young. Additionally, increased human presence can also attract predators and increase predation of eggs. Pre-construction nesting bird surveys would be conducted (**MM BIO-2: Pre-construction Nesting Bird Surveys**) and biological monitoring (**MM BIO-5: Conduct Biological Monitoring**) would be implemented, as needed if the surveys determine presence of nesting birds, to ensure protection of nests during construction. Burrowing owls use both natural and artificial burrows, which could be damaged due to vibration from heavy construction equipment or soil compaction which could collapse or bury the entrances to burrows. If suitable burrowing owl habitat is identified during desktop review, pre-construction burrowing surveys would be conducted (**MM BIO-3: Conduct Burrowing Owl Pre-construction Surveys**) and biological monitoring (**MM BIO-5: Conduct Biological Monitoring**) would be implemented as needed, to ensure protection of burrowing owls during construction. Therefore, impacts to sensitive bird species would be less than significant with mitigation.

Indirect effects from construction activities may include removal of nearby suitable habitat, the introduction or spread of non-native invasive plant species from equipment which could degrade existing habitat and foraging opportunities, and an increase in predation. Trash and food waste from construction could lead to an increase in avian predators or other birds which may outcompete sensitive bird species. Birds may also ingest trash or become entangled in it if left at construction sites. No construction would occur at night, and therefore no light disturbance to avian species is anticipated during construction. As part of the *Design Guidelines and Standards*, litter control would require trash receptacles and debris at future project locations to be checked on a weekly basis and emptied no less than every two weeks. **MM BIO-7: Implement Weed Abatement Measures** would require implementation of weed abatement measures during construction to prevent degradation of habitat which supports sensitive species and **MM BIO-8: Construction BMPs to Protect Wildlife** would ensure construction BMPs are in place to minimize the spread of invasive plant species from construction. Additionally, as described in Section 3.3, Air Quality, compliance with SCAQMD Rule 403 would ensure that dust control measures are implemented to prevent movement offsite into adjacent habitat areas or waters. Therefore, impacts would be less than significant with mitigation.

Special Status Mammals

Two special status bat species and one mouse were determined to have a moderate or high potential to occur within the Plan Area: northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*), Townsend's big-eared bat (*Corynorhinus townsendii*), and western red bat (*Lasiurus blossevillei*). Direct effects on bat species during construction could include injury or mortality from tree trimming or removals, if required for access, which may also result in a loss of roosting habitat. Pre-construction surveys for special-status bat species would be conducted in areas which support suitable habitat (**MM BIO-4: Conduct Pre-construction Special Status Bat Surveys**). Ground disturbance activities or vegetation trimming and/or removals in or near scrub, sagebrush, and chaparral habitats, which support northwestern San Diego pocket mouse, could result in direct effects on the species (CDFW 2000). Additionally, burrowing mammal species, including northwestern San Diego pocket mouse, could be directly impacted by soil compaction which could damage excavated burrows or reduce available

burrowing habitat for daytime resting, predator escape, and care of young (CDFW 2000). Construction BMPs to protect wildlife (**MM BIO-8: Construction BMPs to Protect Wildlife**) would be implemented to avoid injury or mortality from entrapment in construction equipment or materials. A desktop review and biological surveys would be conducted as needed (**MM BIO-1: Desktop Review and Biological Surveys**), to determine if a construction site is located within or adjacent to habitat which supports sensitive mammal species. If present, **MM BIO-1: Desktop Review and Biological Surveys** would require avoidance of impacts during construction, to the extent feasible. If impacts cannot be avoided, under State regulations, project proponents would be required to coordinate with CDFW to establish any appropriate buffer zones to protect sensitive species or critical habitat subject to CDFW jurisdiction. To reduce potentially significant impacts, biological monitoring would occur during construction (**MM BIO-5: Conduct Biological Monitoring**) and monitors would have stop work authority to protect resources onsite. Additionally, prior to the start of construction, a Worker Environmental Awareness Program would be implemented (**MM BIO-6: Implement a Worker Environmental Awareness Program**) which would cover sensitive biological resources within or adjacent to the construction footprint. Therefore, impacts would be less than significant with mitigation.

Indirect effects due to construction activities could include increases in human disturbance including workers and vehicle traffic, and noise within adjacent habitat areas, which may result in disruption of foraging or roosting, especially if located near riparian habitat which supports special status bat species. Townsend's big-eared bats forage in riparian habitat and western red bats forage and roost in riparian habitat (CDFW 2000). Food waste left behind from construction may attract opportunistic predators to the area (e.g., raptors, raccoons, feral cats) which may result in increased predation on small mammal species. No construction would occur at night and therefore no nighttime light disturbance to special status mammal species is anticipated during construction. As part of the *Design Guidelines and Standards*, litter control would require trash receptacles and debris at future project locations to be checked on a weekly basis and emptied no less than every two weeks. **MM BIO-7: Implement Weed Abatement Measures** would require implementation of weed abatement measures during construction to prevent degradation of habitat which supports sensitive species and **MM BIO-8: Construction BMPs to Protect Wildlife** would ensure construction BMPs are in place to minimize the spread of invasive plant species from construction. Additionally, as described in Section 3.3, Air Quality, compliance with SCAQMD Rule 403 would ensure that dust control measures are implemented to prevent movement offsite into adjacent habitat areas or waters. Therefore, impacts would be less than significant with mitigation.

Operations

Less than Significant with Mitigation. As described in the Construction section above for greenway paths and greenway amenities, safe crossings, and stormwater management, based on the background literature review, a total of 28 special status species were identified as having more than a low potential to occur within the Plan Area in the vicinity of Plan Area washes, including 10 plant species and 18 wildlife species. Potential for direct and indirect impacts on these special status species related to operations of the greenway paths and greenway amenities, safe crossings, and stormwater management are discussed below.

Special Status Plants

Special status plants would not be expected to occur within the built greenway paths and greenway amenities, safe crossings, or stormwater management. Areas would be landscaped with common native species or landscape plants, and as such no direct effects are anticipated. However, if nearby suitable habitat for these species is present, there is potential for maintenance operations to result in indirect effects on habitat.

Indirect effects from operations include dust and the introduction of invasive species from vehicles and equipment used during maintenance, which could degrade suitable or occupied habitat located in areas adjacent to or nearby greenway paths and greenway amenities, as described above in the analysis for construction activity. In addition, landscaping and other maintenance/repair operations could indirectly affect adjacent or nearby habitat by increasing runoff of fertilizers, green waste, or chemicals and petroleum products.

Recreational use along the District ROW may increase due to implementation of the greenway paths and greenway amenities, safe crossings, or stormwater management. Indirect operational effects due to recreational users to special status plant species may include changes in vegetation cover due to increases in non-native, invasive plant species introduced and spread from humans and pets tracking them into the area and soil compaction due to the use of trails. Direct impacts may include plant mortality due to crushing from pedestrian and equestrian uses if they are completed outside the boundaries of the greenway paths and amenities. To reduce impacts of increased recreational use of the area, an operations recreation plan would be implemented, which would include signage for pets to remain on leash and for people to stay on designated trails/paths to protect adjacent wildlife and habitat (**MM BIO-9: Operations Recreation Plan**). Additionally, weed abatement measures would be implemented (**MM BIO-7: Implement Weed Abatement Measures**), and non-native, invasive species would be prohibited for use in landscaping as required in the *Design Guidelines and Standards*. Therefore, operation impacts on habitat that supports sensitive species would be less than significant with mitigation.

Special Status Invertebrates

Maintenance operations that involve use of pesticides or herbicides for landscaped areas could degrade habitat and remove nectar and host plants. Pesticide use can cause bee mortality as well as sublethal effects. Specifically, neonicotinoids are more likely to directly harm bumble bees because they are broadly toxic to insects. Invasive plant species may also be introduced during operations, which may outcompete native plants which support bumble bee and butterfly species by providing nectar sources and host plants. Recreational use along the District ROW may increase due to implementation of the greenway paths and greenway amenities, safe crossings, or stormwater management. Indirect operation effects to special status invertebrate species could include human disturbance of host plants or nectar sources from walking, biking, bird watching, and equestrian use. Other indirect impacts may include an increase in non-native, invasive plant species due to introduction and spread from humans. Direct mortality of bee and butterfly species may also occur due to bike collisions.

A pest management plan (**MM BIO-10: Prepare and Implement Pest Management Plan**) would be implemented during operations which would prohibit the use of neonicotinoid pesticides as part of operations, which are known to be harmful to bumble bees. To reduce impacts of increased recreational

use of the area, an operations recreation plan would be implemented which would include signage for pets to remain on leash and for people to stay on designated trails/paths to protect adjacent wildlife and habitat (**MM BIO-9: Operations Recreation Plan**). Additionally, weed abatement measures would be implemented (**MM BIO-7: Weed Abatement Measures**), and non-native, invasive species would be prohibited for use in landscaping as required by the *Design Guidelines and Standards*; therefore, impacts from operations on native habitat which supports sensitive species would be less than significant with mitigation.

Special Status Fish

Direct impacts to special status fish from operations are not anticipated due to operations of the greenway paths and greenway amenities, safe crossings, or stormwater management because projects would not be located in aquatic environments where fish species could be directly affected by operations. Indirect impacts on special status fish from operations may consist of dust, erosion, and trash in washes/creeks from increased human use; runoff of pesticide and/or fertilizer used for landscaping; and chemical spills related to equipment needed for maintenance operations which may include mowing and vegetation/tree trimming. Recreational use along the District ROW may increase due to implementation of the Plan components. Indirect operations effects due to recreational users to special status fish species may include increase in trash and increases in sedimentation due to erosion. Litter control, requiring trash receptacles and debris at future project locations to be checked on a weekly basis and emptied no less than every two weeks, would be implemented as part of the *Design Guidelines and Standards*. Additionally, to reduce impacts of increased recreational use of the area, an operations recreation plan would be implemented which would include signage for pets to remain on leash and educational signage to stay on designated trails/paths to protect adjacent wildlife and habitat (**MM BIO-9: Operations Recreation Plan**). Therefore, with implementation of mitigation measures and the SGV *Design Guidelines and Standards* for litter control, impacts would be less than significant.

Special Status Reptiles and Amphibians

Direct impacts resulting from greenway paths and greenway amenities could include injury or mortality of special status reptiles due to direct collisions with vehicles or equipment used in landscape maintenance. Indirect impacts resulting from maintenance operations could include increased predation due to more perching locations for avian predators. Additionally, spills of fuels, oil, or other pollutants used during maintenance operations could reduce the quality of nearby habitat.

Recreational use along the District ROW may increase due to implementation of the greenway paths and greenway amenities. Indirect operations effects due to recreational users to special status reptile species may include avoidance of areas due to increases in noise and a reduction in suitable nearby habitat for burrowing due to soil compaction from off path human use. Negative impacts on reptiles due to littering may include ingestion, entanglement, and increases in predators. Increased recreation use may also result in mortality due to collisions with bikes and an increase in predation by domestic predators, including dogs and cats. As part of the *Design Guidelines and Standards*, litter control would require trash receptacles and debris at future project locations to be checked on a weekly basis and emptied no less than every two weeks. To reduce impacts of increased recreational use of the area, an operations recreation plan would be implemented which would include signage for pets to remain on leash and educational signage to stay on designated trails/paths to protect adjacent wildlife and habitat

(MM BIO-9: Operations Recreation Plan). Additionally, weed abatement measures would be implemented (**MM BIO-7: Implement Weed Abatement Measures**) and non-native, invasive species would be prohibited for use in landscaping as required by *Design Guidelines and Standards*. Implementation of these mitigation measures and the *Design Guidelines and Standards* would reduce impacts from operations on native habitat that supports sensitive species to less than significant with mitigation.

Special Status Birds

Maintenance operations (which may include mowing, weed control, and vegetation/tree trimming) could result in the removal or disturbance of areas that support nesting habitat for birds. Maintenance that occurs during the nesting bird season, generally February 1 through August 31, could disturb nesting birds within or near the maintenance area, causing adults to abandon active nests resulting in the loss of eggs and/or young (nestlings, fledglings). To avoid impacts to nesting birds, any maintenance-related vegetation/tree trimming would be scheduled outside the nesting bird season. If required during the nesting bird season, a pre-construction nesting bird survey would be required (**MM BIO-2: Pre-Construction Nesting Bird Surveys**).

Project lighting could also alter the movement and migration patterns of bird species. If additional nighttime light sources are located near suitable habitat for special status birds, this could disturb individuals and cause them to leave the area. Habitat fragmentation as a result of operations is not anticipated, as it would occur within the existing disturbance footprint from construction.

Recreational use along the District ROW may increase due to implementation of the greenway paths and greenway amenities, safe crossings, or stormwater management. Indirect operations effects to special status bird species due to recreational users may include human disturbance of nesting, foraging, and breeding due to the following activities: bird watching, biking, walking, and equestrian uses. Negative impacts on birds due to littering may include ingestion, entanglement, and increases in predators. Increased recreation use may also result in mortality due to collisions with bikes and an increase in predation by domestic predators, including dogs and cats. As part of the *Design Guidelines and Standards*, litter control will consist of trash receptacles and debris at future project locations to be checked on a weekly basis and emptied no less than every two weeks. To reduce impacts of increased recreational use of the area, an operations recreation plan would be implemented which would include signage for pets to remain on leash and people to stay on designated trails/paths and educational signage to protect wildlife and habitat (**MM BIO-9: Operations Recreation Plan**). This measure would reduce the potential for domestic predation on wildlife, by requiring people to keep pets leashed. To reduce impacts of new light sources from operation, all lighting adjacent to wildlife areas would be shielded to prevent light from entering the wildlife area as described in the *Design Guidelines and Standards*. Weed abatement measures would be implemented (**MM BIO-7: Implement Weed Abatement Measures**) and non-native, invasive species would be prohibited for use in landscaping as required by the *Design Guidelines and Standards*. Additionally, any glass used in the design of facilities would be safe for birds, to avoid bird strikes with buildings (**MM BIO-11: Use Bird Safe Glass**). Therefore, impacts would be less than significant with mitigation.

Special Status Mammals

Maintenance activities may temporarily increase noise levels and ground disturbance which could affect burrowing, foraging, and roosting habitat. Additionally, vegetation and tree trimming done as part of ongoing operations could disturb roosting bats, if present. If the project area was determined to be suitable habitat for bat species, a biological monitor would be required during maintenance work which could disturb habitat (**MM BIO-5: Conduct Biological Monitoring**).

Recreational use along the District ROW may increase due to implementation of the greenway paths and greenway amenities, safe crossings, or stormwater management. Indirect operations effects to special status mammal species due to recreational users may include human disturbance due to biking, walking, bird watching, and equestrian use. Indirect effects of operations include increases to nighttime lighting, which may affect bat species foraging and use of the area. Additionally, increased recreational use may introduce or spread weeds or other invasive plant species which may affect native vegetation that mammal species use as habitat. For burrowing mammal species, soil compaction from people walking or biking off designated paths could reduce suitable habitat available in the vicinity of greenway paths and greenway amenities. To reduce impacts of increased recreational use of the area, including soil compaction in areas off designated trails/paths, an operations recreation plan would be implemented which would include signage for pets to remain on leash and educational signage to stay on designated trails/paths to protect nearby wildlife and habitat (**MM BIO-9: Operations Recreation Plan**). As part of the SGV Design Guidelines and Standards, litter control will require trash receptacles and debris at future project locations to be checked on a weekly basis and emptied no less than every two weeks. To reduce impacts of new light sources from operation, all lighting adjacent to wildlife areas would be shielded to prevent light from entering the wildlife area, as required by the *Design Guidelines and Standards*. Additionally, weed abatement measures would be implemented (**MM BIO-7: Implement Weed Abatement Measures**) and non-native, invasive species would be prohibited for use in landscaping as required by the *Design Guidelines and Standards* in order to reduce impacts from operations on habitat which supports sensitive mammal species to less than significant with mitigation.

Mitigation Measures

MM BIO-1: Desktop Review and Biological Surveys. Conduct biological surveys of any areas where potential special status biological resources (special status species and species of special of concern), or sensitive natural communities may occur. During the design of the project, and prior to construction, the project proponent shall employ a qualified biologist to review the proposed project. To the extent feasible, the location(s) of a proposed project shall be on previously disturbed or developed sites and shall avoid undisturbed, high-quality, natural habitat that supports special status biological resources, areas that are used for regional or local wildlife movement, and jurisdictional wetlands and associated waters. If a desktop review indicates that special status biological resources or natural communities may occur in the project area, the project proponent shall either assume presence and mitigate accordingly, or a qualified biologist shall conduct species-specific biological surveys or botanical field surveys to confirm the presence and extent of special status biological resources and/or sensitive natural communities prior to the start of construction. If special status biological resources or their sign (e.g., scat, burrows) are observed, the project proponent shall develop a plan to avoid impacts that is specific to each species. If impacts cannot be avoided, the project proponent shall consult with CDFW. If the

desktop review indicates that no special status biological resources or natural communities may occur in the project area, then biological surveys are not required.

MM BIO-2: Pre-construction Nesting Bird Surveys. Conduct pre-construction nesting bird surveys and implement appropriate buffers. To avoid disturbance of nesting and special status birds, including species protected by the MBTA and California Fish and Game Code, activities related to the implementation of any project, including, but not limited to, ground disturbance, and vegetation trimming/removal, shall occur outside of the non-raptor bird breeding season (February 1 through August 31). If these activities must begin during the breeding season, then the project proponent shall conduct a pre-construction nesting bird survey no more than three days prior to initiation of ground disturbance activities. The nesting bird pre-construction survey shall be conducted on foot inside the project area, including a 300-foot buffer, and conducted in inaccessible areas (e.g., private lands) from afar using binoculars to the extent practical. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in the Plan Area. If construction is scheduled to occur during the breeding season for raptors (January 15 to September 15), then no more than seven days before the start of the activities, a qualified biologist will conduct a pre-construction survey for nesting raptors in areas where suitable habitat is present within the project area and up to a 500-foot buffer, as determined by a qualified biologist. If active nests are found, an avoidance buffer (dependent upon the species, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with construction fencing, flagging, construction lathe, or other means. All project personnel working at a project site shall be notified of the buffer zone and all construction activities and project personnel will avoid entering the buffer zone until the avian biologist has confirmed that breeding/nesting is completed and the young have fledged the nest or confirmed that the nest is no longer active. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

MM BIO-3: Conduct Burrowing Owl Pre-construction Surveys. Prior to any construction or ground disturbance which could disturb burrowing owl burrows or nesting, a qualified biologist shall conduct protocol-level surveys for burrowing within suitable habitat and extending 500 feet from the boundary of the work area, where access is available. Surveys shall be conducted in accordance with guidelines in the *CDFW Staff Report on Burrowing Owl Mitigation* (CDFW 2012).

MM BIO-4: Conduct Pre-construction Special Status Bat Surveys. Pre-construction bat surveys will be conducted by a qualified bat biologist within 30 days of starting construction in a work area with suitable habitat for roosting bats during the bat maternity season (March 1 to September 30). The pre-construction survey will include a visual and acoustic survey conducted by the qualified bat biologist within the work area and surrounding areas that have suitable habitat for roosting bats including bridges, abandoned structures or trees with large cavity or dense foliage. If bat roost sites are identified and could be disturbed by project activities, then appropriate bat avoidance, mitigation or relocation measures will be implemented. Prior to any ground-disturbing activity or activities that could disturb bat roost sites, a qualified bat biologist will survey for active bat colonies, such as hibernacula or maternity roosts. If active hibernacula or maternity roosts are identified in the work area or in the buffer area (as defined by the qualified bat biologist, based on site conditions, planned work, and anticipated indirect impacts on bats), a qualified bat biologist will develop and implement appropriate protection measures

for that maternity roost or hibernacula. Trees and/or structures determined to be maternity roosts should be left in place until the end of the maternity season. No night-time work will be permitted.

MM BIO-5: Conduct Biological Monitoring. In area that may support special status biological resources or adjacent to special status plants, wildlife, and/or aquatic resources; Sensitive Natural Communities; or protected trees, a qualified biological monitor shall be required to monitor construction or maintenance activities while work is immediately adjacent to these area, or as deemed necessary by the qualified biologist to ensure that protection measures are in place to avoid incidental disturbance of habitat and special status species outside the Plan footprint. Biological monitoring shall include, but not be limited to, monitoring installation of protective barriers, monitoring of active bird nests, ensuring food waste and trash are enclosed in sealed containers and removed from the site, construction equipment remains within the project footprint and designated staging areas, and ensuring that staging and areas used to refuel are located in upland areas away from riparian habitat and aquatic sites.

The qualified biological monitor shall have the authority to stop work to protect biological resources onsite, including special status species, riparian and aquatic resources, and protected trees. If any special status plant or wildlife species are found in a work area, the biological monitor shall have stop work authority to halt construction as necessary to prevent the death or injury to the species until the species leaves of its own accord or the proper consultation with USFWS and/or CDFW can be completed.

MM BIO-6: Implement a Worker Environmental Awareness Program. Prior to the start of construction (including staging and mobilization), all project personnel shall attend a Workers Environmental Awareness Program training, conducted by a qualified biologist, to aid workers in recognizing special status resources that may occur in the Plan Area. The specifics of this program shall include identification of the special status biological resources and habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and review of the limits of construction and mitigation measures required to reduce impacts to biological resources within the project area.

MM BIO-7: Implement Weed Abatement Measures. The project proponent shall implement weed abatement measures during construction and operations to minimize the spread and introduction of non-native plant material and/or tree diseases. Weed control shall be performed through a physical, cultural, biological, inorganic, or organic method. Chemicals that may be used include pre-emergent herbicides, post-emergent herbicides, and organic herbicides (all post-emergent, non-selective) as per the Countywide Integrated Pest Management Program and one or more of the following measures as applicable:

- Equipment and vehicles shall be cleaned of mud or other debris that may contain invasive plants and/or seeds to reduce the potential of spreading invasive weeds before mobilizing to the site and before leaving the site. Cleaning of equipment shall occur in a designated area away from sensitive natural communities and watercourses.
- Trucks carrying loads of vegetation removed from the work area shall be covered and disposed of in accordance with applicable laws and regulations.
- Only certified weed-free straw, mulch, and/or fiber rolls shall be used for erosion control. Fill material shall be obtained from weed-free sources.
- Any trees identified for removal shall be inspected for contagious tree diseases. To avoid the spread of infectious tree diseases, diseased trees and plant material shall not be transported from the

Project site without first being treated using best available management practices relevant for each tree disease observed.

- Following completion of construction, disturbed areas shall be returned to original grade (unless the design incorporated permanent grade changes), soils shall be decompacted, and areas shall be revegetated with native hydroseed and/or container plantings consistent with the *SGV Greenway Network Plant Communities and Planting List* as detailed in design plans or a project-specific restoration plan. All revegetated areas shall avoid the use of species listed in Cal-IPC's California Invasive Plant Inventory.

MM BIO-8: Construction Best Management Practices to Protect Wildlife. The project proponent shall ensure appropriate BMPs are implemented during construction, which consist of the following, as applicable to the project:

- Plastic monofilament netting (e.g., erosion control wattles or matting) or similar material shall be prohibited as part of erosion-control activities. Alternative allowable materials may include, but are not limited to, geotextiles, fiber rolls, geomembranes, hydroseeding compounds, loose-weave mesh, such as jute, hemp, and coconut fiber, and rice straw wattles (e.g., biodegradable, photodegradable, burlap).
- Any excavated areas (holes, pits, or trenches) with steep sides more than 12 inches deep with sidewalls steeper than 45 degrees shall be covered with plywood or similar materials at the end of the day or have escape ramps put in place to keep wildlife from becoming trapped and/or allowing them to escape, with at least one ramp per 100 feet of trenching, and escape ramp slopes of no greater than 3:1. All construction pipe, culverts, or other structures with a diameter of three inches or greater that are stored overnight shall be screened or covered each night to prevent wildlife entrapment.
- Incorporate appropriate buffer zones to avoid and minimize the effects of noise on special status wildlife and nesting birds in areas where special status biological resources have been identified. If a qualified biologist determines that that buffer zones are not sufficient to avoid disturbance, other measures may be incorporated, such as delaying construction until nesting is completed (for nesting birds) or until special status species are no longer present or until a take permit for special status species is obtained.
- The disturbance footprint for construction activity shall be minimized to the extent feasible. Trimming is defined as removal of vegetation to the extent necessary to allow a specific level of access (e.g., vehicles) for specific types of equipment (e.g., trucks, trailers, excavators). There shall be no vegetation removal beyond what is necessary to allow the level of access required for construction activities to occur.

MM BIO-9: Operations Recreation Plan. The Operations Recreation Plan shall include requirements for the following measures, as applicable, to be implemented for by the project proponent in areas where recreational opportunities will be created:

- Signage requiring pets to be on leash
- Pet dropping/waste bag dispensers and disposal stations
- Foot-wiping stations with signage explaining the purpose of the station (to prevent the spread of invasive weeds that degrade natural habitats that species depend on)
- Wildlife-proof waste bins
- Educational interpretive kiosks/signage (e.g., how to respect wildlife and habitats, stay on trail signs, identifying sensitive areas, pick up trash and fishing line, pick up after pets; opportunities to view wildlife)

- Incorporation of signage to avoid ESAs around sensitive wildlife/habitat features
- Prevention of fertilizer runoff
- Management of unauthorized uses through coordination with local resources
- Proper handling of any non-native plant species removed during operations and maintenance activities to prevent sprouting or regrowth; development of methods to ensure that non-native plant seeds are not spread during plant removal and that plants will be removed prior to flowering, if feasible.

MM BIO-10: Prepare and Implement Pest Management Plan. The project proponent shall require that a pest management plan that adheres to the County's Integrated Pest Management Program be prepared and implemented to prevent inadvertent poisoning of non-target wildlife during operations. The use of rodenticides as a pest-control measure shall be prohibited. Additionally, the use of neonicotinoid pesticides shall be prohibited as part of operations, which are known to be harmful to bumble bees.

MM BIO-11: Use Bird Safe Glass. The project proponent shall require that any glass used in the design of facilities is safe for birds. Bird safe glass is designed so that it is a visible obstacle to birds to avoid bird strikes with buildings, while still being transparent to people.

Significance After Mitigation

With implementation of the mitigation measures listed above (**MM BIO-1** through **MM BIO-11**), impacts of construction and operations of greenway paths and greenway amenities on special status plant and wildlife species would be reduced from potentially significant to less than significant with mitigation.

3.4.3.3.1.2 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces

Construction

Less than Significant with Mitigation. Construction of the greenway paths would occur within the District ROW while pocket parks and greenspaces could occur within the District ROW or on adjacent parcels. Construction activities would typically involve mobilization, ground disturbance (including excavation and grading), construction equipment operation, parking of worker vehicles and equipment, and staging and laydown areas for stockpiling of materials. Although the District's ROW are typically maintained for access via foot and, in some cases, light duty vehicles, some vegetation clearing may be required for site preparation. New parks and greenspaces may require extensive excavation and grading of site soils, off-hauling of soils and related materials, utility relocation, infrastructure construction, and related activities. Depending on the nature and size of the development, construction activities may include use of heavy construction equipment such as excavators, dump trucks, backhoes, utility trucks, paving machines, loaders, rollers, and pile drivers. No night-time construction would occur and therefore no new nighttime light sources would result from construction operations. This analysis assumes that staging areas would be located within the Plan Area near the location of individual projects implemented under the Plan. A typical pocket park would be approximately one acre in size and located immediately adjacent to a planned greenway path. The maximum greenspace that could be feasibly developed in the Plan Area would be 25 acres on a site near the fairgrounds that was identified during early constraints analysis. While construction would be temporary and many projects would be short in duration, since the design and location of future projects are unknown, the potential

disturbance could vary in intensity as well as the length of time necessary to complete a project, particularly for larger park and greenspace projects.

Generally, project proponents would aim to construct greenway paths and pocket parks and greenspaces in ruderal areas within the District ROW and adjacent parcels, which do not currently support high quality habitat for native plants and wildlife species. However, a site-specific evaluation would need to be conducted by a qualified biologist (**MM BIO-1: Desktop Review and Biological Surveys**) to determine the specific potential for special status species to occur at each location. Depending on the results of the desktop review, biological surveys would be implemented as deemed necessary by the qualified biologist. Construction could have a substantial adverse impact, either directly or indirectly through habitat modifications, on special status plant and wildlife species.

Construction activities associated with greenway paths and pocket parks and greenspaces could result in similar direct and indirect impacts on special status plant and wildlife species as described in Section 3.4.3.3.1.1 Greenway Paths + Amenities-Construction. Although a typical pocket park is assumed to be 1 acre, greenspaces could be up to 25 acres in size, which would result in larger areas and lengths of time where direct and indirect impacts could occur. Direct impacts on special status species, if they occur within or near the Plan Area, could include removal/loss of suitable habitat and direct injury and/or mortality, and are similar to those described in detail in Section 3.4.3.3.1.1, Greenway Paths + Amenities-Construction for special status plants, fish, reptiles, birds, and mammal species. As detailed in Section 3.4.3.3.1.1, **MM BIO-1** through **MM BIO-8** would be implemented, as required during construction to avoid and minimize direct impacts on sensitive plant and wildlife species. Therefore, impacts would be less than significant with mitigation.

Indirect effects on special status species, if they are present in the vicinity of the Plan Area, could include dust, introduction and spread of non-native plant species, erosion, sedimentation, trash, chemical spills, and increases in noise or predation due to increased vehicle traffic and human presence, as described in detail in “Greenway Paths + Amenities” for special status plants, fish, reptiles, birds, and mammal species. As detailed in Section 3.4.3.3.1.1, construction BMPs would be in place to reduce noise levels and avoid wildlife entrapment as described in **MM BIO-8: Construction BMPs to Protect Wildlife**. Additionally, as described in Section 3.3, Air Quality, compliance with SCAQMD Rule 403 would ensure that dust control measures are implemented to prevent movement offsite into adjacent habitat areas or waters. Measures would be in place to ensure proper storage onsite and cleanup of any inadvertent spills consistent with applicable regulations, as outlined in Section 3.9, Hazards and Hazardous Materials. To reduce the spread of invasive, non-native plant species during construction, weed abatement measures (**MM BIO-7: Implement Weed Abatement Measures**) would be implemented during construction to prevent degradation of habitat which supports sensitive species. Lastly, as part of the *Design Guidelines and Standards*, litter control would require trash receptacles and debris at future project locations to be checked on a weekly basis and emptied no less than every two weeks, reducing the potential for trash to end up in nearby habitat areas. These mitigation measures would minimize the indirect effects on sensitive plant and wildlife species. Therefore, impacts would be less than significant with mitigation.

Operations

Less than Significant with Mitigation. Operations associated with greenway paths and pocket parks and greenspaces, which include maintenance activities and recreation, could result in direct and indirect impacts on special status wildlife species and indirect effects on special status plant species as described in Section 3.4.3.3.1.1, Greenway Paths + Amenities-Operations. Areas would be landscaped with common native species or landscape plants, and as such no direct effects on sensitive plants are anticipated. However, if nearby suitable habitat for these species is present, there is potential for maintenance operations to result in indirect effects on habitat. A typical pocket park is one acre, and greenspaces could be up to 25 acres in size, which would result in larger areas where direct and indirect impacts from maintenance activities could occur. Direct impacts on special status wildlife species, if they occur within or near the Plan Area, could include removal/loss of suitable habitat and direct injury and/or mortality, and are similar to those described in detail in Section 3.4.3.3.1.1, Greenway Paths + Amenities-Operations for special status fish, reptiles, birds, and mammal species.

Indirect effects from operations on special status species, if they are present in the vicinity of the Plan Area, could include dust, introduction and spread of non-native plant species, sedimentation and erosion, runoff from pesticide and/or fertilizer used for landscaping, spills of fuel or other pollutants used in maintenance equipment, increased nighttime lighting, and increases in noise or predation due to increased vehicle traffic and human presence, as described in detail in Section 3.4.3.3.1.1, Greenway Paths + Amenities-Operations for special status plants, fish, reptiles, birds, and mammal species. As detailed in Section 3.4.3.3.1.1, **MM-BIO-2**, **MM BIO-7** and **MM BIO-9** through **MM BIO-11** would be implemented during operations to avoid and minimize impacts on sensitive plant and wildlife species. Nighttime lighting would be shielded to prevent light from entering wildlife and habitat areas and only native plants would be used for landscaping with non-native plant species eradicated, as outlined in the lighting and landscaping requirements of the *Design Guidelines and Standards*. Additionally, litter control, requiring trash receptacles and debris at future project locations to be checked on a weekly basis and emptied no less than every two weeks, would be implemented as part of the *Design Guidelines and Standards*. Therefore, impacts would be less than significant with mitigation.

Mitigation Measures

MM BIO-1 through **MM BIO-11**.

Significance After Mitigation

With implementation of **MM BIO-1** through **MM BIO-11**, impacts of construction and operations of greenway paths and pocket parks and greenspaces on special status plants and wildlife species would be reduced from potentially significant to less than significant.

3.4.3.3.2 4(b). 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?

3.4.3.3.2.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant with Mitigation. Construction activities for greenway paths and greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management beneficial project elements may be located within the District ROW or adjacent parcels along the washes within the Plan Area. Additionally, safe crossings could occur within the footprint of existing roads or span the washes. Because future project locations are not known at this time and habitat conditions and types at specific locations within the Plan Area may change over time, sensitive natural communities may occur where they are not currently mapped as occurring by CDFW and USFWS. A desktop and field verification would be required to determine actual riparian and sensitive natural communities present at specific project locations prior to construction (**MM BIO-1: Conduct a Desktop Review and Biological Surveys**). If sensitive riparian and other natural communities are present, **MM BIO-1: Conduct a Desktop Review and Biological Surveys** would require avoidance of impacts during construction, to the extent feasible. If impacts cannot be avoided, under state regulations, project proponents would be required to coordinate with CDFW to establish any appropriate buffer zones to protect sensitive species or critical habitat subject to CDFW jurisdiction.

Any riparian habitat or other sensitive plant communities that are identified for future project locations within the District ROW could be directly affected by construction of greenway paths and greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management beneficial project elements. Direct effects could include the removal of existing vegetation and encroachment into riparian and other sensitive natural communities during clearing/grading and site preparation for access and staging areas. To reduce potentially significant impacts, prior to the start of construction, a Worker Environmental Awareness Program would be implemented (**MM BIO-6: Implement a Worker Environmental Awareness Program**). Then, during construction, biological monitoring would occur to ensure that protection measures are in place to avoid incidental disturbance of habitat and special status species outside of the project area (**MM BIO-5: Conduct Biological Monitoring**) and qualified biological monitors would have stop work authority to protect resources onsite. With the inclusion of these measures, construction impacts to riparian and sensitive natural communities would be less than significant with mitigation.

Indirect effects on riparian habitat and other sensitive natural communities located adjacent to greenway paths and greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management beneficial project elements could include habitat degradation during construction due to soil compaction, introduction of invasive plant species, dust generation, chemical spills, and sedimentation. Soil compaction can affect the germination and growth of plants by reducing the amount of water that is able to move through the soil. Vegetation removal and soil compaction may lead to erosion which could cover vegetation within and adjacent to construction boundaries. Introduction and spread of invasive, non-native species could encroach and alter the vegetation structure of adjacent

plant communities. Unlike native plant species, many invasive plant species do not provide habitat components that support native wildlife, and some invasives will form dense stands that may increase the risk of fire in nearby riparian or other sensitive communities. Invasive grasses and other species may also pose an increased fire risk compared to riparian and other native habitats. Lastly, the accidental releases of contaminants during construction (e.g., gasoline spills when refueling, or other chemical spills when storing equipment) poses a risk to adjacent plant communities. **MM BIO-7: Implement Weed Abatement Measures** would require implementation of weed abatement measures during construction to prevent degradation of habitat which supports sensitive species and **MM BIO-8: Construction BMPs to Protect Wildlife** would ensure that construction BMPs are in place to minimize the spread of invasive plant species from construction. Additionally, as described in Section 3.3, Air Quality, compliance with SCAQMD Rule 403 would ensure that dust control measures are implemented to prevent movement offsite into adjacent habitat areas or waters. Further, future projects would have proper storage onsite and cleanup of any inadvertent spills consistent with applicable regulations, as outlined in Section 3.9, Hazards and Hazardous Materials. Therefore, impacts would be less than significant with mitigation.

Operations

Less than Significant with Mitigation. Greenway paths and greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management beneficial project elements could result in direct effects on sensitive natural communities, including trampling of native vegetation since operations would increase the number of users/visitors and vehicle, bike, and pedestrian traffic in a particular area. Landscaping and vegetation trimming and/or removal within and adjacent to the District ROW could also reduce areas of sensitive native vegetation or disturb these communities due to trampling from the maintenance operations. Maintenance to the safe crossing beneficial elements may include inspections, repairs, and removal of trash/debris when needed. For stormwater management, depending on the type of BMP installed (e.g., subsurface infiltration system or constructed wetlands), periodic maintenance would be required to optimize performance of the system. Maintenance activities for stormwater BMPs would include, but are not limited to, weed removal or tree trimming for bioretention devices, sediment and debris removal from detention basins and treatment devices, and/or landscaping of vegetation. Which may also impact sensitive native vegetation or disturb native communities.

Indirect effects from increased use of the greenway paths, amenities, pocket parks and greenspaces, safe crossings, and maintenance of the stormwater BMPs may include soil compaction, introduction of non-native, invasive species, dust generation, chemical spills, sedimentation, fertilizer runoff, pet waste, and increased trash from public access. These indirect effects could degrade riparian habitat and other sensitive natural communities located in the Plan Area. To reduce impacts of recreation and operations on sensitive natural communities, weed abatement measures would be implemented (**MM BIO-7: Implement Weed Abatement Measures**), non-native, invasive species would be prohibited for use in landscaping as required by SGV Design Guidelines, and an operations recreation plan would be implemented which would include signage for pets to remain on leash and for people to stay on designated trails/paths to protect nearby sensitive natural communities (**MM BIO-9: Operations Recreation Plan**). For potential increased trash generation, the *Design Guidelines and Standards* would require future greenway projects to include litter control, requiring trash receptacles and debris at

future project locations to be checked on a weekly basis and emptied no less than every two weeks. Therefore, impacts would be less than significant with mitigation.

Mitigation Measures

MM BIO-1: Conduct a Desktop Review and Biological Surveys

MM BIO-5: Conduct Biological Monitoring

MM BIO-6: Implement a Worker Environmental Awareness Program

MM BIO-7: Implement Weed Abatement Measures

MM BIO-8: Construction BMPs to Protect Wildlife

MM BIO-9: Operations Recreation Plan

Significance After Mitigation

With implementation of the mitigation measures **MM BIO-1**, **MM BIO-5** through **MM BIO-9**, impacts of construction and operations of greenway paths and greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management on riparian habitat and other sensitive natural communities would be reduced to less than significant with mitigation.

3.4.3.3.3 4(c). 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?

3.4.3.3.3.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant with Mitigation. Since project locations are unknown at this time, construction of greenway paths and greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities could be located within the District ROW along the washes and could result in direct and indirect effects on wetlands and/or potentially jurisdictional aquatic resources if present within or adjacent to the construction footprint. Wetlands occur within the Plan Area, as outlined in Figure 3.4-5. Direct effects to wetlands could result from grading, excavation, soil stockpiling activities, other ground-disturbing activities, and vehicle use and access during construction. Any use of construction equipment or vehicles within wetland areas would be a significant impact, which could damage the area through direct removal, filling, or hydrological interruption. Any clearing and grading, or elevation changes requiring fill material, could compact soils and alter existing hydrologic conditions of wetlands present in the construction area or nearby wetlands. Prior to construction, a desktop review would be completed to determine if wetland or other aquatic resources are potentially present within a project area which could be impacted by construction and to determine if a jurisdictional wetland delineation is required (**MM BIO-12: Desktop Review and Conduct a Jurisdictional Delineation** to comply with regulatory requirements and/or revise project plans to minimize or avoid impacts to jurisdictional waters).

If any wetlands and/or jurisdictional aquatic resources are identified within the project footprint, then the project proponent would be required to obtain the required permits in compliance with Section 404 (issued by the USACE) and Section 401 (issued by the LARWQCB) of the federal CWA and/or Porter-Cologne Water Quality Control Act, and Section 1600 of the California Fish and Game Code. The project proponent would be required to implement all avoidance and mitigation measures and conditions included in the permits approved by the resource agencies.

Additionally, if avoidance of an adjacent wetland is possible, to reduce potentially significant impacts to wetlands adjacent to work areas, biological monitoring would occur during construction (**MM BIO-5: Conduct Biological Monitoring**) and monitors would have stop work authority to protect resources onsite. Additionally, prior to the start of construction, a Worker Environmental Awareness Program would be implemented (**MM BIO-6: Implement a Worker Environmental Awareness Program**) which would cover sensitive biological resources within or adjacent to the construction footprint, including wetlands. Therefore, impacts would be less than significant with mitigation.

Indirect impacts to wetlands and/or potentially jurisdictional aquatic resources resulting from construction activities include erosion, sedimentation, introduction of non-native plant species, alteration of downstream conditions, and spills of pollutants including chemicals and fuel. Construction equipment and vehicles could introduce/spread non-native plant species in mud or other debris tracked into the work area and imported fill materials could also contain these non-native species which may compete with wetland plant species for resources in or near the work area or potentially displace them. Erosion and sedimentation from construction activity could fill in wetland areas and reduce the quality of the wetlands or remove the resource. Similarly, exposure to pollutants through spills or improper equipment refueling could also reduce the quality of wetland habitat in the vicinity. Wetland areas exposed to these indirect effects may become degraded over time, reducing the quality of the habitat or resulting in removal of the resources. If wetlands or aquatic resources are identified within or nearby the project footprint, but will not be affected by construction, then those resources shall be clearly marked for avoidance using flagging, fencing, or other appropriate avoidance method, which would also minimize potential for the introduction of sediment into wetlands (**MM-BIO 13: Permanent Wetlands Signage**). **MM BIO-7: Implement Weed Abatement Measures** would require implementation of weed abatement measures during construction to prevent degradation of habitat which supports sensitive species and **MM BIO-8: Construction BMPs to Protect Wildlife** would ensure that construction BMPs are in place to minimize the spread of invasive plant species from construction. Additionally, as described in Section 3.3, Air Quality, compliance with SCAQMD Rule 403 would ensure that dust control measures are implemented to prevent movement offsite into adjacent habitat areas or waters. Further, future projects would have proper storage onsite and cleanup of any inadvertent spills consistent with applicable regulations, as outlined in Section 3.9, Hazards and Hazardous Materials. Therefore, impacts would be less than significant with mitigation.

Operations

Less than Significant with Mitigation. Wetlands or other aquatic resources that are present within the District ROW could be affected by operations for greenway paths and greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management, which would include maintenance and recreation. Increased recreational use of the greenway paths and each subcomponent could result in direct effects on wetlands, including trampling or damaging wetland vegetation from visitors and/or

pets straying off designated greenway paths and other amenities. Landscaping and vegetation trimming and/or removal, as well as potential trampling from maintenance operations or access, within and adjacent to the District ROW could also degrade wetland habitat or disturb wetland plant communities.

Indirect operational impacts to wetlands resulting from maintenance and recreation activities may include introduction of non-native, invasive species from maintenance vehicles and equipment or increased human use of the greenway paths and amenities, pocket parks and greenspaces, or safe crossings and stormwater management. This could degrade wetlands located in the District ROW and adjacent parcels, as these non-native species which may compete with wetland plant species for resources or potentially displace them. Other potential indirect effects on adjacent wetlands and aquatic resources due to operations and increased recreational use include erosion and sedimentation from people walking outside designated trails/paths, fertilizer runoff, and pet waste and litter from increased public access. If wetlands are located within or adjacent to a site, permanent signage and fencing to restrict trespassing of the resource by the public and operations and maintenance staff (**MM BIO-13 Permanent Wetlands Signage**). To reduce impacts of operations and recreation on wetlands and aquatic resources, weed abatement measures would be implemented (**MM BIO-7: Implement Weed Abatement Measures**) and non-native, invasive species would be prohibited for use in landscaping as required by *Design Guidelines and Standards*, and an operations recreation plan would be implemented which would include signage for pets to remain on leash and for people to stay on designated trails/paths to reduce potential inputs of sediment to wetlands and aquatic resources (**MM BIO-9: Operations Recreation Plan**). For potential increased trash generation, the *Design Guidelines and Standards* would require future greenway projects to include litter control, requiring trash receptacles and debris at future project locations to be checked on a weekly basis and emptied no less than every two weeks. Therefore, impacts would be less than significant with mitigation.

Mitigation Measures

MM BIO-5: Conduct Biological Monitoring

MM BIO-6: Implement a Worker Environmental Awareness Program

MM BIO-7: Implement Weed Abatement Measures

MM BIO-8: Construction BMPs to Protect Wildlife

MM BIO-9: Operations Recreation Plan

MM BIO-12: Desktop Review and Conduct a Jurisdictional Delineation. A desktop review of the National Wetland Inventory and/or field review shall be conducted to determine if a formal delineation is required. To the extent feasible, the location(s) of all greenway paths, any subcomponents, and associated beneficial project elements shall be on previously disturbed or developed sites and shall avoid jurisdictional wetlands and associated waters. However, if any jurisdictional wetlands or associated waters are identified, a jurisdictional delineation shall be completed. If wetlands or aquatic resources are identified within the project footprint, but will not be affected by construction, then those resources shall be clearly marked for avoidance using flagging, fencing, or other appropriate avoidance method prior to construction. If any wetlands and/or jurisdictional aquatic resources are identified, then implement MM BIO-13.

MM BIO-13: Permanent Wetlands Signage. Any wetlands identified within or adjacent to the construction footprint, but not affected by construction activities, shall be clearly marked with permanent signage and fencing to restrict trespassing by the public and operations and maintenance staff.

Significance After Mitigation

With implementation of the mitigation measures listed above, impacts of construction and operations of greenway paths and greenway amenities on wetlands or other aquatic resources would be reduced from potentially significant to less than significant.

3.4.3.3.4 4(d). 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?

3.4.3.3.4.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant with Mitigation. Construction of greenway paths and greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management would occur in the ROW and areas adjacent to channel banks of the washes within the Plan Area. Construction equipment use and storage, and site preparation including vegetation trimming and/or removal for access and staging areas may result in impacts that could adversely affect habitat connectivity, the movement of native species, and use of wildlife nursery sites. Grading and vegetation removal could result in damage or removal of existing habitat which serves as movement corridors or nursery sites for native species. Unlined washes that support vegetation can provide higher quality habitat connectivity than non-vegetated areas for various species, including fish, bats, and resident and migratory birds. These areas support important habitat for the movement, migration, and breeding of fish and wildlife species that use them. Additionally, vegetated areas and the associated infrastructure within the District ROW and adjacent parcels, including bridges and culverts, may also provide habitat features which support nesting or roosting for bird and bat species (e.g., ledges and crevices). Direct effects to the movement of fish species are not anticipated as construction would not occur within the Plan Area washes. A desktop review (**MM BIO-1: Desktop Review and Biological Surveys**) would determine if a construction site is located within or adjacent to habitats of native resident or migratory fish or wildlife species, established native resident or migratory wildlife corridors, or native wildlife nursery sites. If these habitats are nearby, construction could damage habitat (i.e., vegetation/tree removal) or cause wildlife to avoid sites previously used as migration corridors due to increased human presence and noise. To reduce potentially significant impacts, biological monitoring would occur during construction in sensitive areas or adjacent to habitat which supports wildlife movement (**MM BIO-5: Conduct Biological Monitoring**) to monitor any negative impact or disturbance to these habitats, and construction BMPs to protect wildlife would be implemented (**MM BIO-8: Construction BMPs to Protect Wildlife**). Therefore, impacts would be less than significant with mitigation.

Indirect effects of construction activities may include increased noise, vibration, dust, human encroachment on habitat areas, spills of fuel or other pollutants, introduction of non-native plant

species, and erosion and sedimentation. If construction occurs in or adjacent to SEAs or other high-quality habitat that provides connectivity for native species, these indirect effects may degrade habitat which currently supports the movement and reproduction of fish and wildlife. Construction BMPs would be in place to ensure protection of wildlife (**MM BIO-8: Construction BMPs to Protect Wildlife**) and proper storage onsite and cleanup of any inadvertent spills consistent with applicable regulations, as outlined in Section 3.9, Hazards and Hazardous Materials. To reduce the spread of invasive, non-native plant species during construction, weed abatement measures (**MM BIO-7: Weed Abatement Measures**) would be developed and implemented during construction to prevent degradation of habitat which supports wildlife movement or nursery sites. Therefore, impacts would be less than significant with mitigation.

Operations

Less than Significant with Mitigation. Habitat areas that currently support wildlife movement, migration, or serve as nursery sites that are located within the Plan Area could be affected by operations, which includes maintenance activities as well as recreation. Direct effects include the disturbance or removal of vegetation within or adjacent to the greenway paths and greenway amenities footprint, which makes up these habitat areas. Direct effects during operations could result from trampling from an increase in human use or vegetation trimming/removal during maintenance operations. Direct effects to the movement of fish species are not anticipated as operations would not occur within the Plan Area washes.

Indirect effects due to operations could include species avoidance due to noise or human use, increased introduction and spread of non-native plant species, increased predation due to littering from increased human use, increased nighttime light sources associated with operations, impacts on water quality due to runoff. These indirect effects could degrade habitat which supports native species, change the behavior of species as well as access to habitat, and interfere with species movement, migration, and reproduction. Litter control would be implemented as part of the *Design Guidelines and Standards*. To reduce impacts of new light sources from operation, all lighting adjacent to wildlife areas would be shielded to prevent light from entering the wildlife area as required by the *Design Guidelines and Standards*. Additionally, weed abatement measures would be implemented (**MM BIO-7: Weed Abatement Measures**) and non-native, invasive species would be prohibited for use in landscaping as required by the *Design Guidelines and Standards* to reduce impacts from operations on habitat which supports wildlife movement and reproduction. Therefore, impacts would be less than significant with mitigation.

Mitigation Measures

MM BIO-1: Desktop Review and Biological Surveys

MM BIO-5: Conduct Biological Monitoring

MM BIO-7: Prepare and Implement a Weed Abatement Measures

MM BIO-8: Construction Best Management Practices to Protect Wildlife

Significance After Mitigation

With implementation of the mitigation measures listed above, impacts of construction and operations of greenway paths and greenway amenities on the movement of native species or habitat which supports migration or nursery sites would be reduced from potentially significant to less than significant.

3.4.3.3.5 4(e). Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

3.4.3.3.5.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Significant and Unavoidable. Construction of greenway paths and greenway amenities, pocket parks and greenspaces, safe crossings, and/or stormwater management could conflict with local policies or ordinances protecting biological resources, such as tree preservation policies and ordinances under the jurisdiction of the incorporated cities within the Plan Area (described in Table 3.4-4) as well as the Los Angeles County Oak Tree Ordinance. Tree trimming and/or removal may be required for construction of greenway paths and greenway amenities, pocket parks and greenspaces, safe crossings, and/or stormwater management and construction activities may be located in areas that contain or are located adjacent to protected trees. Tree trimming and removal may be subject to local tree policies and ordinances, including Los Angeles County and incorporated cities within the Plan Area. Compliance with local regulations may include establishing protective buffers to avoid impacts or implementing compensatory mitigation if impacts cannot be avoided, based on regulatory standards set forth in the local ordinances, policies, and regulations of the municipality in which the project is located. Any protected trees within or near the project footprint would be identified during the desktop review (**MM BIO-1: Desktop Review and Surveys**), and the project proponent would implement **MM BIO-5: Conduct Biological Monitoring** as needed, to be consistent with local tree protection ordinances. However, at the program level, site-specific jurisdiction and the regulatory requirements are currently unknown and therefore could be potentially significant. Further, the County or other public entity that is not subject to municipal zoning codes may implement a project. Further projects implemented by the County are not subject to local regulations and even with mitigation, implementation may include the trimming or removal of trees in a manner that conflicts with local policies and ordinances. Therefore, impacts would be significant and unavoidable.

Operations

Less than Significant. Operations would include vegetation management activities such as landscaping, tree trimming, and/or tree removal for maintenance, safety, and to ensure continued access to a project site. Tree trimming and removal would be subject to local tree policies and ordinances from LA County and incorporated cities within the Plan Area. Operations for future projects would be required to comply with any applicable local tree policies and/or ordinances, as well as any general plan or municipal codes that pertain to biological resources. Therefore, impacts would be less than significant.

Mitigation Measures

MM BIO-1: Desktop Review and Biological Surveys

MM BIO-5: Conduct Biological Monitoring

Significance After Mitigation

As described above, projects under the plan may be implemented by the County or other public entity that are not subject to local regulations and even with mitigation, implementation may conflict with local policies and ordinances. Therefore, impacts would be significant and unavoidable.

3.4.3.3.6 4(f). Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

3.4.3.3.6.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction and Operations

No Impact. No habitat conservation plans, Natural Community Conservation Plans or other approved local, regional, or state habitat conservation plans are located within the Plan Area (CDFW 2022b, 2024b). Therefore, no impacts would occur.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

No impacts would occur. No mitigation is required.

3.4.3.4 Impacts of Conceptual Design Projects

This section discusses potential impacts from the 10 conceptual design projects discussed in Section 2.4. Each table below addresses the CEQA framework question for each conceptual design. Any mitigation referenced in the tables below is discussed in the sections above.

3.4.3.4.1 4(a). 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 California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?

Construction and Operations

The components proposed for all 10 conceptual design projects are within the maximum extent limits described for the Plan components in Section 2.3.1, Components of the Plan and CEQA Organization. Some are located in areas that are more heavily urbanized and confined along washes and others support habitat areas adjacent to the washes, including dense stands of trees, riparian habitat, scrub habitat, and potential oak woodland habitat, which may support various plants and wildlife. Some of the urban areas also support large trees and other structures, like bridges, which could provide habitat for nesting birds and roosting habitat for bats. There would be no additional impacts or impacts of greater severity than those already addressed for the construction and operations of greenway paths and amenities in Section 3.4.3.3.1.1.

The following mitigation measures would be implemented, as required, during construction and operations to reduce any potential impacts on special status species from potentially significant to less than significant with mitigation, should a conceptual design project be pursued: **MM BIO-1: Desktop Review and Biological Surveys, MM BIO-2: Pre-construction Nesting Bird Surveys, MM BIO-3: Burrowing Owl Pre-construction Surveys; MM BIO-4: Conduct Preconstruction Special-Status Bat Surveys, MM BIO-5: Conduct Biological Monitoring, MM BIO-6: Implement a Worker Environmental Awareness Program, MM BIO-7: Weed Abatement Measures, MM BIO-8: Construction Best Management Practices to Protect Wildlife, MM-BIO-9: Operations Recreation Plan, MM BIO-10: Prepare and Implement Pest Management Plan, and MM BIO-11: Use Bird Safe Glass.**

Table 3.4-5. Analysis of Conceptual Design Examples for Construction and Operations to Have a Substantial Adverse Effect, either Directly or through Habitat Modifications, on Any Species Identified as a Candidate, Sensitive, or Special Status Species

Conceptual Design Project	3(a) 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 California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?
Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i>	Less than Significant with Mitigation. This project area overlaps several historic CNDDB occurrences for plants and wildlife. There is no critical habitat for listed species in the vicinity of this design project area. Trees along the wash could support nesting birds and roosting bats. If construction or operations resulted in vegetation trimming or removal which supported sensitive species, impacts could occur. The addition of a pollinator garden may have a beneficial impact on sensitive butterfly and bumble bee species if it supports suitable host and nectar plant species. With implementation of the mitigation measures as described above in Section 3.4.3.3.1.1 during construction and operations, impacts would be less than significant.
Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i>	Less than Significant with Mitigation. This project area does not overlap any CNDDB occurrences for plant or wildlife species and no critical habitat is located in the vicinity. The addition of a pollinator garden may have a beneficial impact on sensitive butterfly and bumble bee species if it supports suitable host and nectar plant species. There is limited vegetation in the vicinity of this wash, but existing bridge crossings could support roosting bat habitat. With implementation of the mitigation measures as described above in Section 3.4.3.3.1.1 during construction and operations, impacts would be less than significant.
Eaton Wash Greenway at Spreading Ground Site <i>City of Pasadena</i>	Less than Significant with Mitigation. There is a recent (2015) CNDDB occurrence for least Bell's vireo just north of the project area in riparian habitat above the Eaton Wah Reservoir. Riparian habitat appears limited to areas outside the project area but there are areas in the vicinity that could support sensitive species. There are also various historical occurrences within CNDDB which overlap the project area. There is no critical habitat in the vicinity of this design project. Vegetated habitat areas and trees along the wash and nearby areas could support nesting birds and roosting bats. If construction or operations resulted in vegetation trimming or removal which supported sensitive species, impacts could occur. With implementation of the

Conceptual Design Project	3(a) 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 California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?
	mitigation measures as described above in Section 3.4.3.3.1.1 during construction and operations, impacts would be less than significant.
Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i>	Less than Significant with Mitigation. There are two historical occurrences within CNDDDB which overlap the project area. There is no critical habitat in the vicinity of this design project. Vegetated habitat areas and trees along the wash could support nesting birds and roosting bats. These habitat areas along the wash may also support oak woodland habitat. With implementation of the mitigation measures as described above in Section 3.4.3.3.1.1 during construction and operations, impacts would be less than significant.
San Dimas Wash at Arrow High School <i>City of Glendora</i>	Less than Significant with Mitigation. This project area does not overlap any CNDDDB occurrences for plant or wildlife species, and no critical habitat is located in the vicinity. There is a stand of sycamore trees within the existing pocket park and nearby vegetation and trees which could support nesting bird habitat or roosting habitat for bats. If construction or operations resulted in vegetation trimming or removal which supported sensitive species, impacts could occur. With implementation of the mitigation measures as described above in Section 3.4.3.3.1.1 during construction and operations, impacts would be less than significant.
San Dimas Wash at Hollenbeck Park <i>City of Covina</i>	Less than Significant with Mitigation. This project area overlaps several historic CNDDDB occurrences for bat species. There is no critical habitat located in the vicinity. Nearby buildings may provide roosting habitat for bats, and potential nesting sites for birds are limited to backyard trees. If construction or operations resulted in vegetation trimming or removal which supported sensitive species, impacts could occur. With implementation of the mitigation measures as described above in Section 3.4.3.3.1.1 during construction and operations, impacts would be less than significant.
San Jose Creek at Pocket Park <i>City of Industry and the unincorporated LA County community of Avocado Heights</i>	Less than Significant with Mitigation. There are no CNDDDB occurrences overlapping this area. There is a recent occurrence and critical habitat for coastal California gnatcatcher within one mile, south of San Jose Creek. There is potentially suitable scrub habitat for this species in the vicinity of San Jose Creek. Riparian habitat is also present along a portion of San Jose Creek which could support species that require this habitat type for nesting or foraging. If construction or operations resulted in impacts on this scrub or riparian habitat, which may support sensitive species, impacts could occur. With implementation of the mitigation measures as described above in Section 3.4.3.3.1.1 during construction and operations, impacts would be less than significant.
Thompson Creek at the Fairplex <i>Cities of Pomona, La Verne, and Claremont</i>	Less than Significant with Mitigation. This project area overlaps a historic CNDDDB occurrence for a bat species. There is no critical habitat mapped in the vicinity of this segment of Thompson Creek. Some of the trees located along access roads may provide habitat for nesting birds and nearby structures may serve as roosting bat habitat. If construction or operations resulted in vegetation trimming or removal which supported sensitive species, impacts could occur. The addition of a pollinator garden may have a beneficial impact

Conceptual Design Project	3(a) 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 California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?
	on sensitive butterfly and bumble bee species if it supports suitable host and nectar plant species. With implementation of the mitigation measures as described above in Section 3.4.3.3.1.1 during construction and operations, impacts would be less than significant.
Walnut Creek at Syhre Park <i>Cities of Baldwin Park West Covina</i>	Less than Significant with Mitigation. This project area does not overlap any CNDDDB occurrences, and no critical habitat is mapped in the vicinity of this segment of Walnut Creek. There are stretches of vegetated areas between the concrete-lined channel and nearby roads which support various trees and shrubs, which may provide nesting habitat for birds and several channel crossings which may support bat roosting habitat, but habitat areas are generally limited to these roadside areas. If construction or operations resulted in vegetation trimming or removal which supported sensitive species, impacts could occur. With implementation of the mitigation measures as described above in Section 3.4.3.3.1.1 during construction and operations, impacts would be less than significant.
Walnut Creek at Pocket Park <i>City of West Covina</i>	Less than Significant with Mitigation. This project area does not overlap any CNDDDB occurrences, and no critical habitat is mapped in the vicinity of this segment of Walnut Creek. Landscape trees are present adjacent to the access roads along the concrete-lined channel, which could potentially support nesting birds. If construction or operations resulted in vegetation trimming or removal which supported sensitive species, impacts could occur. With implementation of the mitigation measures as described above in Section 3.4.3.3.1.1 during construction and operations, impacts would be less than significant.

3.4.3.4.2 4(b). 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?

Construction and Operations

The components proposed for all 10 conceptual design projects are within the maximum extent limits described for the Plan components in Section 2.3.1, Components of the Plan and CEQA Organization. There would be no additional impacts or impacts of greater severity than those already addressed for construction and operations of Greenway Paths + Greenway Amenities, Pocket Parks and Greenspaces, Safe Crossings, and Stormwater Management in Section 3.4.3.3.2.1. If work areas overlap or are located adjacent to any riparian habitat or sensitive natural communities, including SEAs, as described in Table 3.4-6 below for any of the 10 conceptual design projects, potentially significant impacts to habitat could occur.

The following mitigation measures would be implemented, as required, during construction and to reduce impacts on riparian and other sensitive natural communities from potentially significant to less than significant with mitigation: **MM BIO-1: Desktop Review and Biological Surveys, MM BIO-5:**

Conduct Biological Monitoring, MM BIO-6: Implement a Worker Environmental Awareness Program, MM BIO-7: Implement Weed Abatement Measures, and MM BIO-9: Operations Recreation Plan.

Table 3.4-6. Analysis of Conceptual Design Examples for Construction and Operations to Have a Substantial Adverse Effect on Any Riparian Habitat or Other Sensitive Natural Community

Conceptual Design Project	<i>3(b) 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?</i>
Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i>	No impact. Alhambra Wash is confined by urban development, but there are portions of the concrete-lined channel which are lined with habitat which contains large trees, some of which appear to be landscape trees, as well as <i>Eucalyptus</i> spp. and other species. No riparian areas are mapped by the USFWS in this project area, and it does not overlap any SEAs or other sensitive natural communities mapped by CDFW. Due to the wash being channelized, riparian habitat is not expected to occur at this project site.
Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i>	No impact. This is a heavily urbanized area with paved and gravel surfaces adjacent to the concrete-lined wash. No riparian habitat is mapped along Big Dalton Wash. No habitat areas which support trees are visible in the vicinity of the wash, except for existing landscape trees in Hilda Solis Park.
Eaton Wash Greenway at Spreading Ground Site <i>City of Pasadena</i>	Less than Significant with Mitigation. Eaton Wash is a concrete-lined channel with paved and gravel access roads on each side. There are several segments of this wash with vegetated habitat areas which support various landscape trees as well as oak, sycamore, and eucalyptus trees, which are visible in the areas adjacent to the wash. The closest riparian habitat appears to be within the Eaton Canyon Reservoir, which would be outside the project area. This project is located in the vicinity of the Altadena Foothills and Arroyos SEA. With implementation of the mitigation measures as described above in Section 3.4.3.3.2.1 during construction and operations, impacts would be less than significant.
Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i>	Less than Significant with Mitigation. Eaton Wash is a concrete-lined channel with dense stands of vegetation and trees lining the wash. No riparian areas are mapped by the USFWS in this project area, and it does not overlap any SEAs or other sensitive natural communities mapped by CDFW. Due to the wash being channelized, riparian habitat is not expected to occur at this project site. Areas of oak woodland may be supported in these stretches of habitat areas. With implementation of the mitigation measures as described above in Section 3.4.3.3.2.1 during construction and operations, impacts would be less than significant.
San Dimas Wash at Arrow High School <i>City of Glendora</i>	No impact. There is no riparian habitat mapped at this project site along San Dimas wash, which is a concrete-lined channel. The existing pocket park supports a small area of sycamore trees. The closest mapped sensitive natural community is located an area mapped as East SGV SEA located 0.25 miles north of San Dimas Wash at Arrow High School. No impacts to that habitat area would occur.
San Dimas Wash at Hollenbeck Park	No impact. There is no riparian habitat mapped at this project site along San Dimas wash, which is a concrete-lined channel. There are no mapped sensitive

Conceptual Design Project	3(b) 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?
<i>City of Covina</i>	natural communities or SEAs in the vicinity of this segment of San Dimas Wash, which supports limited vegetation. Paved or gravel access roads are along both sides of the channel, with minimal vegetation/trees consisting of those within backyards that abut the channel and ruderal vegetation growing along the access roads.
San Jose Creek at Pocket Park <i>City of Industry and the unincorporated LA County community of Avocado Heights</i>	Less than Significant with Mitigation. San Jose Creek supports wetland and riparian habitat along channel banks of the western extent of this project area, where the creek substrate is natural. This portion of San Jose Creek provides vegetated habitat in an otherwise urban area. Where San Jose Creek transitions to a concrete-lined channel, it no longer supports banks with vegetation. With implementation of the mitigation measures as described above in Section 3.4.3.3.2.1 during construction and operations, impacts would be less than significant.
Thompson Creek at the Fairplex <i>Cities of Pomona, La Verne, and Claremont</i>	No impact. There is no riparian habitat mapped at this project site along Thompson Creek, which is a concrete-lined channel. There are no mapped sensitive natural communities or SEAs in the vicinity of Thompson Creek. The channel is confined by development on both sides with adjacent landscape trees present and segments that abut access roads and residential backyards.
Walnut Creek at Syhre Park <i>Cities of Baldwin Park West Covina</i>	Less than Significant with Mitigation. There is no riparian habitat mapped in the vicinity of this segment of Walnut Creek, however the mapped wetland just upstream of Baldwin Park Boulevard may support riparian species. There are stretches of vegetated areas between the channel and nearby roads which support various trees and shrubs, but habitat areas are generally limited to these roadside areas. With implementation of the mitigation measures as described above in Section 3.4.3.3.2.1 during construction and operations, potential indirect impacts on riparian vegetation would be less than significant.
Walnut Creek at Pocket Park <i>City of West Covina</i>	No impact. There is no riparian habitat mapped at this project site along Walnut Creek, which is a concrete-lined channel. There are no mapped sensitive natural communities or SEAs in the vicinity of Walnut Creek. The channel is confined by development on both sides, primarily residential areas that abut the access roads adjacent to the channel. These areas support landscape trees and ruderal shrubs.

3.4.3.4.3 4(c). 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?

Construction and Operations

The components proposed for all 10 conceptual design projects are within the maximum extent limits described for the Plan components in Section 2.3.1, Components of the Plan and CEQA Organization. There would be no additional impacts or impacts of greater severity than those already addressed in Section 3.4.3.3.3.1. Most the washes within the 10 conceptual design projects are concrete-lined and mapped as riverine habitat and lack associated wetland habitat.

For areas where there is associated wetland habitat mapped or potentially present in the vicinity of the washes, the following mitigation measures would be implemented, as required, during construction and operations to reduce any potentially significant impacts on wetlands to less than significant should a conceptual design project be pursued: **MM BIO-5: Conduct Biological Monitoring, MM BIO-6: Implement a Worker Environmental Awareness Program, MM BIO-7: Weed Abatement Measures, MM BIO-9: Operations Recreation Plan, MM BIO-12: Conduct a Jurisdictional Delineation, and MM BIO-13: Permanent Wetlands Signage.**

Table 3.4-7. Analysis of Conceptual Design Examples for Construction and Operations to Have a Substantial Adverse Effect on State or Federally Protected Wetlands

Conceptual Design Project	<i>3(c) 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?</i>
Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i>	No impact. Alhambra Wash is mapped as riverine habitat (R4SBAX), which is an excavated channel that is intermittent and temporarily flooded (USFWS 2024b). This is an urbanized area of the Plan Area, with the channel lined with various residential and commercial uses as well as a golf course. Alhambra Wash is concrete-lined throughout this project area, and therefore no wetland areas are anticipated to be located in the work area. No wetlands are mapped by USFWS along Alhambra Wash. There is a freshwater pond mapped in the nearby gold course, but this would be outside the work area.
Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i>	No impact. Big Dalton Wash is mapped as riverine habitat (R4SBCx), which is an excavated channel that is intermittent and seasonally flooded (USFWS 2024b). This is a heavily urbanized area with paved and gravel surfaces adjacent to the concrete-lined wash or residential/commercial lots that directly abut the concrete channel. No wetlands are mapped along this segment of Big Dalton Wash.
Eaton Wash Greenway at Spreading Ground Site <i>City of Pasadena</i>	Less than Significant with Mitigation. Eaton Wash is mapped as riverine habitat (R4SBAX), which is an excavated channel that is intermittent and temporarily flooded (USFWS 2024b). At the northern segment of the project, Eaton Wash runs parallel to a mapped freshwater pond with associated freshwater forested/shrub wetland habitat. There is potential for indirect effects on these nearby wetland features, and with implementation of the mitigation measures listed above in Section 3.4.3.3.3.1 during construction and operations, impacts would be less than significant.
Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i>	No impact. Eaton Wash is mapped as riverine habitat (R4SBAX), which is an excavated channel that is intermittent and temporarily flooded (USFWS 2024b). South of Eaton Blanche Park, the wash runs parallel to a mapped freshwater pond which may support riparian vegetation, but no wetland habitat is mapped in the area.
San Dimas Wash at Arrow High School <i>City of Glendora</i>	No impact. San Dimas Wash is mapped as riverine habitat (R4SBAX), which is an excavated channel that is intermittent and temporarily flooded (USFWS 2024b). San Dimas Wash is concrete-lined channel, and no wetland habitat is mapped in the vicinity of the design project area.

Conceptual Design Project	3(c) 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?
San Dimas Wash at Hollenbeck Park <i>City of Covina</i>	No impact. San Dimas Wash is mapped as riverine habitat (R4SBAX), which is an excavated channel that is intermittent and temporarily flooded (USFWS 2024b). San Dimas Wash is a concrete-lined channel, and no wetland habitat is mapped in the vicinity of the design project area. This channel is confined by fenced residential backyards which abut the access roads.
San Jose Creek at Pocket Park <i>City of Industry and the unincorporated LA County community of Avocado Heights</i>	Less than Significant with Mitigation. Portions of San Jose Creek are mapped as riverine habitat (R4SBCx) which is an excavated channel that is intermittent and seasonally flooded with adjacent portions mapped as freshwater emergent wetland habitat and freshwater ponds (USFWS 2024b). There is potential for direct and indirect effects on these wetland features, and with implementation of the mitigation measures listed above in Section 3.4.3.3.1 during construction and operations, impacts would be reduced from potentially significant to less than significant.
Thompson Creek at the Fairplex <i>Cities of Pomona, La Verne, and Claremont</i>	No impact. Thompson Creek is mapped as riverine habitat (R4SBAX), which is an excavated channel that is intermittent and temporarily flooded (USFWS 2024b). Thompson Creek is a concrete-lined channel, and no wetland habitat is mapped in the vicinity of the design project area. The channel is confined by development on both sides with adjacent landscape trees present and segments that abut access roads and residential backyards.
Walnut Creek at Syhre Park <i>Cities of Baldwin Park West Covina</i>	Less than Significant with Mitigation. Downstream of Baldwin Park Boulevard, Walnut Creek is an unlined channel mapped as freshwater emergent wetland habitat. Downstream of the Baldwin Park Boulevard bridge, the channel becomes concrete-lined and is mapped only as riverine habitat (R4SBCx), which is an excavated channel that is intermittent and seasonally flooded (USFWS 2024b). There is potential for indirect effects on the nearby wetland, and with implementation of the mitigation measures listed above in Section 3.4.3.3.1 during construction and operations, impacts would be reduced from potentially significant to less than significant.
Walnut Creek at Pocket Park <i>City of West Covina</i>	No impact. Walnut Creek is a concrete-lined channel that is mapped as riverine habitat (R4SBCx), which is an excavated channel that is intermittent and seasonally flooded (USFWS 2024b). Walnut Creek is a concrete-lined channel, and no wetland habitat is mapped in the vicinity of the design project area.

3.4.3.4.4 4(d). 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?

Construction and Operations

Less than Significant with Mitigation. The components proposed for all 10 conceptual design projects are within the maximum extent limits described for the Plan components in Section 2.3.1, Components of the Plan and CEQA Organization. There would be no additional impacts or impacts of greater severity than those already addressed for construction and operations of Greenway Paths + Greenway Amenities, Pocket Parks and Greenspaces, Safe Crossings, and Stormwater Management in Section

3.4.3.3.4.1. Unlined washes which support vegetation (e.g., portion of San Jose Creek and an area just downstream of Walnut Creek at Syhre Park) can provide higher quality habitat connectivity than non-vegetated areas for various species, including fish, bats, and resident and migratory birds. These areas support important habitat for the movement, migration, and breeding of fish and wildlife species that use them. Additionally, vegetated areas and the associated infrastructure within the District ROW and adjacent parcels, including bridges and culverts, may also provide habitat features which support nesting or roosting for bird and bat species (e.g., ledges and crevices). No in-water work would occur for 10 conceptual design projects, so no direct impacts on the movement of fish are anticipated. However, indirect effects that result in degraded riverine habitat which supports fish could occur should a conceptual design project be pursued. Direct and indirect effects could occur as a result from vegetation trimming/removal during construction and operations. If work areas overlap or are located adjacent to areas which support the movement of fish and wildlife or serve as nursery sites, potentially significant impacts could occur. The following mitigation measures would be implemented, as required, during construction and operations to reduce impacts on areas supporting the movement or reproduction of fish and wildlife species from potentially significant to less than significant with mitigation should a conceptual design project be pursued: **MM BIO-5: Conduct Biological Monitoring**, **MM BIO-7: Weed Abatement Measures**, and **MM BIO-8: Construction Best Management Practices to Protect Wildlife**. Therefore, impacts would be less than significant with mitigation.

3.4.3.4.5 4(e). Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Construction and Operations

Significant and Unavoidable. Construction and operations of the 10 conceptual design projects could conflict with local policies or ordinances protecting biological resources if protected trees are impacted during tree trimming or removal. Trees present along the washes could be impacted by these projects. Tree trimming and removal would be subject to local tree policies and ordinances, including all incorporated cities where the 10 conceptual design projects are located. There would be no additional impacts or impacts of greater severity than those already addressed for construction and operations of Greenway Paths and Greenway Amenities, Pocket Parks and Greenspaces, Safe Crossings, and Stormwater Management in Section 3.4.3.3.5.1 and **MM BIO-1: Desktop Review and Biological Survey** and **MM BIO-5: Conduct Biological Monitoring** would apply, as needed, during construction and operations should a conceptual design project be pursued. However, depending on final design of the conceptual design projects and the project proponent, the potential exists for impacts to be significant and unavoidable.

3.4.3.4.6 4(f). Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Construction and Operations

No Impact. No habitat conservation plans, Natural Community Conservation Plans or other approved local, regional, or state habitat conservation plans are located within the Plan Area (CDFW 2022b, 2024b). Therefore, no impacts would occur for the 10 conceptual design projects, which are all located within the Plan Area.

3.5 Cultural Resources

This section describes the environmental setting and applicable regulations applicable to cultural resources in the Plan Area and evaluates the potential impacts on cultural resources associated with implementation of the Plan.

Table 3.5-1. Summary of Potential Impacts of the Plan on Cultural Resources

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
<i>Would the Plan:</i>			
5(a). Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			
Greenway Paths + Greenway Amenities	Less than Significant with Mitigation	Less than Significant	Construction: MM AQ-1: Emission Reduction Measures.
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant with Mitigation	Less than Significant	MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan.
Greenway Paths + Safe Crossings	Less than Significant with Mitigation	Less than Significant	MM CR-1: Historical Resources Assessment MM CR-2: Avoid Historical Resources
Greenway Paths + Stormwater Management	Less than Significant with Mitigation	Less than Significant	MM CR-3: Prepare and Implement a Historic Resources Mitigation Plan Operations: No Mitigation
5(b). Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			
Greenway Paths + Greenway Amenities	Less than Significant with Mitigation	Less than Significant	Construction: MM CR-4: Cultural Resources Assessment
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant with Mitigation	Less than Significant	MM CR-5: Avoid Cultural Resources, Prepare Treatment Plan

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
Would the Plan:			
Greenway Paths + Safe Crossings	Less than Significant with Mitigation	Less than Significant	MM CR-6: Monitoring MM CR-7: Unanticipated Discovery of a Cultural Resource Operations: No Mitigation
Greenway Paths + Stormwater Management	Less than Significant with Mitigation	Less than Significant	
5(c). Disturb any human remains, including those interred outside of dedicated cemeteries?			
Greenway Paths + Greenway Amenities	Less than Significant with Mitigation	No Impact	Construction: MM CR-8: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects. Operations: No Mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant with Mitigation	No Impact	
Greenway Paths + Safe Crossings	Less than Significant with Mitigation	No Impact	
Greenway Paths + Stormwater Management	Less than Significant with Mitigation	No Impact	

Cultural resources include prehistoric and historic sites, structures, districts, places, landscapes, objects, or any other physical evidence associated with human activity considered important to a culture, a subculture, or a community for scientific, traditional, religious, or any other reason. For the purposes of this analysis, cultural resources may be categorized into the following groups: archaeological resources, historic resources (including architectural/engineering resources), human remains, and contemporary Native American resources.

Archaeological resources are places where human activity has measurably altered the earth or left deposits of physical remains. Archaeological resources may be either prehistoric-era (before European contact) or historic-era (after European contact). The majority of places in California are associated with either Native American or Euro-American occupation of the area. The most frequently encountered prehistoric or historic Native American archaeological sites are village settlements with residential areas and sometimes cemeteries; temporary camps where food and raw materials were collected; smaller, briefly occupied sites where tools were manufactured or repaired; and special-use areas like caves, rock

shelters, and rock art sites. Historic-era archaeological sites may include foundations or features such as privies, corrals, and trash dumps.

Historic resources include standing structures, infrastructure, and landscapes of historic or aesthetic significance that are generally 50 years of age or older. In California, historic resources considered for protection tend to focus on architectural sites dating from the Spanish Period (1529–1822) through World War II and Post War–era facilities. Some resources, however, may have achieved significance within the past 50 years if they meet the criteria for exceptional significance. Historic resources are often associated with archaeological deposits of the same age.

Contemporary Native American resources, also called ethnographic resources, can include archaeological resources, rock art, and the prominent topographical areas, features, habitats, plants, animals, and minerals that contemporary Native Americans value and consider essential for the preservation of their traditional values. These resources are sometimes hard to define and traditional culture and concerns for vandalism often prohibits Native Americans from sharing these locations with the public. Additional discussion of tribal cultural resources is provided in Section 3.18.

3.5.1 Environmental Setting

The California Register of Historic Resources (CRHR) lists over 500 historic resources located within Los Angeles County, most of which are located in cities, with 31 sites located in unincorporated areas (LA County Department of Regional Planning 2022). Figure 3.5-1 below provides the location of registered historic sites within 0.5-mile of the Plan Area (i.e., greenway).

The San Gabriel River watershed has a long history of human habitation, from the early Native Americans to European arrival and periods of rule by Spain, Mexico, and the United States. The first inhabitants of the SGV were recorded around 500 B.C. Approximately 5 to 10 thousand indigenous people were estimated to be in the region when the Spanish arrived. In 1771, the Spaniards established the San Gabriel Mission in the SGV near present day El Monte (LA County Department of Public Works (LACDPW) 2006). The indigenous Chumash and Gabrieliño peoples have occupied land within Los Angeles County since prehistoric times. However, many of the known archaeological and historic cultural sites in the region have been disturbed by varying degrees by human activity (development, occupation, and use) as well as natural events (erosion resulting from earthquakes, fire, and flood). In some instances, historic and prehistoric artifacts, such as stone tools, antique nails, and equipment parts, have been disturbed and even destroyed by visitors or residents (LA County Department of Regional Planning 2022).

The potential for archaeological resources to be present in the Plan Area will be variable depending on local conditions. The low-lying alluvial plain would be expected to have been preferred areas for past subsistence and occupation. The extensive development of these low-lying areas into urban cities makes it likely that a high percentage of archaeological sites that once existed have been subject to disturbance or destruction by humans. Foothills and mountains may have been less favored for occupation due to steeper slopes and limited access to water, which also have generally been subject to less development (LACFCD 2015).

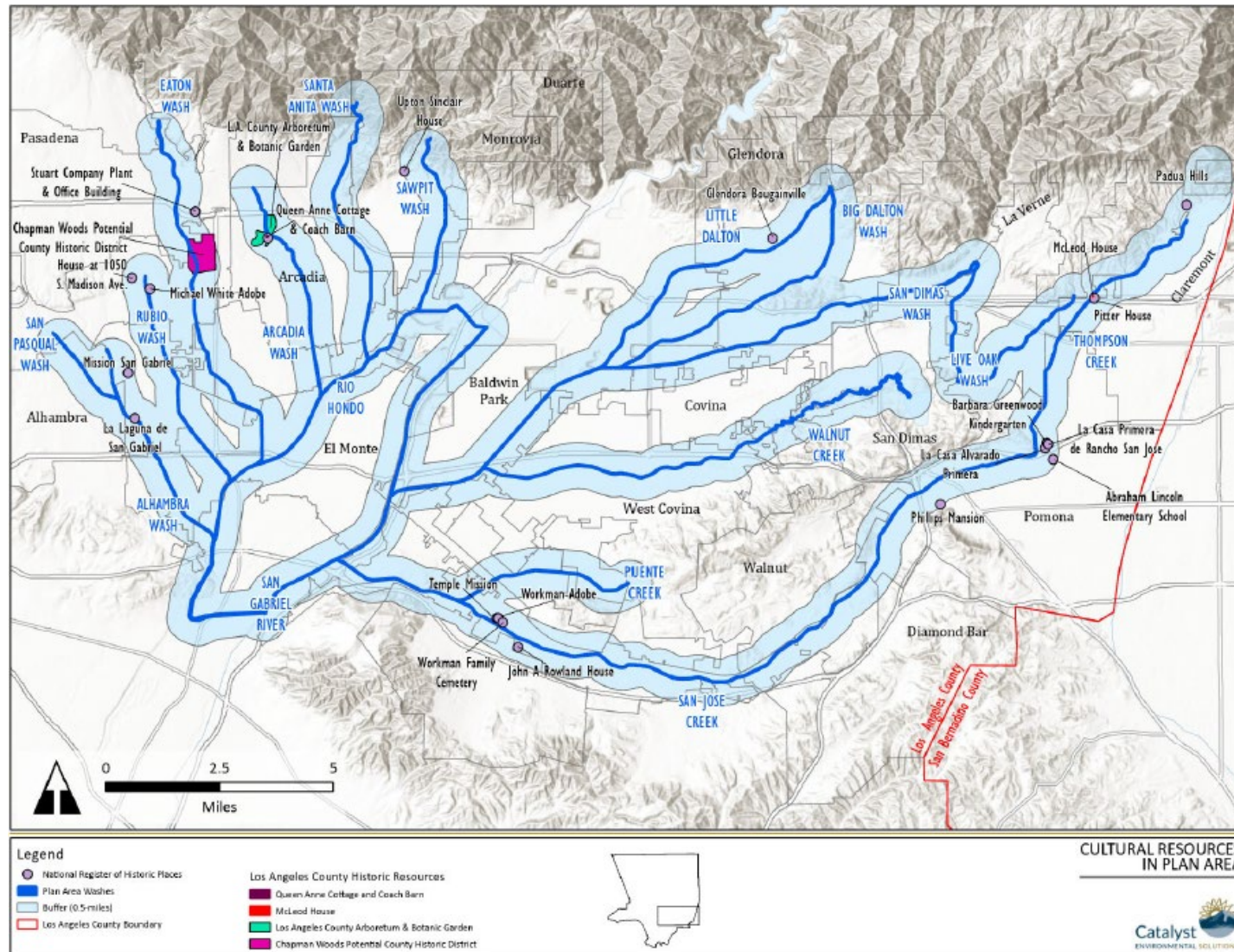


Figure 3.5-1. Known Historical Resources in the Plan Area

3.5.2 Regulatory Setting

3.5.2.1 Federal

3.5.2.1.1 National Historic Preservation Act

Section 106 of the National Historic Preservation Act requires that every federal agency take into account how each of its undertakings could affect historic properties. Historic properties are districts, sites, buildings, structures, traditional cultural properties, and objects significant in American history, architecture, engineering, and culture that are eligible for inclusion in the National Register of Historic Places (National Park Service 2012). Section 106 would be applicable to a project implemented under the Plan, if a federal permit is required for implementation or if federal funds (i.e., grants) are obtained for project development.

3.5.2.1.1.1 Secretary of the Interior Standards

The Secretary of the Interior's Standards and Guidelines for the treatment of Historic Properties (Standards) were developed by the National Park Service (NPS) to provide guidance in historic preservation best practices. The Standards were introduced in 36 CFR Part 68, (1995) and while they are advisory and not regulatory practices, they are considered essential in carrying out historic preservation responsibilities at the local, state, and federal levels. Each approach, be it preservation, rehabilitation, restoration, or reconstruction provide the accepted standards for repair, replacement, alteration and maintenance of historic properties and historic materials. Each of these terms (preservation, rehabilitation, restoration, and reconstruction) have very specific definition as they relate to historic preservation and historic properties. There are specific guidelines for the treatment of historic properties as well as cultural landscapes, sustainability, and rehabilitation.

Standards for Preservation

1. A property will be used as it was historically or be given a new use that maximizes the retention of distinctive materials, features, spaces, and spatial relationships. Where a treatment and use have not been identified, a property will be protected and, if necessary, stabilized until additional work may be undertaken.
2. The historic character of a property will be retained and preserved. The replacement of intact or repairable historic 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. Work needed to stabilize, consolidate, and conserve existing historic materials and features will be physically and visually compatible, identifiable upon close inspection and properly documented for future research.
4. Changes to a property that have acquired historic 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. The existing condition of historic features will be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair or limited replacement of a distinctive feature, the new material will match the old in composition, design, color, and texture.
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. Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

Standards for Rehabilitation

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 historic 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 will 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. Archaeological 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 will 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.

Standards for Restoration

1. A property will be used as it was historically or be given a new use that interprets the property and its restoration period.
2. Materials and features from the restoration period will be retained and preserved. The removal of materials or alteration of features, spaces and spatial relationships that characterize the period will not be undertaken.
3. Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate, and conserve materials and features from the restoration period will be physically and visually compatible, identifiable upon close inspection and properly documented for future research.
4. Materials, features, spaces, and finishes that characterize other historical periods will be documented prior to their alteration or removal.
5. Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize the restoration period will be preserved.
6. Deteriorated features from the restoration period will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials.
7. Replacement of missing features from the restoration period will be substantiated by documentary and physical evidence. A false sense of history will not be created by adding conjectural features, features from other properties, or by combining features that never existed together historically.
8. 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.
9. Archaeological resources affected by a project will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
10. Designs that were never executed historically will not be constructed.

Standards for Reconstruction

1. Reconstruction will be used to depict vanished or non-surviving portions of a property when documentary and physical evidence is available to permit accurate reconstruction with minimal conjecture, and such reconstruction is essential to the public understanding of the property.
2. Reconstruction of a landscape, building, structure, or object in its historic location will be preceded by a thorough archaeological investigation to identify and evaluate those features and artifacts that are essential to an accurate reconstruction. If such resources must be disturbed, mitigation measures will be undertaken.
3. Reconstruction will include measures to preserve any remaining historic materials, features and spatial relationships.

4. Reconstruction will be based on the accurate duplication of historic features and elements substantiated by documentary or physical evidence rather than on conjectural designs or the availability of different features from other historic properties. A reconstructed property will recreate the appearance of the non-surviving historic property in materials, design, color, and texture.
5. A reconstruction will be clearly identified as a contemporary re-creation.
6. Designs that were never executed historically will not be constructed.

3.5.2.2 State

3.5.2.2.1 California Environmental Quality Act

The cultural resources provisions of CEQA provide for the documentation and protection of significant prehistoric and historic-era resources. Before the approval of discretionary projects and the commencement of agency undertakings, the potential impacts of the project on archaeological and historical resources must be considered (PRC Sections 21083.2 and 21084.1 and the State CEQA Guidelines [CCR Title 14, Section 15064.5]). The significance of an archaeological or historical resource per the State CEQA Guidelines is an important consideration in terms of their management.

The State CEQA Guidelines Section 15064.5 also requires consideration of unique archaeological sites. If an archaeological site does not meet the criteria for inclusion on the CRHR but does meet the definition of a unique archaeological resource as outlined in the PRC Section 21083.2, it may be treated as a significant historical resource. Treatment options under Section 21083.2 include preserving such resources in place in an undisturbed state. Other acceptable methods of mitigation under Section 21083.2 include excavation and curation, or study in place without excavation and curation if the study finds that the artifacts would not meet one or more of the criteria for defining a “unique archaeological resource”.

3.5.2.2.2 California Register of Historical Resources

Listing on the CRHR, or eligibility for listing on the CRHR, is the primary consideration in whether or not a resource is subjected to further research and documentation. The significance of cultural resources is measured against the criteria outlined in the CRHR. Determining the CRHR eligibility of historic and prehistoric sites located within the study area is guided by the specific legal context of the site’s significance as outlined in PRC Sections 21083.2 and 21084.1 and the State CEQA Guidelines (CCR Title 14, Section 15064.5). In the CRHR, cultural resources are defined as buildings, sites, structures, or objects that may have historical, architectural, archaeological, cultural, or scientific importance. A cultural resource may be eligible for listing on the CRHR if it:

- Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- Is associated with the lives of persons important in our past;
- 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
- Has yielded, or may be likely to yield, information important in prehistory or history.

The significance of a prehistoric archaeological resource is normally defined relative to criterion (d), and its ability “to yield, information important in prehistory.” This is assessed by the type of information the resource may inform about research questions that explain prehistoric behavior. As a result, the condition or “integrity” of a prehistoric resource is critical; if the resource has been damaged and/or its original horizontal and/or vertical depositional context has been disturbed, it is possible that the ability of that resource to contribute to understanding prehistoric behavior has been compromised.

The significance of an historic-era archaeological resource and/or a built architectural resource is commonly associated with any of the four criteria listed above. Relative to criterion (d), such a resource is not normally considered “important in history” if it is less than 50 years old, given that it would otherwise not be sufficiently unique in terms of its number and distribution. The integrity of an historic-era archaeological resource is also a factor relative to its potential significance, similar to a prehistoric archaeological resource.

As a matter of policy, public agencies avoid damaging effects on historic and archaeological resources, particularly those that are CRHR-eligible. When impacts cannot be avoided, their effects can be mitigated through avoidance during construction phases, incorporation of a site into open space, capping resources with stable fill, deeding a site into a conservation easement, or data recovery through archaeological testing and excavation (State CEQA Guidelines Section 15126.4 (b)(3)).

3.5.2.3 Los Angeles County

3.5.2.3.1 Los Angeles County General Plan

The Conservation and Natural Resources Element of the General Plan (LA County Department of Regional Planning 2022) includes the following relevant goals and policies related to the protection of historic, cultural, and paleontological resources.

- Goal C/NR 14: Protected historic, cultural, and paleontological resources.
 - Policy C/NR 14.1: Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.
 - Policy C/NR 14.2: Support an inter-jurisdictional collaborative system that protects and enhances historic, cultural, and paleontological resources.
 - Policy C/NR 14.3: Support the preservation and rehabilitation of historic buildings.
 - Policy C/NR 14.4: Ensure proper notification procedures to Native American tribes in accordance with Senate Bill 18 (2004).
 - Policy C/NR 14.5: Promote public awareness of historic, cultural, and paleontological resources.
 - Policy C/NR 14.6: Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.

The Parks and Recreation Element of the General Plan (LA County Department of Regional Planning 2022) includes the following relevant goals and policies related to the protection of historic resources.

- Goal P/R 5: Protection of historical and natural resources on County park properties.
 - Policy P/R 5.1: Preserve historic resources on County park properties, including buildings, collections, landscapes, bridges, and other physical features.

- Policy P/R 5.4: Ensure maintenance, repair, rehabilitation, restoration, or reconstruction of historical resources in County parks and recreational facilities are carried out in a manner consistent with the most current Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.

3.5.2.3.2 Los Angeles County Register of Landmarks and Historic Districts

The Los Angeles County Register of Landmarks and Historic Districts is the County's official list of County designated landmarks and historic districts in the unincorporated area of the County. Nominations for designation of landmarks and historic districts can come from private individuals and organizations, the Board of Supervisors, or the Historical Landmarks and Records Commission. The Landmarks Commission reviews each property proposed for designation and makes a recommendation on its eligibility. The Regional Planning Commission also reviews proposed historic districts for consistency with the General Plan. Ultimately, the Board of Supervisors has authority to designate a listing on the Los Angeles County Register of Landmarks and Historic Districts. The County Register is maintained by the Historical Landmarks and Records Commission pursuant to the County's Historic Preservation Ordinance No. 2015-0033.



3.5.2.4 Incorporated Cities Within the Plan Area

The table below presents the policies related to cultural resources from each of the incorporated cities within the Plan Area that would be applicable to projects implemented under the Plan within the boundaries of any incorporated city.

Table 3.5-2. Applicable Local City Policies Related to Cultural Resources

Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Alhambra	<p>Resources Element:</p> <p>Goal R-6: Preservation of the cultural identity of Alhambra as a diverse, residential and commercial city with distinct single-family neighborhoods.</p> <p>Policy R-6A: Promote and encourage the preservation of Alhambra’s significant historic, architectural, cultural, archaeological, and paleontological resources.</p> <p>Policy R-6D: Develop and implement design standards that maintain the character of established residential neighborhoods, as discussed in the Land Use and Community Design chapter.</p> <p>Policy R-6E: Enforce applicable historic preservation laws to preserve state or federally designated historic resources and other resources (e.g., archaeological and paleontological) eligible for such designation.</p> <p>Policy R-6F: Investigate the possible establishment of a local regulatory framework for the designation and protection of significant historic and cultural resources.</p>	<p>Municipal codes related to cultural resources relevant to the Plan Area can be found in Section 23.34.010 (Purpose) of Chapter 23.34 (Open Space (OS) Zone).</p> <p>Section 23.34.010 (Purpose) establishes the purpose of the open space zone, which is to provide for outdoor recreational and open space resources, and to prevent inappropriate development of areas which should be regulated to provide for scenic, recreational, historic, conservation, aesthetic or public health and safety uses. The regulations set out in Chapter 23.34 (Open Space Zone) apply to all lots classified in the OS zone.</p> <p>(’86 Code, § 23.34.010) (Ord. 4110, passed - -)</p>	<p>The City is establishing its first Historic Preservation Program. The draft ordinance was published in December 2024 and is expected to be presented to the City Council for adoption in May/June 2025.</p>
Arcadia	<p>Parks, Recreation, and Community Resources Element:</p> <p>Goal PR-9 Retention and proper stewardship of historical and cultural resources</p> <p>Policy PR-9.1 Encourage the maintenance and preservation of historically, culturally, and or/ architecturally significant structures and sites in the community.</p> <p>Policy PR-9.2 Explore partnerships with local community organizations, such as the Arcadia Historical Society, to continue the preservation of historic and cultural resources.</p> <p>Policy PR-9.3 Collect, preserve, and celebrate Arcadia’s heritage with quality exhibits and programs.</p> <p>Policy PR-9.4 Preserve Santa Anita Park’s use as a live horse racing venue while economically feasible and preserve and maintain iconic structures at the racetrack such as the grandstand.</p> <p>Policy PR-9.5 Identify historic sites, structures, neighborhoods, and other resources through a Historic Resource Inventory.</p> <p>Policy PR-9.7 Develop incentives that promote preservation and rehabilitation of historic structures, sites, and other resources.</p>	<p>Municipal codes related to cultural resources relevant to the Plan Area can be found in Section 9103.17 (Historic Preservation) otherwise known as the Arcadia Historic Preservation Ordinance (Ordinance No. 2359, Article IX. Chapter 1, Division 3, Section 103.17) The designation and preservation of historic resources, and the regulation of alterations, additions, repairs, removal, demolition, or new construction to perpetuate the historic character of historic resources, is declared to be a public purpose of the city.</p> <p>The purposes of this Chapter include: A) Enabling informed planning decisions regarding the treatment of properties that contribute to the city’s character or reflect its historical and architectural development; B) Establishing priorities for preservation, restoration, and rehabilitation efforts within the city; C) Providing City planners with baseline information about potential historic resources from which to manage new development; D) Safeguarding Arcadia’s heritage by protecting resources that reflect elements of the city’s cultural, social, economic, architectural, and archaeological history; E) Deterring demolition, misuse, or neglect of designated historic landmarks, designated historic districts (and their contributing resources), and potential historic landmarks, which represent important links to the past of Arcadia, California, or the nation; F) Providing the public with a better understanding of and appreciation for the built environment as a tangible link to Arcadia’s history; G) Promoting the use of historic resources, especially for the education, appreciation, and general welfare of the people of Arcadia; H) Protecting and enhancing the City’s attractiveness to residents and visitors, and supporting economic development.</p> <p>Section 9103.17.060 (Local Eligibility and Designation Criteria)</p> <p>A. Criteria for Designation.</p> <p>Historic Landmark. On the recommendation of the Commission, the City Council may designate an individual resource (building, structure, object, or site) if it meets one or more of the following local eligibility criteria:</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>1. It is associated with events that have made a significant contribution to the broad patterns of Arcadia’s or California’s history;</p> <p>2. It is associated with the lives of persons important to local or California history;</p> <p>3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of master, or possesses high artistic values;</p> <p>4. It has yielded, or has the potential to yield, information important to the prehistory or history of the city or state.</p> <p>In addition to the requirements listed as 1. through 4. above in this section, an individual resource must satisfy at least one of the following requirements:</p> <p>5. It is listed on the National and/or California Register of Historic Places; or</p> <p>6. It is an iconic property.</p> <p>Historic District. On the recommendation of the Commission, the City Council may designate a historic district if it meets one or more of the four criteria in Section 9103.17.060(A) and:</p> <p>1. It possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.</p> <p>2. A minimum of 60 percent of the buildings within the proposed historic district contribute to the district’s significance.</p> <p>B. Automatic Consideration. Any property individually listed in the National Register of Historic Places or California Register of Historical Resources shall be automatically considered designated historic resource by the City.</p> <p>C. Considerations for Evaluating Properties - Age. A resource considered for listing as a local historic landmark must be at least 45 years of age, unless it can be demonstrated that the resource has achieved exceptional importance within the last 45 years.</p> <p>D. Consideration for Evaluating Properties - Integrity. In order for a resource to be eligible for designation as a local landmark or historic district, the resource must retain sufficient integrity. Integrity is the authenticity of a historical resource’s physical identity as evidenced by the survival of characteristics that existed during the time period within which the resource attained significance. Only after significance has been established should the issue of integrity be addressed. There are seven aspects of integrity, as defined by the National Register: location, design, setting, materials, workmanship, feeling, and association. Since significance thresholds associated with local listing are generally less rigid than those associated with listing at the state or national levels, a greater degree of flexibility shall be provided when evaluating the integrity of a locally eligible historic resource, as opposed to one eligible for listing in the National or California Registers. For this reason, it is possible that a historic resource may not retain sufficient integrity to be eligible for listing in the National or California Registers, but may still be eligible for listing at the local level. Integrity shall be determined with reference to the particular characteristics that support the resource’s eligibility under the appropriate criteria of significance. (Ord. No. 2359 , § 3(Exh. A), 4-2-19; Ord. No. 2375 , § 4(Exh. A), 4-6-21)</p>	
Azuza	<p>Built Environment Element</p> <p>Goal 2: Provide the City with open space and cultural/historic areas in the downtown, in the San Gabriel River Corridor, and in neighborhoods that can provide educational benefits.</p>	<p>Municipal codes related to cultural resources relevant to the Plan Area can be found in Chapter 55 (Historic Preservation), Article II (Historic Preservation), Section 55.37 Sec. 55-37. (Intent and purpose), also known as the “Historic Preservation Ordinance of the City of Azusa”.</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 3: Preserve and protect places, buildings, and objects that embody the City’s social, commercial, architectural, and agricultural history.</p> <p>Policy 3.2: Incorporate natural resources such as the San Gabriel River drainage into development when appropriate as a means of understanding and appreciating the history of the site or area. This may include the mining activities and any prehistoric sites that may be encountered during subsequent studies of the drainage.</p>	<p>Under Sec. 55-37. (Intent and purpose), the city council has determined the following to be the intent of historic preservation in the City:</p> <p>(1) That the character, history and neighborhood identity of the city are reflected in and are reflections of its culture, physical, and architectural heritage.</p> <p>(2) That these historical and cultural foundations should be preserved as living parts of community life and development to build an understanding of the city's past so that future generations may have a genuine opportunity to appreciate, enjoy, and understanding the rich heritage of the city.</p> <p>(3) That city landmarks, neighborhoods, and other areas of historical and cultural interests are increasingly facing threats from modernization and urbanization.</p> <p>(4) That pursuant to the provisions of the National Historic Preservation Act of 1966, as amended, the city joins with private concerns, the State of California, and the United States Congress to develop preservation programs and activities to give maximum encouragement to agencies and individuals undertaking preservation of the city's unique architectural, historical, aesthetic, and cultural heritage.</p> <p>(5) The recognition, preservation, protection and use of all historical resources in the city are required in the interests of and to promote the public health, prosperity, safety, enrichment and general welfare and:</p> <p>a. To safeguard the city's unique cultural heritage as embodied and reflected in the city's architectural history and patterns of cultural development;</p> <p>b. To encourage and facilitate public knowledge, understanding, and appreciation of the city's historic past and unique sense of place;</p> <p>c. To foster civic and neighborhood pride and sense of identity based on the recognition, public participation and use of cultural resources;</p> <p>d. To promote the enjoyment, celebration, and use of cultural resources appropriate for the education and recreation of the people of the city;</p> <p>e. To preserve diverse architectural styles, patterns of development, and design preferences reflecting phases of the city's history and to encourage complementary design and construction and inspire a more livable urban environment.</p> <p>f. To enhance property values and to increase economic and financial benefits to the city and its inhabitants through the exploration of creative financial incentives for preservation;</p> <p>g. To protect and enhance the city's attraction to tourists, residents, and visitors thereby stimulating business and industry;</p> <p>h. To identify as early as possible and resolve conflicts between the preservation of cultural resources and alternative land uses;</p> <p>i. To integrate the preservation of cultural resources into public and private land use management and development processes;</p> <p>j. To conserve valuable material and energy resources by ongoing use and maintenance of the existing built environment;</p> <p>k. To enhance neighborhoods through the preservation of cultural resources and establishment of historic districts;</p> <p>l. To encourage public participation in identifying and preserving historical and architectural resources thereby increasing community pride in the city's cultural heritage.</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		(Ord. No. 00-012, § 2, 10-16-00)	
Baldwin Park	<p>Open Space and Conservation Element:</p> <p>Goal 8.0: Promote the preservation of historic resources in Baldwin Park.</p> <p>Policy 8.1: Implement the provisions contained in the City’s Historic Resources Code to protect historically significant structures.</p> <p>Policy 8.2: Encourage restoration of historic structures.</p> <p>Policy 8.3: Baldwin Park 2020 General Plan Maximize public awareness about Baldwin Park's history and historical resources.</p>	<p>Municipal codes related to cultural resources relevant to the Plan Area can be found in Section 53.080 (Historic Overlay Zone).</p> <p>Section 53.080 (Historic Overlay Zone) describes the historic overlay zone of the City.</p> <p>Section 53.080.010 (Intent and Purpose) The Historic Overlay Zone is established to recognize, protect and ensure proper utilization of historic resources in the interest of public, health, safety, prosperity, social and cultural enrichment, and general welfare. The purpose of the Historic Overlay is as follows.</p> <p>(A) Cultural history. Safeguard the heritage of the city by protecting designated buildings and structures which reflect the city’s cultural history.</p> <p>(B) Public involvement. Encourage public understanding and involvement in the unique heritage of the city.</p> <p>(C) Civic pride. Strengthen civic pride in the beauty and notable accomplishments of the past.</p> <p>(D) City attractions. Protect and enhance the city’s attractions to residents and visitors and to support and stimulate business and industry.</p> <p>(E) Aesthetic character. Enhance the visual and aesthetic character of the city.</p> <p>(F) Promote use. Promote the use of historic buildings, structures and historic districts.</p> <p>(G) Property rights. Protect and safeguard the property rights of the owners whose property is declared to be historic or is located in an area designated as a historic district.</p> <p>(Ord. 1346, passed 5-2-12)</p> <p>Section 153.080.030 (Property Maintenance) states that the owner or occupant of a building, structure or place designated as historic or located within a Historic Overlay Zone shall maintain all exterior and interior portions of such buildings, structures and places in good repair to prevent deterioration, decay or excessive wear and tear.</p> <p>(Ord. 1346, passed 5-2-12)</p>	No other applicable ordinances were identified.
Claremont	<p>Land Use, Community Character, and Heritage Preservation Element:</p> <p>Goal 2-11: Promote community identity and local history by encouraging context-sensitive design and development.</p> <p>Policy 2-11.1: Encourage a variety of architectural styles for new and renovated structures that reflect local architectural characteristics.</p> <p>Policy 2-11.2: Strengthen neighborhood identity with new development that is architecturally compatible with surrounding structures.</p> <p>Policy 2-11.3: Require that new construction, additions, renovations, and infill developments be sensitive to neighborhood context and building forms and scale.</p> <p>Policy 2-11.4: Prohibit new and large structures that compromise neighborhood quality. Work with the Architectural Commission to study and define design issues to safeguard neighborhoods.</p> <p>Policy 2-11.5: Encourage designs and building layout that promote defensible spaces: discourage lengthy, blank walls.</p>	<p>Municipal codes related to cultural resources relevant to the Plan Area can be found in Chapter 16.072 (P/RC Park/Resource Conservation District), and Section 16.040.080 (Design Guidelines for Mixed-use Development) of Chapter 16.040 (MU Mixed Use Districts).</p> <p>Chapter 16.072 (P/RC Park/Resource Conservation District) establishes the following:</p> <p>Chapter 16.072.000 (Intent)</p> <p>A) The Parks/Resource Conservation (P/RC) District is intended to assure open space areas for uses such as public parks, outdoor recreation, cemetery uses, protection of natural habitat, preservation of cultural resources, management of groundwater resources, protection and conservation of mineral resources, and the protection of the public health and safety due to hazardous or special conditions.</p> <p>B) No building, structure, or land shall be used, and no building or structure shall be erected, altered, or enlarged, in the P/RC District except in accordance with the provision of this chapter. (08-05)</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 2-14: Retain and celebrate Claremont’s rich history and heritage, as evidence through its development</p> <p>patterns, buildings and building materials, landscaping, street treatments, parks and open space, and civic architecture.</p> <p>Policy 2-14.1: Continue to protect architectural, historical, open space, environmental, and archaeological resources throughout the City.</p> <p>Policy 2-14.2: Continue to heighten community awareness of Claremont’s history and the City’s physical development, and educate the public to the significance of historic areas, sites, and structures and the social events associated with them.</p> <p>Policy 2-14.3: Continue to encourage pride in the quality and character of historic areas.</p> <p>Policy 2-14.4: Continue to recognize the fragile nature of historic residential areas, and work to ensure the harmonious appearance of each historic area. Address the transitional areas between residential and commercial areas, residential and industrial areas, and residential areas and The Claremont Colleges.</p> <p>Policy 2-14.5: Continue to support retention and/or adaptive reuse of existing residential, commercial, and industrial buildings where possible, particularly structures listed on the Register of Structures of Historical and Architectural Merit of the City of Claremont.</p> <p>Policy 2-14.6: Strive to prevent the demolition of structures listed on the Register of Historical and Architectural Merit of the City.</p> <p>Policy 2-14.7: Add to the Register of Structure of Historical and Architectural Merit of the City of Claremont sites and structures that have special historic or community value as historic resources and are worthy of preservation.</p> <p>Policy 2-14.8: Continue to offer historic preservation tools such as the Mill Act.</p> <p>Policy 2-14.9: Explore and evaluate different approaches to protect and enhance historic resources throughout the community.</p> <p>Policy 2-14.10: Consider establishment of new historic districts where appropriate to help protect neighborhoods from incompatible development.</p>	<p>Chapter 16.072.010 (Uses and Development) allows for the following uses in the P/DC District:</p> <p>A) Parks and outdoor recreation facilities such as playgrounds, playing fields, and trails, open to the public and for which no admission fee is charged.</p> <p>B) Community, senior and youth activity centers.</p> <p>C) Cemetery uses.</p> <p>D) Highway and freeway landscaping.</p> <p>E) Water recharge facilities, settling basins, and drainage channels.</p> <p>F) Natural habitat protection.</p> <p>G) Preservation of architectural, historic, cultural and natural resources.</p> <p>H) The growing of plants, provided no sales occur at the site.</p> <p>I) Facilities for use by the public such as benches, picnic tables, shade structures, paved walkways, parking lots, fencing, restroom buildings, other minor buildings, and ancillary improvements such as lighting related to permitted uses.</p> <p>J) Commercial antenna/wireless telecommunication facilities pursuant to Chapter 16.100. (12-01; 08-05)</p> <p>Section 16.040.080 (Design Guidelines for Mixed-use Development) describes designs guidelines for Historic Preservation in Mixed-Use Districts, they include the following:</p> <ul style="list-style-type: none">• Protect and enhance historic and cultural resources that contribute to the City’s image, unique character, and sense of place.• Design new construction that is compatible with surrounding historic and cultural resources.• Respect the site’s context within the larger community. <p>(12-01; 08-05)</p>	
Covina	<p>Land Use Element:</p> <p>Goal: A physical environment that provides for the housing, employment, business, service, recreational, social, educational, cultural, and entertainment needs of and maintains and enhances a high quality of life for its residents.</p> <p>Policy 7: Attempt to preserve structures, resources, and/or areas that are of local historic and/or architectural significance.</p> <p>Objective 1: A climate where moderate residential, commercial, and industrial development and redevelopment are accommodated.</p> <p><i>General Land Use</i></p> <p>Policy 23: Identify and encourage the retention and preservation of significant architectural, historical, and/ or cultural resources, such as the Adams Park residential neighborhood (just west of Covina Park).</p> <p><i>Other Policies</i></p> <p>Policy 1: Attempt to preserve areas of outstanding scenic, historic, and/or cultural value in a reasonable fashion.</p>	<p>Municipal codes related to cultural resources relevant to the Plan Area can be found in Chapter 17.81 (Historic Preservation).</p> <p>The purpose of Chapter 17.81 (Historic Preservation) is to preserve, conserve and maintain the city of Covina’s cultural, architectural and archaeological and historical heritage and resources as living parts of community life by encouraging the voluntary designation of such properties and resources for protection, which will benefit and enrich the lives of its present and future residents and visitors. The intent of the chapter is to improve the quality of the city’s environment through preservation, conservation and maintenance of its neighborhoods as follows:</p> <p>A. Preserve the city of Covina’s architectural history and encourage complementary development and use on surrounding property.</p> <p>B. Build and strengthen civic pride in the beauty and notable accomplishments of the past and promote their continued use today.</p> <p>C. Protect, enhance and perpetuate the city’s historic attractions for residents desiring a pleasant way of life, as well as tourists and visitors seeking a pleasant shopping and recreational experience.</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Objective 2: An adequate amount and distribution of and compatibility of adjacent land uses throughout the community.</p> <p><i>General Land Use</i></p> <p>Policy 17: Identify and encourage the retention and preservation of significant architectural, historical, and/ or cultural resources.</p> <p>Open Space and Natural Resources Element:</p> <p><i>Safety, Accessibility, Security, and Miscellaneous Matters</i></p> <p>Policy t: Consider to preserve any areas, facilities, or buildings determined to be of outstanding scenic, historic, or cultural value.</p>	<p>D. Strengthen the economy of the city, stabilize and improve property values, and increase community vitality by encouraging adaptive reuse, increased social activity and increased community awareness of the attractions associated with historic resources.</p> <p>E. Promote the private and public use and preservation of designated structures or areas for the education, appreciation and general welfare of the people. (Ord. 97-1812 § 1, 1997.)</p>	
El Monte	<p>Community Design Element:</p> <p>Policy CD-5.4 Cultural Resources. Incorporate the City’s heritage in the Downtown design plans in many expressions. Use the cultural resources inventory to start identifying, recognizing, and celebrating El Monte’s heritage.</p> <p>CD-6.3 Cultural Resources. Incorporate the City’s history in the design plans of Flair Park. Utilize the Cultural Resources Inventory as a starting point for identifying, recognizing, and celebrating El Monte’s heritage.</p> <p>CD-6.10 Emerald Necklace. Improve the riverfront experience along the Rio Hondo River through the installation of Emerald Necklace Vision projects. Include the following improvements:</p> <ul style="list-style-type: none">• Linear park and multi-use trails along the river• Miniparks at key locations along the river• Trees and native habitat planted along the way ☐ Cultural and historical references• Bicycle paths and multi-use trails <p>Cultural Resources Element:</p> <p>Goal CR-1: A multifaceted program for enhancing cultural resources in the City as a means to acknowledge and celebrate the leadership, achievements, accomplishments, and diverse histories of its residents.</p> <p>Policy CR-1.1 Cultural Resources Index. Ratify the cultural resources index as a living document recording people, places, and events of local significance to the City of El Monte, and establish a protocol for updates and additions.</p> <p>Policy CR-1.2 Cultural Resources Map. Create a cultural resources map capturing the dynamic layers of El Monte’s history; locate the original map at a major civic institution and use reproductions throughout the city as appropriate.</p> <p>Policy CR-1.3 Cultural Heritage Commission. Establish a commission to develop and oversee cultural resources programs, including public art programs, annual cultural resources awards, collaborative school curriculum, and special events.</p> <p>Policy CR-1.4 Cultural Resources Ordinances. Update the El Monte Municipal Code to include authorizing ordinances that govern the designation, preservation, and recognition of cultural resources in El Monte and to delineate the roles of commissions.</p> <p>Policy CR-1.5 Cultural Resources Plan. Create a comprehensive cultural resources plan, based on the cultural resource index and map, to imbue the natural and built</p>	<p>Municipal codes related to cultural resources relevant to the Plan Area can be found in Chapter 17.74 (Water Efficiency).</p> <p>Chapter 17.74 (Water Efficiency) was established to provide minimum standards for all water usage in the City, including landscaping. However, the Chapter does not apply to the following:</p> <ol style="list-style-type: none">1. Registered federal, state or local historical sites;2. Ecological restoration projects that do not require a permanent irrigation system;3. Mined-land reclamation projects that do not require a permanent irrigation system; or4. Existing plant collections, as part of botanical gardens and arboreta open to the public. <p>(Ord. No. 3011 , § 3(Exh. B), 6-21-2022; Ord. No. 3023 , § 4.B(Exh. B), 5-2-2023)</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>environment with symbols and improvements drawing from El Monte’s rich cultural heritage.</p> <p>Policy CR-1.6 Cultural Resources Education. Inspire public support and recognition of cultural resources through a public education program, including school district curriculum, public art, library corners, displays in local museums, and special events.</p> <p>Policy CR-1.7 Government Role. Fully support the establishment of a cultural resources program and provide funding, staffing, and other mechanisms to maintain the program.</p> <p>Goal CR-2 A community that embraces the rich diversity of residents and the cultural heritage they bring from all over the world by incorporating local cultural history and special places into the fabric of the built environment.</p> <p>Policy CR-2.1 Cultural Districts. Designate cultural districts based on historical development and cultural settlement patterns. Where little historical precedent exists, evaluate the creation of a district from existing site or urban design characteristics.</p> <p>Policy CR-2.2 Historic Overlay Zones. Assess the feasibility of creating historic overlay zones, as relevant, that contain elements of potential historic significance such as the Valley Mall, El Monte Theatre, Wye Street/Rurban Homestead area, and Medina Court.</p> <p>PolicyCR-2.3 Cultural Elements. Develop elements relevant to defining traces of urban fabric: elements may include new gateways, streetscape elements such as kiosks with maps, special street signs, distinct textures for crosswalks or sidewalks, landscaping specific to districts, relevant public art, and interpretive signs.</p> <p>PolicyCR-2.4 Public Spaces. Assess the feasibility of creating distinctive public space and walking routes in each district and Citywide, with a central gathering place and an interpretive map of the history of El Monte. An example of this would be the El Monte Historic Plaza between the Valley Mall and Valley Boulevard.</p> <p>Policy CR-2.5 Capital Improvements. Create a plan for making infrastructure improvements (e.g., signage, historical markers, park improvements, public art, and other media) that incorporate relevant images of El Monte’s cultural heritage.</p> <p>Policy CR-2.6 Cultural Icons. Develop a program for placement of City symbols on sidewalks, street signs, retaining walls, freeway ramps, crosswalks, and other infrastructure to signify El Monte’s unique cultural heritage.</p> <p>Goal CR-4 A community that acknowledges, identifies, protects, enhances, and expands its inventory of historic buildings, sites, and resources.</p> <p>Policy CR-4.1 El Monte Historic Register. Establish an El Monte Register of Historic Buildings and Places and seek listing for appropriate properties to the national and state registers of historic places.</p> <p>Policy CR-4.2 Architectural Inventory. Survey all potentially historic structures and create an architectural period and styles inventory for El Monte as a means to identify potential historic or locally significant structures.</p> <p>Policy CR-4.3 Local List of Historic Places. Create a local list of historic places for properties that do not meet criteria of the national or state Registers but are important to protect in terms of local significance. Tie this to the cultural resources index.</p> <p>Policy CR-4.4 Historic Preservation Ordinance. Adopt a preservation ordinance that would require a special permit to demolish or modify a historic resource.</p>		
Glendora	Historic Preservation Element:	Municipal codes related to cultural resources relevant to the Plan Area can be found in Section 21.03.050 (Historic Preservation) of Chapter 21.03 (General Regulations),	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 1: Preserve and protect Glendora’s historic resources as physical reminders of the city’s past and as unique focal points to shape the community’s identity.</p> <p>Objective 1: Identify, evaluate, and document historic resources.</p> <p>Policy 1: Maintain a list of historic resources designated under national, state, and local agencies.</p> <p>Objective 2: Protect historic resources from demolition and inappropriate alterations.</p> <p>Policy 1: Ensure the protection of historic resources through the enforcement of existing codes.</p> <p>Policy 2: Historic resources should be relocated when retention of such buildings or structures on site is not feasible.</p> <p>Policy 3: In the downtown, mixed uses or adaptive reuse of historic resources shall be encouraged when necessary to make preservation feasible.</p> <p>Policy 4: Support the continuing education of city staff in the techniques of historic preservation.</p> <p>Policy 5: Provide relief from property taxes through Mills Act contracts.</p> <p>Goal 2: Use historic preservation concepts as tools to protect, enhance, and revitalize neighborhoods.</p> <p>Objective 4: Promote neighborhood preservation.</p> <p>Policy 1: Assist neighborhood groups in forming Historic Preservation Overlay Zoning’s.</p> <p>Policy 2: Develop a public outreach program which demonstrates the benefits of historic preservation.</p> <p>Policy 3: Development should be designed to be compatible with adjacent historic resources.</p> <p>Objective 5: Enhance historic streetscapes through public improvements.</p> <p>Policy 1: Preserve and when appropriate restore historic light standards.</p> <p>Policy 2: Preserve and when appropriate restore historic street trees.</p> <p>Land Use Summary from Historic Preservation Element:</p> <p>Goal: Preservation and protection of cultural sites, including historic sites.</p> <p>Objective: To identify and preserve cultural resources.</p> <p>Policy 1. Community participation in cultural preservation should be encouraged.</p> <p>Policy 2. Development should be designed to be compatible with adjacent cultural resources.</p> <p>Policy 3. Culturally significant structures should be relocated when retention of such structures on site is not feasible.</p> <p>Policy 4. In the downtown, mixed uses or adaptive reuse of culturally significant buildings shall be encouraged when necessary to make preservation feasible.</p>	<p>Section 21.07.060 (Historic Preservation Overlay HPOZ), and Section 21.06.050 (Open Space – Natural Zone OSN).</p> <p>The purpose of Section 21.03.050 (Historic Preservation) is to promote the general welfare by providing for the identification, protection, enhancement, perpetuation and use of improvements and areas within the city that reflect special elements of historical, architectural, archaeological, cultural or aesthetic heritage for the following reasons:</p> <ol style="list-style-type: none">1. To encourage public knowledge, understanding, appreciation and use of the city's past;2. To foster civic pride in the beauty and personality of the city and in the accomplishments of its past;3. To identify and resolve, as early as possible, conflicts between the preservation of cultural resources and alternative land uses;4. To encourage conservation of building material resources through maintenance and restoration of existing historical structures;5. To promote the enjoyment and use of cultural resources appropriate for the education and recreation of the people of the city;6. To encourage modification of historical buildings that is compatible with the historical character of such buildings;7. To promote awareness of the economic benefits of historic preservation. <p>This section also establishes the procedure for designating a landmark as historical and permits necessary when proposing to work on a historic site within the City.</p> <p>Section 21.07.060 (Historic Preservation Overlay HPOZ) was established to promote the general welfare, cultural enrichment, and economic prosperity of the people by providing for the identification, protection, preservation, and enhancement of areas of the city having historic, architectural, or cultural significance. To be designated as an HPOZ, an area must possess a significant concentration, linkage, or continuity of sites, buildings, structures, objects, or landscape features united historically or aesthetically by plan or physical development and meet one or more of the following criteria:</p> <ol style="list-style-type: none">1. Exemplifies or reflects special elements of the city's cultural, social, economic, political, aesthetic, engineering, or architectural history; or2. Is identified with persons or events significant in local, state, or national history; or3. Embodies distinctive characteristics of a style, type, period, or method of construction or are valuable examples of the use of indigenous materials or craftsmanship; or4. Is the notable work of a master builder, designer, or architect; or5. Pertains to features of early Glendora. <p>Section 21.06.050 (Open Space – Natural Zone OSN) establishes Open Space – Natural Zones to (1) conserve and manage natural resources which may include biological resources, watercourses, hills, canyons, major rock outcroppings, etc.; (2) protect the public health and safety by including areas requiring management due to hazardous or special conditions such as fire, flood and earthquake fault; and (3) provide outdoor recreation including areas of scenic, historic or cultural value. The OSN zoning designation shall only be applied to public and quasi-public property; provided, however, that a private property owner may request and be considered for a change of</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		zone to OSN. Permitted uses in this zone include riding and hiking trails, picnic and playground areas, flood control structures and facilities, and utility substations and related equipment and structures.	
Industry	<p>Resource Management Element:</p> <p>Goal RM5: Historical and cultural resources that celebrate the community and serve as a focal point for civic pride and identity.</p> <p>Policy RM5-1: Continue to support and enhance the Workman and Temple Family Homestead Museum.</p> <p>Policy RM5-2: Support the proper handling and documentation of historically or archaeologically significant sites, burial sites, and objects that may be discovered.</p> <p>Policy RM5-3: Comply with federal and state requirements when considering nominations for or modifications to resources of significant historical or cultural merit.</p> <p>Policy RM5-4: Continue to honor the heritage of the City on Industry.</p>	<p>Municipal codes related to cultural resources relevant to the Plan Area can be found in Chapter 13.18 (Water Efficient Landscapes).</p> <p>The purpose of Chapter 13.18 (Water Efficient Landscapes) is to establish water efficient landscape regulations that are “at least as effective in conserving water as” the State Model Water Efficient Landscape Ordinance (Government Code Section 65591 et seq.) in the context of conditions in the city in order to ensure that landscapes are planned, designed, installed, maintained, and managed in a manner that uses water efficiently, encourages water conservation, and prevents water waste. (Ord. 793 § 5, 2016). However, under the Exempt activities the Chapter does not apply to the following:</p> <ol style="list-style-type: none">1. Registered local, State, or federal historical sites.2. Ecological restoration projects that do not require a permanent irrigation system.3. Mined-land reclamation projects that do not require a permanent irrigation system.4. Existing plant collections, as part of botanical gardens and arboretums open to the public. (Ord. 793 § 5, 2016)	No other applicable ordinances were identified.
Irwindale	<p>Resource Management Element</p> <p>Issue Area – Resource Preservation The City of Irwindale will maintain and preserve those natural and man-made amenities that contribute to the City’s livability.</p> <p>Resource Management Element Policy 8. The City will identify and preserve those sites/building that are important to the community for the benefit of the future generations that will reside or work in the City.</p>	<p>Municipal codes related to cultural resources relevant to the Plan Area can be found in Chapter 15.30 (Water Efficient Landscape Standards and Guidelines), Section 15.30.010 (Purpose) and Section 15.30.040 (Exemptions).</p> <p>Under Section 15.30.010 (Purpose), the purpose of this chapter is to establish water efficient landscape regulations that are acceptable under Governor Brown’s April 1, 2015 Drought Executive Order (B-29-15) and that are at least as effective in conserving water as the State Model Water Efficient Landscape Ordinance, in the context of conditions in the city, in order to ensure that landscapes are planned, designed, installed, maintained, and managed in a manner that uses water efficiently, encourages water conservation, and prevents water waste.</p> <p>(Ord. No. 701, § 2, 2-10-16)</p> <p>Under Section 15.30.040 (Exemptions), the chapter’s requirements do not apply to sites that are registered local, state or federal historical sites. Therefore, historic sites within the City of Irwindale need not apply those water efficiency rules.</p> <p>(Ord. No. 701, § 2, 2-10-16)</p>	No other applicable ordinances were identified.
La Puente	No goals or policies were identified related to cultural resources.	<p>Municipal codes related to cultural resources relevant to the Plan Area can be found in Chapter 10.32 (Landscaping).</p> <p>The purpose of Chapter 10.32 (Landscaping) is to establish water efficient landscape regulations that are “at least as effective in conserving water as” the State Model Water Efficient Landscape Ordinance (Government Code Section 65591 et seq.) in the context of conditions in the city in order to ensure that landscapes are planned, designed, installed, maintained, and managed in a manner that uses water efficiently, encourages water conservation, and prevents water waste. However, under Section 10.32.030 (Applicability) the water efficient landscape ordinance does not apply to:</p> <ol style="list-style-type: none">1. Registered local, State, or federal historical sites.2. Ecological restoration projects that do not require a permanent irrigation system.3. Mined-land reclamation projects that do not require a permanent irrigation system.	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		4. Existing plant collections, as part of botanical gardens and arboretums open to the public.	
La Verne	<p>Cultural Resources Element:</p> <p>Goal 1: Take inventory of our past.</p> <p>Policy 1.1: Identify and document our cultural resources.</p> <p>Policy 1.2: Maintain and update our record of local cultural resources.</p> <p>Policy 1.3: Establish a City archive.</p> <p>Policy 1.4: Preserve the history of those traditionally underrepresented.</p> <p>Goal 2: Act now to preserve and protect our cultural resources.</p> <p>Policy 2.1: Ensure compliance with our preservation program.</p> <p>Policy 2.2: Provide innovative means of preservation.</p> <p>Policy 2.3: Bolster our proven programs.</p> <p>Policy 2.4: Support community preservation organizations.</p> <p>Policy 2.5: Pursue preservation of archeological resources.</p> <p>Policy 2.6: Protect cultural resources through strategic use of California Environmental Quality Act provisions.</p> <p>Policy 2.7: Adopt a cultural resources ordinance and accompanying guidelines.</p> <p>Policy 2.8: Offer incentives for cultural resource preservation.</p> <p>Policy 2.9: Abide by adopted demolition policies to protect cultural resources from premature demolition.</p> <p>Policy 2.10: Protect and preserve cultural landscapes.</p> <p>Policy 2.11: Preserve and protect resources that are not only individually noteworthy but also collectively important.</p> <p>Goal 3: Expand and enhance our cultural resource program.</p> <p>Policy 3.1: Inform the public of preservation techniques and incentives.</p> <p>Policy 3.2: Establish outreach programs.</p> <p>Policy 3.3: Promote public art.</p> <p>Policy 3.4: Integrate cultural resources into daily planning practice.</p> <p>Policy 3.5: Establish an oral and video history program.</p>	<p>Municipal codes related to cultural resources relevant to the Plan Area can be found in Chapter 18.78 (Preservation, Protection and Removal of Trees), Chapter 18.16 (Development Review), Chapter 18.118 (Water Efficient Landscapes), and Chapter 18.56 (O Official Zone).</p> <p>The purpose of Chapter 18.78 (Preservation, Protection and Removal of Trees) is to protect certain trees in order to preserve cultural heritage, maintain and enhance the scenic beauty of the city, improve air quality, abate soil and slope erosion, preserve and enhance property values and thereby promote public health, safety and welfare by:</p> <p>A. Identifying significant and heritage trees or groves and establishing procedures to encourage their conservation;</p> <p>B. Including consideration of existing trees and their protection in the review and implementation of development proposals;</p> <p>C. Requiring permits for the removal and pruning of significant and heritage trees except in emergencies; and</p> <p>D. Requiring replacement plantings when significant and heritage trees are removed. (Ord. 999 § 1, 2007)</p> <p>Under Section 18.78.030 (Removal of significant or heritage trees or heritage groves without permit prohibited) except as provided in Section 18.78.040, no person shall remove or cause the removal of any significant or heritage tree unless a tree or heritage grove removal permit is first obtained. (Ord. 999 § 1, 2007)</p> <p>The purpose of Chapter 18.118 (Water Efficient Landscapes) is to establish water efficient landscape regulations that are at least as effective in conserving water as the State Model Water Efficient Landscape Ordinance, in the context of conditions in the city, in order to ensure that landscapes are planned, designed, installed, maintained, and managed in a manner that uses water efficiently, encourages water conservation, and prevents water waste. The provisions of this chapter shall be deemed to be controlling over the subject matter herein in the event of any conflict between this chapter and any other provision in the municipal code. (Ord. 1065 § 2, 2016) However, under Section 18.118.040 (Exemptions) the water efficient landscape ordinance does not apply to:</p> <ol style="list-style-type: none">1. Registered local, State, or federal historical sites.2. Ecological restoration projects that do not require a permanent irrigation system.3. Mined-land reclamation projects that do not require a permanent irrigation system.4. Existing plant collections, as part of botanical gardens and arboretums open to the public. <p>(Ord. 1065 § 2, 2016)</p> <p>Chapter 18.16 (Development Review) defines the purpose of the development review to protect the public health, safety and welfare. Development review ensures that development is consistent with the general plan, applicable zoning and specific plans. It implements hillside, tree preservation, architectural, site planning, circulation, landscaping and other planning policies. Development review shall be performed by either the community development director of the development review committee, as specified in this chapter. (Ord. 753 § 6, 1988)</p>	<p>Appendix C (Cultural and Paleontological Resources Assessment for the City of La Verne General Plan Update) of the 2018 Existing Conditions Report prepared for the forthcoming Environmental Impact Report summarizes available information regarding known paleontological, archaeological, and historical resources within the City of La Verne. Appendix C provides a general analysis of impacts of future projects within the City of La Verne that may adversely affect paleontological, archaeological or historic resources along with mitigation recommendations.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>Section 18.16.100 (Precise plans – Findings) states to grant precise plan approval (2) the site plan is safe, functional and environmentally sensitive to the surroundings. Grading, where required, minimizes environmental damage to the extent possible. For purposes of this finding the approving body shall consider, but not be limited to, the following:</p> <ul style="list-style-type: none">a. Orientation and location of buildings and open space;b. Vehicle access;c. Circulation, parking and loading;d. Building heights;e. Design of walls and fences;f. Preservation of natural land forms and vegetation;g. Protection and enhancement of historic, archaeological and cultural resources;h. Minimization of environmental impacts;i. Fiscal and economic impacts;j. Pedestrian amenity. <p>(Ord. 904 §§ 3, 4, 1997; Ord. 753 § 6, 1988)</p> <p>Chapter 18.56 (O Official Zone) defines the purpose of the official zones, which are intended for official and public uses of property, including public schools, public buildings, public parks and recreational areas, water works and drainage facilities, and areas which, for the welfare of the city, should be kept clear of particular structures or improvements. Except as specifically provided elsewhere in this title, any and every building and premises or land in O zones shall be used for or occupied and every building shall be constructed, established, altered, enlarged, maintained, moved into or within the O zones exclusively and only in accordance with the regulations of this chapter, the general plan, and applicable sections of this title. Standards for the “O” zone are intended to promote attractive and functional official uses, ensure conformity to the design standards established in the general plan, and protect neighboring properties. (Ord. 910 § 3, 1997)</p> <p>Section 18.56.020 (Master plan required) establishes that on sites of five acres or more in the official zone, except sites owned by the city of La Verne, a master plan approved by the planning commission in accordance with the provisions of Chapter 18.108 shall be required. (Ord. 910 § 3, 1997). Development standard changes (Section 18.56.110) may be approved if; (A) the proposed development standard change is necessary for the efficient, orderly, attractive, and cost-effective operation of the facility, (B) the proposed improvements are located and designed in a manner that minimizes adverse impacts including visual impacts, noise, light, vibration, odor, hazardous materials, and impacts on public health, safety and convenience, and does not adversely affect historic, cultural and environmental resources, (C) the proposed improvements otherwise meet the requirements and intent of this code, the La Verne general plan, and the California Environmental Quality Act, (D) the benefits of the proposed development standard change outweigh any potential adverse effects. (Ord. 910 § 3, 1997)</p>	
Monrovia	Land Use Element: Goal 9: Preserve the character of existing neighborhood and historic residences.	Municipal codes related to cultural resources relevant to the Plan Area can be found in Chapter 17.40 (Historic Preservation), and Chapter 2.54 (Historic Preservation Commission).	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 9.1: Continue to implement the historic preservation ordinance for designating, preserving, safeguarding historic structures, and creating historic districts in the City.</p> <p>Policy 9.2 Facilitate the use of state and federal funds for the preservation of historic buildings by seeking to qualify as a Certified Local Government (CLG).</p> <p>Policy 9.3: Continue to monitor development standards in single family and multi-family residential districts, including setbacks, height, density, and required open space, in order to ensure that new development is compatible with the scale and character of existing development.</p> <p>Policy 9.4: Continue to refine as needed, design guidelines for new multiple-family residential development in order to promote consistency and compatibility with the City's older development.</p> <p>Policy 9.5: Restore the Santa Fe Depot, preferably as a facility open to the public. (e.g., rail station, restaurant, shopping facility).</p> <p>Policy 9.6: Encourage the continued effort in the downtown to preserve its historic quality. New development shall be designed in harmony with existing buildings.</p> <p>Policy 9.7: Through the existing Planned Development (PD) designations control the architecture and site design of residential developments for compatibility with the existing neighborhood.</p> <p>Policy 9.8: Continue the street tree and sidewalk pattern in new development where Medium Density and PD neighborhoods have an established street tree and sidewalk pattern.</p> <p>Policy 9.9 Complete the City-wide survey and prepare a City-wide inventory of potentially historic structures.</p> <p>Policy 9.10 Assist and encourage other public agencies or private organizations in the purchase and/or relocation of sites, buildings, and structure that have been identified as historically significant that are in danger of demolition or alterations that could jeopardize their status as historic resources.</p> <p>Policy 9.11 Consider the adoption of special development standards for properties surrounding identified historic sites and structures to ensure compatibility of new development with the old. Such development standards could include requirement of a Conditional Use Permit for development of properties surrounding identified historic sites and structures.</p> <p>Policy 9.12 Consider providing restoration assistance to owners of historic sites and/or structures in return for agreements or deed restrictions prohibiting their destruction or alteration inconsistent with their historic character.</p>	<p>Chapter 17.40 (Historic Preservation) establishes the Historic Preservation Ordinance (Section 17.40.010) of the City. The ordinance applies to all cultural and historical resources within the City (Section 17.40.020). The intent and purpose (Section 17.40.020) of the ordinance includes the following:</p> <p>(A) That the character, history and neighborhood identity of the city are reflected in and are reflections of its cultural, physical, and architectural heritage.</p> <p>(B) That these historical and cultural foundations should be preserved as living parts of community life and development to build an understanding of the city's past so that future generations may have a genuine opportunity to appreciate, enjoy, and understand the rich heritage of the city.</p> <p>(C) That city landmarks, neighborhoods, and other areas of historical and cultural interest are increasingly facing the threats of modernization and urbanization.</p> <p>(D) That pursuant to the provisions of the National Historic Preservation Act of 1966, as amended, the City of Monrovia joins with private concerns, the State of California, and the United States Congress to develop preservation programs and activities to give maximum encouragement to agencies and individuals undertaking preservation of the city's unique architectural, historical, aesthetic, and cultural heritage.</p> <p>(E) The recognition, preservation, protection and use of all historical resources in the City of Monrovia are required in the interest of and to promote the public health, prosperity, safety, enrichment and general welfare and:</p> <p>(1) To safeguard the city's unique cultural heritage as embodied and reflected in the city's architectural history and patterns of cultural development;</p> <p>(2) To encourage and facilitate public knowledge, understanding, and appreciation of the city's historic past and unique sense of place;</p> <p>(3) To foster civic and neighborhood pride and a sense of identity based on the recognition, public participation and use of cultural resources;</p> <p>(4) To promote the enjoyment, celebration, and use of cultural resources appropriate for the education and recreation of the people of the city;</p> <p>(5) To preserve diverse architectural styles, patterns of development, and design preferences reflecting phases of the city's history and to encourage complementary design and construction and inspire a more livable urban environment;</p> <p>(6) To enhance property values and to increase economic and financial benefits to the city and its inhabitants through the exploration of creative financial incentives for preservation;</p> <p>(7) To protect and enhance the city's attraction to tourists, residents, and visitors thereby stimulating business and industry;</p> <p>(8) To identify as early as possible and resolve conflicts between the preservation of cultural resources and alternative land uses;</p> <p>(9) To integrate the preservation of cultural resources into public and private land use management and development processes;</p> <p>(10) To conserve valuable material and energy resources by ongoing use and maintenance of the existing built environment;</p> <p>(11) To enhance neighborhoods through the preservation of cultural resources and establishment of historic districts; and</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>(12) To encourage public participation in identifying and preserving historical and architectural resources thereby increasing community pride in the city's cultural heritage.</p> <p>(`83 Code, § 17.40.020) (Ord. 94-03 § 6, 1994; Ord. 95-01 § 2, 1995)</p> <p>The Historic Preservation Commission (Chapter 2.54) was created to lead in the application, enforcement, and education of the historic preservation regulations as set forth in Title 17 (Zoning). (`83 Code, § 2.54.010) (Ord. 95-01, § 1, 1995) The guiding mission (Section 2.54.020) of the commission is to ensure the protection, appreciation and preservation of the historic and cultural resources of. The Historic Preservation Commission shall work in partnership with property owners/residents, the business sector and the community at large to retain and protect those historic and cultural resources which will preserve and enhance our small town atmosphere.</p> <p>(`83 Code, § 2.54.020) (Ord. 95-01, § 1, 1995)</p>	
Montebello	<p>Our Creative Community Chapter:</p> <p>Policy P8.5: Make Montebello’s arts, cultural, heritage, and natural attractions visible & accessible to tourists & local audiences.</p> <p>Action A8.5b: Develop a cultural resource map & directory.</p> <p>Policy P8.12: Create a useful portal to historical information and preservation resources on the City’s web site.</p> <p>Action A8.12a: Enhance the City’s existing web page entitled “The History of Montebello” with additional information about the developmental, architectural, and cultural history of Montebello, particularly in the period after its 1920 incorporation.</p> <p>Action A8.12b: Provide links to local history resources like the Montebello Historical Society, and historic preservation resources like those of the Los Angeles Conservancy, the California State Office of Historic Preservation, and the National Park Service.</p> <p>Policy P8.13: Make information related to the City’s historic built environment available on multiple platforms and in varied formats.</p> <p>Action A8.13a: Utilize the City’s social media platforms (Facebook, Instagram, etc.) to promote awareness of local history and highlight sites or topics of local historical significance.</p> <p>Action A8.13b: Promote local knowledge and tourism by developing walking tours of Montebello.</p> <p>Starting tours with the Whittier Boulevard corridor in the Downtown Montebello Specific Plan Area. The City may consider partnering with the Montebello Historical Society or other local stakeholders with specialized knowledge of Montebello’s history.</p> <p>Action A8.13c: Create a curriculum available to local public and private elementary schools based on local architecture and history.</p> <p>Policy P8.14: Promote the importance of integrating new development with the existing building stock, particularly within the Downtown Montebello Specific Plan Area.</p> <p>Policy A8.14a: Develop design standards that encourage architectural continuity for infill development within the Downtown Montebello Specific Plan Area through size, massing, scale, materials, and other relevant factors.</p>	<p>No municipal codes related to cultural resources relevant to the Plan Area were identified.</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Action A8.14b: Address issues of continuity and compatibility of typology, massing, design, etc. in future Specific Plans.</p> <p>Policy P8.15: Develop a policy framework for evaluating the potential significance of older properties within City limits.</p> <p>Action A8.15: Require a Phase I Environmental Assessment when a demolition permit application is submitted for properties that are greater than 50 years of age, to assess preliminary historic eligibility.</p> <p>Policy P8.17: Identify potential historical resources within City limits.</p> <p>Action A8.17a: Conduct a focused historic resources survey of the Downtown Specific Plan Area to identify potential historical resources within the City’s historic downtown core.</p> <p>Action A8.17b: Expand survey efforts to other areas of the City as resources permit. Future survey efforts may pertain to a particular geographic area or neighborhood, or may be specific to a particular topic or theme in the City’s history. The City may consider prioritizing survey efforts in South Montebello, which has a rich history but has historically been underserved.</p> <p>Policy P8.19: Identify and protect Montebello’s paleontological resources.</p> <p>Action A8.19: A Qualified Professional Paleontologist shall be retained by the project applicant to conduct a paleontological resources analysis prior to the beginning of projects involving ground disturbance in geologic units with high paleontological sensitivity to determine whether there is a potential for significant impacts to paleontological resources. Paleontological resources analyses shall be reviewed, approved, and enforced by the City of Montebello.</p> <p>If potential impacts to paleontological resources are found to be significant, then the project applicant shall retain a Qualified Professional Paleontologist to develop and implement a Paleontological Resources Impact Mitigation Plan (PRIMP) that shall be approved by the City of Montebello, to ensure that impacts to paleontological resources resulting from the project are less than significant. The PRIMP shall include measures for a pre-construction survey, a Worker Environmental Awareness Program, paleontological monitoring, fossil salvage, curation, and final reporting, as applicable. Final reporting shall be reviewed and approved by the City of Montebello.</p> <p>Policy P8.20: Develop policies and procedures enabling the protection of local historical resources.</p> <p>Action A8.20a: Adopt a historic preservation ordinance that enables the designation of local sites as historic, listing of these sites on a local register of historical resources, and provision of a level of protection through design review.</p> <p>Action A8.20b: Establish a Historic Preservation Commission whose purview includes the designation of local landmarks and the review of proposed changes to historic properties.</p> <p>Action A8.20c: Provide opportunities for regular training and discussion of the Secretary of the Interior’s Standards for Rehabilitation and other historic preservation topics for City staff and Commissioners.</p> <p>Policy P8.21: Encourage and promote the designation of local historical resources.</p> <p>Action A8.21: Implement incentive program(s) to encourage the preservation and maintenance of historical resources.</p>		



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	Possible incentives may include the Mills Act Property Tax Abatement program, waving of permit fees for historical resources, and/or other incentives deemed appropriate by the City.		
Pasadena	<p>Land Use Element:</p> <p>Goal 8. Historic Preservation. Preservation and enhancement of Pasadena’s cultural and historic buildings, landscapes, streets and districts as valued assets and important representations of its past and a source of community identity, and social, ecological, and economic vitality.</p> <p>Policy 8.1 Identify and Protect Historic Resources. Identify and protect historic resources that represent significant examples of the City’s history.</p> <p>Policy 8.2 Historic Designation Support. Provide assistance and support for applicants applying for designation of a historic resource through a clear, thorough, and equitable process that identifies if monuments, individual or landmark districts, historic signs or landmark trees are eligible for designation based on adopted evaluation criteria.</p> <p>Policy 8.3 Preservation Efforts. Support preservation and restoration efforts through education, facilitation, and incentive programs.</p> <p>Policy 8.4 Adaptive Reuse. Encourage sensitive adaptive re-use including continuing the historic use of historic resources to achieve their preservation, sensitive rehabilitation, and continued economic and environmental value.</p> <p>Policy 8.5 Scale and Character of New Construction in a Designated Landmark and Historic Districts. Promote an architecturally sensitive approach to new construction in Landmark and Historic districts. Demonstrate the proposed project’s contextual relationship with land uses and patterns, spatial organization, visual relationships, cultural and historic values, and relationships in height, massing, modulation, and materials.</p> <p>Policy 8.6 Infrastructure and Street Design Compatibility. Encourage street design, public improvements, and utility infrastructure that preserves and is compatible with historic resources.</p> <p>Policy 8.7 Preservation of Historic Landscapes. Identify, protect, and maintain cultural and natural resources associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values.</p> <p>Policy 8.8 Evolving Preservation Practices. Continue to implement practices for historic preservation consistent with community values and conformance with the Secretary of the Interior’s Standards for the Treatment of Historic Properties, California Historical Building Code, State laws, and best practices.</p> <p>Policy 8.9 Maintenance. Support and encourage maintenance and upkeep of historic resources to avoid the need for major rehabilitation and to reduce the risk of demolition, loss through fire, deterioration by neglect, or impacts from natural disasters.</p> <p>Policy 8.10 Enforcement. Ensure that City enforcement procedures and activities comply with local, State, and Federal historic preservation requirements and fosters the preservation of historic resources.</p> <p>Green Space and Recreation Element:</p>	<p>Municipal codes related to cultural resources relevant to the Plan Area can be found in Chapter 17.62 (Historic Preservation), and Section 17.62.020 (Administrative and Review Authorities – Powers and Duties).</p> <p>Chapter 17.62 (Historic Preservation) establishes the Historic Preservation Ordinance of the City. The ordinance applies to all cultural and historical resources within the City. The intent and purpose (Section 17.62.010) of the ordinance is to specify significance criteria for the designation of historic resources, procedures for designation, and review procedures to:</p> <ul style="list-style-type: none">A. Encourage and promote the adaptive reuse of the City's historic resources;B. Enhance, perpetuate, and preserve architecturally and historically significant structures and promote revitalization of historic neighborhoods and commercial areas;C. Ensure that the rights of the owners of historic resources and owners of properties adjacent to historic resources are safeguarded;D. Foster civic pride in the beauty and noble accomplishments of the past by promoting private stewardship of historic resources that represent these accomplishments;E. Fulfill the City's responsibilities:1.As a Certified Local Government under Federal preservation laws; and2.For Federal Section 106 reviews and for the California Environmental Quality Act regarding historic resources.F. Promote the identification, documentation, and evaluation of the significance of individual historic resources and districts;G. Implement the historic preservation goals, policies, and programs of the General Plan;H. Promote the City as a destination for tourists and as a desirable location for business;I. Promote public awareness of the value of rehabilitation, restoration, and maintenance of the existing building stock as a means to conserve reusable material and energy resources;J. Recognize the City's historic resources as economic assets; andK. Stabilize and improve property values, and enhance the aesthetic and visual character and environmental amenities of the City's historic properties and areas. <p>In addition, the Historic Preservation Commission (Section 17.62.020) holds the following powers and duties regarding the historic preservation ordinance:</p> <ol style="list-style-type: none">1. Review applications for designations of historic monuments, landmarks, historic signs, and landmark trees and either forward a recommendation to the Council to approve the applications or deny the applications.2. Review applications for designations of landmark districts and either forward a recommendation of approval to the Council or deny the applications.3. Outside of the CD zoning district, approve/disapprove, applications for Certificates of Appropriateness for major projects affecting historic resources and approve, disapprove or delay demolition projects affecting historic resources eligible for designation.	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Objective 2 Preservation and Protection of The Arroyo Seco and Adjacent Open Space Areas: Recognize the importance to Pasadena of the history, cultural resources, and unique character of the Arroyo Seco, and conserve and enhance these assets.</p> <p>Policy 2.2 – Balance of Interests in the Lower Arroyo Seco: Improve the aesthetics and preserve the historical elements and unique natural character of the Lower Arroyo. Manage and maintain the area to balance the natural habitat, recreational needs and public health and safety.</p> <p>Objective 3 – Preservation and Protection of Eaton Canyon, Eaton Wash, and Adjacent Open Space Areas: Recognize the importance to Pasadena of the history, cultural resources, and unique character of Eaton Canyon and Eaton Wash, and conserve and enhance these assets.</p> <p>Housing Element:</p> <p>Goal HE-1: Neighborhoods citywide with quality housing, parks and community services, infrastructure, and public services that maintain and enhance neighborhood quality, character, and residents' health.</p> <p>Policy HE-1.4 Historic Preservation: Promote the preservation of historically and architecturally significant buildings and the quality of historic neighborhoods through the appropriate land use, design, and housing policies and practices.</p>	<p>4. For public projects, forward recommendations to the Design Commission/Council on proposals for major projects affecting historic resources.</p> <p>5. Review appeals of decisions of the Director in compliance with this Chapter. Call for review decisions of the Director in compliance with this Chapter, and conduct such review.</p> <p>6. Provide advisory comments to the design review authority for projects requiring both an application for a Certificate of Appropriateness and an application for Design Review.</p> <p>7. Review applications to rescind or amend a landmark district or conservation plan and recommend approval to the Council or disapprove the applications.</p> <p>(Ord. No. 7390 , § 3, 5-16-2022; Ord. 7372 § 2 (Exh. 1), 2021)</p>	
Pico Rivera	<p>Environmental Resources Element</p> <p>Goal 8.7: Preservation of important cultural and paleontological resources that contribute to the unique identity and character of Pico Rivera. Policy 8.7-1</p> <p>Policy 8.7-1: Resource Preservation. Protect and preserve significant historic, archaeological, and paleontological resources, including those recognized at the national, state, and local levels.</p> <p>Policy 8.7-2 Identification: Undertake programs to identify significant historic and archaeological resources that meet local, state, and federal criteria.</p> <p>Implementation Program for Policy 8.7-2: Develop a process and schedule to conduct a study that identifies historic and archaeological resources that meet local, state, and federal criteria.</p> <p>Policy 8.7-3 Consultation. As part of the development review process, ensure that potential impacts to historic, archaeological, and paleontological resources are minimized.</p> <p>Implementation Program for Policy 8.7-3:</p> <ul style="list-style-type: none">Consult with the following organizations and individuals regarding any known historic, archaeological, and paleontological resources that may be present: Pico Rivera History and Heritage Society; Information Centers of the California Historical Resources Information System; Native American Heritage Commission; and Native American groups and individuals. <p>Policy 8.7-4 Resource Assessment. Require new development necessitating discretionary approval that could potentially impact historic, archaeological, and/or paleontological resources to conduct a resource survey to ensure that potential sites are identified for avoidance or special treatment.</p> <p>Implementation Programs for Policy 8.7-4:</p> <ul style="list-style-type: none">Require the preparation of a historical resource assessment by a professional architectural historian who meets the Secretary of the Interior’s Standards for	<p>Municipal codes related to cultural resources relevant to the Plan Area can be found in the Pico Rivera Code of Ordinances, under Floodplain Management, Article II, Chapter (Definitions), Section 15.50.200 (Historic structure), and Chapter 15.37 (Historical Building Code), Section 15.37.010 (Adoption). There is no Historic/Cultural Commission in the City.</p> <p>Under Definitions, Section 15.50.200 (Historic structure), based on this municipal code definition, a "Historic structure" means any structure that is:</p> <p>A. Listed individually in the National Register of Historic Places (a listing maintained by the Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;</p> <p>B. Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;</p> <p>C. Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of Interior; or</p> <p>D. Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either by an approved state program as determined by the Secretary of the Interior or directly by the Secretary of the Interior in states with approved programs.</p> <p>(Ord. 909 § 2, 1998)</p> <p>Under Chapter 15.37 (Historical Building Code), Section 15.37.010 (Adoption), the 2022 California Building Standards Code, Part 8, California Historical Building Code, as published and adopted by the California Building Standards Commission, is adopted by reference, and incorporated herein as if fully set forth in this chapter.</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>projects subject to discretionary approval that involve the demolition, relocation, or alteration of a building or structure over 45 years old or that would result in a change to the building or structure’s immediate setting and would cause a substantial adverse change in the significance of an historical resource pursuant to CEQA Guidelines Section 15064.5.</p> <ul style="list-style-type: none">Require, as a condition of project approval, the implementation of appropriate and feasible measures to reduce any potential impacts associated with a substantial adverse change in the significance of an historical resource identified in an historical resource assessment.Require that when any subsurface cultural resources, paleontological resources, or human remains are encountered, all work within 100 feet of the discovery be stopped and the area protected from further disturbance until the discovery is evaluated by a qualified professional. The appropriate City personnel shall be notified immediately. The resources shall be examined by qualified personnel to determine their significance and develop appropriate protection and preservation measures, if necessary. If human remains are discovered, they shall be treated in compliance with applicable state and federal laws, including notifying the County Coroner and consulting with the California Native American Heritage Commission, as appropriate. <p>Policy 8.7-6: Adaptive Reuse. Encourage the preservation and adaptive reuse of historic sites and structures, and require the adaptive reuse of historic structures to meet Secretary of Interior Standards for such reuse.</p>	<p>(Ord. 1065 § 3, 2010; Ord. 1080 § 37, 2013; Ord. 1101 § 12, 2016; Ord. 1141 § 12, 2020; Ord. 1163 § 13, 2022)</p>	
Pomona	<p>Open Space Network Component:</p> <p>Policy 7C.P20: Explore opportunities for adaptive reuse of historic or existing structures for performing and visual arts venues, as exemplified by the recently restored Fox Theater.</p> <p>Policy 7C.P25: Install special streetscape improvements along the City’s major corridors that complement envisioned land uses and represent the cultural and historic character of Pomona as shown in Fig.7-C.4 Potential Concept Street Sections of the General Plan.</p> <p>Community Design Element:</p> <p>Goal 7F.G8: Protect historic and cultural resources from demolition, inappropriate alterations and incompatible development.</p> <p>Goal 7F.G9: Promote public awareness of the history of Pomona and historic preservation in the City.</p> <p>Goal 7F.G10: Promote the protection and preservation of important archaeological sites.</p> <p>Policy 7F.P20: Establish appropriate strategies to protect local cultural resources that do not qualify for designation as historic resources but reflect Pomona’s history and traditions. Possible strategies include:</p> <ul style="list-style-type: none">Conservation districts for older neighborhoods with a unified distinctive characterConservation easements in environmentally sensitive areas like Lanterman and within Phillips Ranch <p>Policy 7F.P21: Consider adopting design review districts, specific plans, or other similar mechanisms to preserve the character of neighborhoods that have a unique design character. These areas may be considered for designation as historic districts or may</p>	<p>Municipal codes related to cultural resources relevant to the Plan Area can be found in Section .5809-13 (Historic Preservation), and .5809-23 (Oak Tree Preservation).</p> <p>Section .5809-13 (Historic Preservation Ordinance) establishes the Historic Preservation Ordinance of the City. The ordinance applies to all designated historic landmarks on private and public property, and to all designated historic districts (which may include private and public property) within the city of Pomona. Historic Landmark Designation Criteria is executed by the historic preservation commission and city council following subsection E of Section .5808-13. The intent and purpose (Section .5809-13) of the ordinance is to preserve the city of Pomona's cultural, historical, and architectural heritage and resources as living parts of community life which will benefit and enrich the lives of its present and future residents:</p> <ol style="list-style-type: none">Preserve the diverse architectural styles reflecting phases of the city of Pomona's history and encourage complementary contemporary development to inspire a more livable urban environment;Build civic pride by promoting the understanding, appreciation, and enjoyment of the city's rich heritage and cultural resources;Enhance property values and increase economic and financial benefits to the city;Enhance the city of Pomona for residents, tourists and visitors thereby stimulating business and industry; andConserve valuable material and energy resources by fostering ongoing use and maintenance of the existing built environment. <p>(Ord. No. 4009, § 2.)</p> <p>The oak tree preservation (.5809-23) applies to oak trees of all species that have a diameter greater than eight (8) inches as measured 4.5 feet above the mean natural grade, are located outside of designated Historic Districts and Historic Landmarks and</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>be designated as local cultural or design districts if they do not qualify for designation as a historic district.</p> <p>Policy 7F.P22: Continue an active program to identify, interpret and designate the City’s historic and cultural resources on a regular basis, including exploring the feasibility of establishing potential future historic districts and thematic districts.</p> <p>Policy 7F.P23: Enhance incentives programs to encourage private property owners to maintain their historic properties.</p> <p>Policy 7F.P24: Discourage the demolition or inappropriate alterations of historic buildings and ensure the protection of historic resources as identified in Figure 7-F.2 of the General Plan through the continued enforcement of codes and design guidelines.</p> <p>Policy 7F.P25: Update and maintain the Pomona Historic Resources Inventory by adopting a regular survey, inventory and evaluation program, including consideration of the potentially eligible historic resources that are identified in the Focused Survey of Potential 1945-1954 Historic Districts and shown on Figure 7-F.2 of the General Plan)</p> <p>Policy 7F.P26: Seek grants to undertake a program to explore the feasibility of designating thematic historic districts within the City, such as Victorian residences or Master Architect buildings.</p> <p>Policy 7F.P29: Consider the following neighborhoods (boundaries identified on Figure 7-F.2 of the General Plan) for creation of merit districts; conduct studies to determine contributing and non-contributing buildings and cultural landscape features:</p> <ul style="list-style-type: none">• Westmont Estates.• Kellogg Park.• Kingsley Tract. <p>Policy 7F.P34: Promote preservation of older historic landscapes and natural features that help to define neighborhoods or maintain the context of historic districts and landmarks.</p> <p>Policy 7F.P35: Per the Guidelines for the California Environmental Quality Act (CEQA), require that new development avoid or reduce potential impacts to archaeological, paleontological and historic resources.</p> <p>Policy 7F.P39: Require that for proposed developments with the potential to adversely impact cultural resources, notification be sent to cultural organizations, including Native American organizations.</p> <p>Policy 7F.P40: Require that, prior to the issuance of a permit to demolish or substantially alter any of the potential historic resources identified in the appendix of the Historic Resources Group (July 2012), the City shall require the completion of a historical evaluation of the affected potential resources(s). The evaluation shall be completed by an architectural historian satisfying the Secretary of the Interior’s Standards for and Guidelines for Archeology and Historic Preservation, Professional Qualifications and Standards and shall determine whether or not each of the affected potential resources appears eligible for designation as a local landmark or as a contributor to a local district. If a project is found to affect one or more resources that appear eligible for local designation, then the project shall be fully subject to the Certificate of Appropriateness procedures as specified in Section .5809-13(F) of Pomona’s Zoning Ordinance. (In other words, for purposes of project review, the resources(s) found to be eligible for local designation shall be treated the same as locally designated resources.)</p>	<p>have not been designated as Specimen Trees. Such Oak trees may be located on either public or private property. They may be historic landmarks pursuant to Section .5809-13 and placed on the historic register.</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 7F.P41: Maintain sources of information regarding paleontological and archeological sites and the names and addresses of responsible organizations and qualified individuals, who can analyze, classify, record, and preserve paleontological or archeological findings.</p> <p>Policy 7F.P42: Require a qualified paleontologist/archeologist to monitor all grading and/or excavation where there is a potential to affect cultural, archeological or paleontological resources. If these resources are found, the applicant shall implement the recommendations of the paleontologist/archeologist, subject to the approval of the Planning Division.</p> <p>Policy 7F.P43: Require new development to donate scientifically valuable paleontological or archaeological materials to a responsible public or private institution with a suitable repository, located within Pomona, or Los Angeles County, whenever possible.</p>		
Rosemead	No goals or policies specific to cultural resources were identified.	<p>Municipal codes related to cultural resources relevant to the Plan Area can be found in Chapter 17.140 (Oak Tree Preservation).</p> <p>Chapter 17.140 (Oak Tree Preservation) is established to recognize oak trees as significant historical, aesthetic and ecological resources and to create favorable conditions for the preservation and propagation of this unique irreplaceable plant heritage for the benefit of the current and future residents of the City. (Ord. No. 931, § 5(Exh. A), 10-22-13) The chapter applies to all oak trees on all public property and to private property which is vacant, undeveloped, or in the process of modification (17.104.020). Permits are required for any person desiring to remove, cut down, destroy, relocate, prune and/or trim, or otherwise undertake activities which could inflict damage to an oak tree, as defined in Section 17.104.030.</p>	No other applicable ordinances were identified.
San Dimas	<p>Conservation Element:</p> <p>Goal CN-2: Conserve the Historical and Cultural Resources of San Dimas.</p> <p>Objective 2.1: Promote the conservation of historical and cultural resources through programs and policies to identify and protect these resources.</p> <p>Policy 2.1.1: Preserve significant paleontological and archaeological sites. Evaluate the significance of each site on a case-by-case basis.</p> <p>Policy 2.1.2: Preserve significant historical resources within the City of San Dimas. Evaluate each historical structure, place, and site on a case-by-case basis.</p> <p>Implementation Measures g: The City shall develop a Historical Preservation Plan.</p> <p>Implementation Measures h: The City shall encourage development of a Heritage Citrus Grove Park to preserve San Dimas' agricultural heritage.</p> <p>Implementation Measures j: The City shall seek a corporate sponsor to assist in the development and promotion of a Heritage Citrus Grove Park.</p>	<p>Municipal codes related to cultural resources relevant to the Plan Area can be found in Chapter 18.124 (OS Open Space Zone).</p> <p>18.124.020. Uses permitted, General Uses:</p> <p>3. Open space for outdoor recreation including, but not limited to, areas of outstanding scenic historic and cultural values; areas particularly suited for park and recreation purposes; and areas which serve as links between major recreation and open space reservations, including utility easements, banks of channels and creeks, trails and scenic highway corridors.</p>	No other applicable ordinances were identified.
San Gabriel	<p>Community Design Element:</p> <p>Goal 10.17: Respect the value of historic landmark structures by requiring that the design of adjoining buildings embrace them.</p> <p>Target 10.17.1: Establish a 100' zone immediately surrounding any historic structure appearing on the City's register of historic and cultural resources, within which new construction must respect the architectural and historical integrity, viewscape, landscaping and other features associated with that structure.</p> <p>Cultural Resources Element:</p>	<p>Municipal codes related to cultural resources relevant to the Plan Area can be found in Subchapter 153.600 (Historic Preservation and Cultural Resources), and Subchapter 153.604 (Historic Preservation and Cultural Resource Commission).</p> <p>Subchapter 153.600 (Historic Preservation and Cultural Resources) establishes the Historic Preservation and Cultural Resource Ordinance for protection of paleontological resources, archaeological and Native American resources, buildings, structures, objects, historic districts, sites, public art and parks, cultural landscapes, and natural features of the City. General purposes include:</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 11.1: Preserve and protect valuable but threatened resources.</p> <p>Target 11.1.1: Preserve existing historically significant structures, i.e., pre-, and post-statehood artifacts, adobes, Mission-era outbuildings and structures.</p> <p>Target 11.1.2: Study existing public policy and practice to determine their effect on preservation goals and, where existing policy conflicts, work to effect necessary changes.</p> <p>Target 11.1.3: Use the principles and practices of land use planning, historic preservation, archaeology, art history, anthropology and history to promote preservation and adaptive reuse of cultural resources.</p> <p>Goal 11.2: Celebrate San Gabriel’s connection to the culture of the Tongva People.</p> <p>Target 11.2.1: Document and enhance the continuing relationship between the Tongva people and the community.</p> <p>Target 11.2.2: Create an oral history to tap into the historical experiences of the Tongva/Gabrielino people.</p> <p>Target 11.2.3: Inventory structures, paleontological sites, archaeological sites, cultural landscapes, artifacts and documents in San Gabriel and institutions associated with the Tongva/Gabrielino people.</p> <p>Target 11.2.4: Create a bibliography of primary and secondary books and reports concerning the Tongva/Gabrielino people in San Gabriel.</p> <p>Target 11.2.5: Create an archive in association with the San Gabriel Historical Society, the San Gabriel Mission and the local community to preserve photographic, written, oral and iconographic material related to the Tongva/Gabrielino people.</p> <p>Goal 11.3: Improve a weak preservation ordinance.</p> <p>Target 11.3.1: Adopt an effective preservation ordinance that protects all structures, archaeological sites, cultural landscape, artifacts and documents from the period of settlement by native peoples, the Mission Period (1771-1834) and the Rancho Period (1835-1887).</p> <p>Target 11.3.2: Adopt an effective preservation ordinance that protects selected structures, archeological sites, cultural landscape, artifacts and documents of cultural value that are more than fifty years old.</p> <p>Target 11.3.3: Create a Cultural Resources Commission to serve as an agent for ordinance administration.</p> <p>Goal 11.4: Diminish imminent threats to San Gabriel’s heritage.</p> <p>Target 11.4.1: Create an ordinance that provides protection against demolition.</p> <p>Target 11.4.2: Conduct a comprehensive inventory of San Gabriel’s cultural resources and landscapes.</p> <p>Target 11.4.3: Determine the rules for selecting and regulating landmarks and cultural resources identified through survey work.</p> <p>Target 11.4.4: Amend existing procedures to reflect historic preservation goals and to develop new approaches to influence private sector practices.</p> <p>Target 11.4.5: Locate within existing funding programs opportunities to underwrite preservation activities.</p> <p>Goal 11.5: Protect and conserve our historic adobes.</p> <p>Target 11.5.1: Provide assistance to property owners of historic buildings or structures to develop a long-term preservation strategy.</p>	<p>(2) Foster awareness, recognition, and stewardship of the city’s archaeological and Native American cultural resources;</p> <p>(4) Encourage the maintenance and preservation of cultural landscapes that contribute to the historic character of our neighborhoods and built environment;</p> <p>(7) Integrate the conservation of cultural resources into the public and private development process;</p> <p>(8) Implement the goals and policies of the General Plan Cultural Resources Element;</p> <p>(11) Adopt and encourage the use of historic preservation incentives, both regulatory and economic, that promote the retention, rehabilitation, and protection of cultural resources. (Ord. 636-C.S., passed 8-15-17)</p> <p>Subchapter 153.604 (Historic Preservation and Cultural Resource Commission) establishes the San Gabriel Historic Preservation and Cultural Resource Commission and grants the Commission powers to advise the City Council, Planning Commission, and all city departments and staff on all matters relating to the identification, protection, retention, preservation, and registration of cultural resources in the city, as directed by the City Council. The Commission oversees the San Gariel Inventory of Cultural Resources, and San Gariel Register of Cultural Resources (Subchapter 153.605-153.608). (Ord. 636-C.S., passed 8-15-17 ; Am. Ord. 679, passed 10-19-21)</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Target 11.5.2: Provide incentives for the maintenance and restoration of historic properties.</p> <p>Goal 11.7: Create a database documenting the breadth and wealth of San Gabriel’s cultural resources.</p> <p>Target 11.7.1: Document and recognize buildings and structures that have historic value.</p> <p>Target 11.7.2: Compile a full inventory of community cultural resources to guide future planning and decision-making.</p> <p>Target 11.7.3: Partner with community organizations such as the San Gabriel Historical Association, California Preservation Foundation, Los Angeles Conservancy and Pasadena Heritage.</p> <p>Goal 11.9: Preserve and protect our cultural landscapes from damage and degradation.</p> <p>Target 11.9.1: Protect and preserve bridges and other engineering features of merit.</p> <p>Target 11.9.2: Protect and preserve historic and cultural landscapes.</p>		
San Marino	<p>Land Use Chapter:</p> <p>Objective L.23 Review existing listed resources and determine appropriate action for state and national listings.</p> <p>Policies:</p> <ul style="list-style-type: none">– Consider whether or not resources are appropriately placed on current lists.– Recognize, publicize, and maintain the sites that are locally significant.– Identify significant architectural, cultural, and historic resources within the city that would qualify for the state or national register.– Cooperate with the San Marino Historical Society and other community groups involved in recognizing the City’s history. <p>Objective L.24 Encourage the preservation of significant architectural, historic, and cultural resources.</p> <p>Policies:</p> <ul style="list-style-type: none">– Encourage the identification of areas and structures of historic, architectural, and cultural significance within the city.– Any designation based upon area, site or structure within the city should be subject to the City’s approval.– Any designation of a property within the City should be subject to the property owner’s approval. <p>Objective L.25 Encourage and provide incentives to achieve preservation of significant architectural, historical, and cultural buildings and neighborhoods.</p> <p>Policies:</p> <ul style="list-style-type: none">– Support tax incentives and other methods deemed mutually agreeable to the City and the property owner, which will help to preserve historic resources.– Consider the relaxation of current building and zoning codes, as necessary, to preserve significant structures, while ensuring that basic health and safety goals are met.– Provide information to property owners who desire such information on how to rehabilitate, research, and appreciate their architecturally, historically, and culturally significant property.	<p>Municipal codes related to cultural resources relevant to the Plan Area can be found in Chapter XXIII (Zoning and Development, Advertising and Signs, Fences and Walls), Article 18 (Historic Preservation) under Section 23.18.12 (Mitigation/Conditions of Approval) and Section 23.18.13 (Demolition of Historic Resources).</p> <p>Under Section 23.18.12 (Mitigation/Conditions of Approval):</p> <p>Whenever any decision under this article by the Council, commission, or Director to approve an application has the potential to diminish or destroy the historic, cultural, or architectural value of a historic landmark, the Council, commission or Director may impose conditions to mitigate the loss of a historic landmark. Such conditions may include, but shall not be limited to the following:</p> <p> A. Documentation of the historic features of the property including, but not limited to, site plans, floor plans, elevations, detailed drawings of character defining features, photographic records of the exterior, interior, and any character defining features, title deed of the original owners, any historical information of person and events associated with the site.</p> <p> B. Requiring salvage, relocation, donation, or adaptive reuse of significant items or features within or on the property.</p> <p>(Ord. 0-18-1336, 4-11-2018)</p> <p>Under Section 23.18.13 (Demolition of Historic Resources):</p> <p> A. Demolition, in whole or in part, of a historic landmark without issuance of a Certificate of Appropriateness or Certificate of Economic Hardship is prohibited.</p> <p> B. A Certificate of Appropriateness or Certificate of Economic Hardship shall not be issued for the demolition, in whole or in part, for a historic landmark unless a plan for a replacement has been approved through the appropriate development review process.</p> <p> C. No permit shall be issued for the demolition, in whole or in part, of a historic landmark unless a permit has been issued for a replacement improvement, unless demolition is required in conformance with section 23.18.14 of this article because of unsafe or dangerous conditions. (Ord. 0-18-1336, 4-11-2018)</p> <p>Under Section 23.18.15 (Environmental Review):</p> <p>If any action required or taken pursuant to this article is subject to the provisions of the California Environmental Quality Act, the time in which such action must be taken shall</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		be extended in order to allow time to comply with said Act, provided, however, that such action is taken within the time limits imposed by the Permit Streamlining Act. (Ord. 0-18-1336, 4-11-2018)	
South El Monte	No goals or policies related to cultural resources were identified in the General Plan.	Municipal codes related to cultural resources relevant to the Plan Area can be found in Chapter 17.78 (Historic Preservation), Section 17.78.020 (Purpose). Under Chapter 17.78 (Historic Preservation), Section 17.78.020 (Purpose), it is the purpose of this chapter to provide special conditions and regulations for the protection, enhancement, perpetuation and use of places, buildings, structures, works of art, and other objects, having a special character or special historical or aesthetic interest or value, within the meaning of California Government Code Section 37361. (Ord. 822 §1, 1989; Ord. 963 §39, 1995)	No other applicable ordinances were identified.
Temple City	Land Use Element: Goal LU 5: Identification and Preservation. Identify and preserve Temple City’s historic and cultural resources to enrich our sense of place, foster stewardship and civic pride, and understand the City’s prehistory and history. LU 5.1 Consultation. Consult with the appropriate organizations and individuals (e.g., California Historical Resources Information System (CHRIS), the Native American Heritage Commission (NAHC), etc.) to minimize potential impacts to historic and cultural resources. LU 5.2 National, California, and Local Registers. Encourage property owners of qualified resources to seek listing under the appropriate register(s) including the National Register of Historic Places, California Register of Historic Resources, and Los Angeles County Historical Landmarks and Records. LU 5.3 Adaptive Reuse. Encourage adaptive reuse of historic resources when the original use of the resource is no longer feasible. LU 5.4 Incentive Program. Explore the feasibility of establishing a voluntary incentive program, such as a Mills Act program, that would provide financial assistance, including property tax reductions, to owners of qualifying historic properties, as demonstrated by owner-funded studies, for property maintenance and improvements. LU 5.5 Awareness of Historic Resources. Support programs and policies that raise awareness of Temple City’s historic buildings, sites, and contextual features. LU 5.6 Coordination with Other Entities. Coordinate with and support public, quasi-public, and private entities in their historic preservation programs and efforts.	Municipal codes related to cultural resources relevant to the Plan Area can be found in Article O (Water Efficient Landscape). Article O (Water Efficient Landscape) subsection 1O-1 establishes that the following do not apply to the City’s water efficient landscape ordinance: 1. Registered local, state, or federal historical sites; 2. Ecological restoration projects that do not require a permanent irrigation system; 3. Mined land reclamation projects that do not require a permanent irrigation system; or 4. Plant collections, as part of botanical gardens and arboretums open to the public. (Ord. 19-1036)	No other applicable ordinances were identified.
West Covina	“Our Creative Community”, Sub-Section D, Celebrate and Promote West Covina’s Cultural Assets: Policy 7.7 Assess, avoid, and mitigate potential impacts to archeological, paleontological, and tribal resources through the CEQA review process for development projects carried out within the City. Comply with existing regulations relating to Native American resources, including California Environmental Quality Act Section 15064.5(d) and (e) and Public Resources Code §5097.98 concerning burial grounds, and Assembly Bill 52 and Senate Bill 18 for consultation with Native American tribes for development projects carried out within the City. Action 7.7 Require development to avoid archaeological and paleontological resources, whenever possible. If complete avoidance is not possible, require development to	Municipal codes related to cultural resources relevant to the Plan Area can be found in Article III (Historical Resource Preservation), and Division 9 (Preservation, Protection and Removal of Trees). Article III (Historical Resource Preservation), is established to promote the public health, safety, and general welfare by providing for the identification, protection, enhancement, perpetuation, and use of historic resources such as buildings, structures, sites, places, and districts within the city that reflect special elements of the city's architectural, artistic, cultural, historical, political, and social heritage for the following reasons: (1) To safeguard the city's heritage by encouraging the protection of landmarks representing significant elements of its history.	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	minimize and fully mitigate the impacts to the resources. Notify California Native American tribes and organizations of proposed projects that have the potential to adversely impact cultural resources.	<p>(2) To foster civic and neighborhood pride and a sense of identity based on an appreciation of the city's past and the recognition and use of historic resources.</p> <p>(3) To enhance the visual character of the city by preserving diverse architectural styles reflecting phases of the city's history and by encouraging complementary contemporary design and construction.</p> <p>(4) To strengthen the economy of the city by protecting and enhancing the city's attractions to residents, tourists, and visitors.</p> <p>(5) To stabilize and improve property values within the city by recognizing historic landmarks and by protecting areas of historic buildings from encroachment by incompatible designs.</p> <p>(6) To promote the enjoyment and use of historic resources appropriate for the education and recreation of the people of the city.</p> <p>(7) To integrate the preservation of historic resources and the extraction of relevant data from such resources into public and private land management and development processes.</p> <p>(8) To conserve valuable material and energy resources by ongoing use and maintenance of the existing built environment.</p> <p>(9) To encourage and facilitate public knowledge, understanding, and appreciation of the city's historic past and unique sense of place.</p> <p>(10) To preserve diverse architectural styles, patterns of development, and design preferences reflecting phases of the city's history and to encourage complementary design and construction and inspire a more livable urban environment.</p> <p>(11) To enhance neighborhoods through the preservation of historic resources and establishment of historic districts.</p> <p>(12) To take whatever steps are reasonable and necessary to safeguard the property rights of owners whose property is declared to be a landmark or is located in a historic district.</p> <p>(Ord. No. 2173, § 1(Exh. A), 3-4-08)</p> <p>Division 9 (Preservation, Protection and Removal of Trees) establishes standards to provide protection for the trees of this city that are of historic, aesthetic or environmental importance. This section seeks to preserve the cultural and historic heritage that the city's trees represent; to maintain the scenic beauty of the city; and, by the conservation of energy, the abatement of soil and slope erosion, and the enhancement of air quality, to improve the environment of the city. These purposes will be accomplished by:</p> <p>(1) Identifying significant trees and heritage trees and establishing procedures to encourage their preservation;</p> <p>(2) Including consideration of existing trees and their protection in the review and implementation of development proposals;</p> <p>(3) Requiring permits for the removal of significant trees, heritage trees, and trees on public property except in emergencies; and</p> <p>(4) Requiring replacement planting when significant trees, heritage trees, and trees on public property are removed.</p> <p>(Ord. No. 1864, § 2, 11-12-90)</p>	

3.5.3 Impact Assessment

Appendix G of the State CEQA Guidelines was reviewed to determine whether the Plan would result in significant impacts related to cultural resources. These guidelines serve as the threshold of significance for determining impacts to cultural resources and consider if the Plan would:

- 5(a) *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*
- 5(b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*
- 5(c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*
- 5(d) *Disturb any human remains, including those interred outside of dedicated cemeteries?*

3.5.3.1 Methods

A project that may cause a substantial adverse change in the significance of a historical resource would have a significant effect on the environment (CCR Title 14, 15064.4(b)). A substantial adverse change in the significance of a resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historic resource would be materially impaired. Actions that would materially impair the significance of a historical resource would demolish or adversely alter those physical characteristics that convey a resource's historical significance and qualify it for inclusion in the CRHR or in a local register or survey that meet the requirements of PRC Sections 5020.1(k) and 5024.1(g).

Cultural resources determined to be eligible for listing on the National Register of Historic Places (NRHP) are automatically eligible for listing on the CRHR and are considered to be significant cultural resources.

3.5.3.2 Plan Impacts

- 3.5.3.2.1 5(a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

- 3.5.3.2.1.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant with Mitigation. Construction of greenway paths and greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities would require ground-disturbing activities such as site clearing and excavation. Construction would occur along the District ROW and adjacent parcels. Greenway paths constructed under the Plan would have a maximum length of 5 miles and 24 feet wide. Pocket parks and greenspaces under the Plan are anticipated to have a typical size of 1-acre and a maximum size of 25 acres. Safe crossings are anticipated to have a maximum width of 8 feet and length of 400 feet. Stormwater management components are anticipated to have a maximum size of 0.29 acres. Depths of construction would be dependent on future projects and site-

specific details. Depending on the size, design, and location of a project, as well as any potential cultural resources that may be at or near a future project site, construction of greenway paths, amenities, pocket parks and greenspaces, safe crossings, stormwater management facilities have the potential to demolish or materially alter the significance of an historic resource.

As shown in Figure 3.5-1, a number of designated historic resources are present in the Plan Area. While most of the Plan Area does not contain any listed historic resources and construction activity within the District ROW would be unlikely to result in substantial adverse changes to the significance of any historic resources as defined in Title 24, Section 15064.5 of the CCR, the location of future project activities, particularly on parcels adjacent to the District ROW, could occur at or near sites listed on or eligible for listing on the NHRP or CRHR or locally designated as historic. A substantial adverse change in significance is defined in Section 15064.5 as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. Construction of future projects conducted under the Plan would involve ground disturbance, construction equipment operation, stockpiling of materials, views of incomplete structures, and worker activities. These construction activities may result in a significant impact if the project activities result in demolition of or material alteration of a historic resource. In addition, construction activities could indirectly cause damage to historic resources within or adjacent to an individual project site as a result of increased dust and/or vibration. These impacts would be minimized with implementation of **MM AQ-1: Emissions Reduction Measures** and **MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan**, which would limit dust emissions from construction sites and a plan to minimize noise and vibration from construction sites. Direct impacts would be avoided and/or minimized with the implementation of **MM CR-1: Historical Resources Assessment**, which would require project proponents to conduct a site-specific historic resources assessment to identify if any such resources could be impacted by the project. If the assessment determines that no listed or eligible resources are present, the project would be confirmed to result in no impact, and no further mitigation would be required. If the historic resources assessment determines there is a potential to adversely affect an historic resource, the project proponent shall either redesign the project to avoid the resources (**MM CR-2: Avoid Historic Resources**) or prepare an historic resources mitigation plan (**MM CR-3: Prepare and Implement a Historic Resources Mitigation Plan**). With the implementation of these mitigation measures, potential impacts to historic resources would be minimized to less than significant levels.

Operations

Less Than Significant. Operation of projects under the Plan is anticipated to increase the number of recreational users in the Plan Area. Increased recreation at or near a historical resource would not result in a substantial change in the significance of the historic resource and may potentially bring more awareness to the historical site/resource. In addition to the increases in recreational users, implementation of projects under the Plan may introduce new light sources in the immediate surroundings of an historic resource (if present within or immediately adjacent to an individual project site). However, as discussed in 3.1, Aesthetics, no new significant sources of light are anticipated to be installed and all lighting plans would be consistent with the local municipality requirements/code (Section 10 of the *Design Guidelines and Standards – Architectural and Safety Elements*). Therefore, the

potential for operation of the Plan to result in substantial changes to the significance of historic resources within the Plan Area is less than significant.

Mitigation Measures

MM CR-1: Historical Resources Assessment. Historical resources shall be evaluated for their eligibility for listing in the CRHR or local register prior to project development. The records search will help identify any recorded sites/resources that may be impacted by a project. A historian or architectural historian, per the Secretary of Interior's Professional Qualification Standards for Architectural History, shall perform a records search and site investigation to identify potentially eligible historical sites/resources within a quarter-mile of a project site. The principal records search shall be conducted using the California Historical Resources Information System (CHRIS). The South Central Coastal Information Center at California State University Fullerton administers the historical records for Los Angeles County and is the preferred location to conduct the historical records search.

To supplement the CHRIS records search, at a minimum, the following sources shall be searched:

- NRHP National Park Service online website
- Office of Historic Preservation
- California Historical Landmarks
- California Points of Historical Interest
- Local historical societies
- Local registers and general plans
- Sanborn maps (available at the Los Angeles Public Library)
- Historic U.S. Geological Survey quadrangles
- Historic aerial maps

If no designated eligible or historic resources are identified during this assessment, no further mitigation shall be required.

MM-CR-2: Avoid Historical Resources. If eligible historical resources, as defined by CEQA, are identified, demolition or substantial alteration of such resources shall be avoided. This may require redesign of the proposed project to provide adequate buffer as to not significantly alter the historical resource.

MM CR-3: Prepare and Implement a Historic Resources Mitigation Plan. If avoidance is determined to be infeasible, the project proponent shall prepare a treatment plan to include, but not be limited to, photo-documentation and public interpretation of the resource. The plan shall be submitted to the local jurisdiction in which the project is proposed as part of the Plan Review process for review and approval prior to implementation. Required plan elements include the following:

- Survey or photographic documentation of the historical resource before construction begins as a baseline condition for assessing damage.
- Preparation of protocols for the documentation of inadvertent damage, should it occur, as well as notification to the appropriate owner and/or jurisdiction.
- Strategy for repair of historical resource in accordance with the Secretary of the Interior Standards.

MM AQ-1: Emission Reduction Measures.

MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan.

Significance After Mitigation

For construction, implementation of **MM AQ-1: Emission Reduction Measures**, **MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan**, **MM CR-1: Historical Resources Assessment**, **MM CR-2: Avoid Historical Resources**, and **MM CR-3: Prepare and Implement a Historic Resources Mitigation Plan** would avoid direct impacts and minimize potential for indirect impacts to historic resources to less than significant levels.

For operation, no mitigation measures are required, and impacts would be less than significant.

3.5.3.2.2 5(b). Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

3.5.3.2.2.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant with Mitigation. Depending on the size, design, and location of a project, as well as any potential cultural resources that may be at or near a future project site, construction of the greenway paths, amenities, pocket parks and greenspaces, safe crossings, stormwater management facilities have the potential to demolish or materially alter the significance of an archaeological resource, through both direct destruction of the resource or indirectly due to localized dust and vibration. Because projects implemented under the Plan could occur anywhere within the Plan Area and the entirety of all potential archeological resources is not known, impacts to archaeological resources could be potentially significant. To avoid and/or minimize impacts to such resources, project proponents would be required to implement **MM CR-4: Cultural Resources Assessment** and conduct a site-specific records search and pedestrian survey of the project site in advance of construction activity. If no potential resources are identified in the assessment, the potential for impacts would be considered less than significant. However, implementation of **MM CR-6: Monitoring** would be required to ensure that any unanticipated discoveries are handled appropriately. If the results from the site-specific assessment indicate resources are present on a project site, implementation of **MM CR-5: Avoid Cultural Resources, Prepare Treatment Plan** would ensure the project is either redesigned to avoid known resources or a treatment plan is prepared to effectively mitigate impacts to the resources. Project proponents would also be required to implement **MM CR-7: Unanticipated Discovery** in the event other unanticipated discoveries of archaeological resources occur during construction. Accordingly, with implementation of these mitigation measures, the potential for construction activity to cause a substantial adverse change in the significance of archaeological resources in the Plan Area would be less than significant.

Operations

Less Than Significant. No ground disturbing activities would occur during the operation of future projects. Therefore, impacts during operations to archaeological resources would be less than significant.

Mitigation Measures

MM CR-4: Cultural Resources Assessment. Construction activities that result in ground disturbance have the potential to impact buried archaeological resources. A qualified archaeologist shall conduct an

archaeological inventory and assessment per the Secretary of the Interior's Professional Qualifications Standards for Archaeology, for any project that would result in ground disturbance. The assessment shall include a records search of CHRIS, at the South Central Coastal Information Center at California State University Fullerton which administers the historical records for Los Angeles County.

If a location has been previously surveyed and no cultural resources have been recorded on it, no further cultural resources studies shall be required. If a location has not been previously surveyed based on the records search information, an intensive (100 percent) pedestrian ground surface survey (Phase I survey/Class III inventory) by qualified archaeologists shall be required. All archaeological/cultural resources identified during the site survey will be recorded, pursuant to CDPR and applicable local/municipal guidance.

Any newly encountered archaeological resources shall be evaluated by a qualified archaeologist for their eligibility for listing in the CRHR or NHRP and for significance as a historical resource or unique archaeological resource per State CEQA Guidelines Section 15064.5. Recommendations shall be made for treatment of these resources if found to be significant, in consultation with the implementing agency. If, following the records search, literature review, and field survey, it is determined that there are no archaeological present in the project area, then no further action would be required.

MM CR-5: Avoid Cultural Resources, Prepare Treatment Plan. If a significant resource is present, the preferred treatment is to avoid the site/resource to preserve it in place, pursuant to State CEQA Guidelines Section 15126.4(b)(3). This may require redesign of the proposed project.

In accordance with State CEQA Guidelines Section 15126.4(b)(3)(C), if it is demonstrated that resources cannot be avoided, a qualified archaeologist shall develop additional treatment measures, which may include data recovery or other appropriate measures, in consultation with the project proponent. For sites with archaeological resources that cannot be avoided, the project proponent shall prepare an Archaeological Evaluation and Treatment Plan, in coordination with the qualified archaeologist, that describes methods and procedures for conducting subsurface excavations to determine the vertical and horizontal extents of an archaeological site. The draft plan shall be provided for review to any tribes that expressed interest in prehistoric or tribal resources. Implementation of such a plan may include mechanical and/or manual excavations to provide data on the cultural constituents at the site and the depositional context of such materials (if found to exist). This data can be used to determine the integrity of the site and make a formal evaluation based on the eligibility criteria set forth in CEQA and Section 106 of the NHPA for inclusion in the CRHR and NRHP. The Archaeological Evaluation and Treatment measures should define the parameters of archaeological testing at the site and the extent of excavation and analysis of any materials recovered. The Archaeological Evaluation and Treatment measures must also include guidelines for treatment and curation of any materials recovered during the testing process. Subsequent to implementation of the Archaeological Evaluation and Treatment measures, a technical report describing the methods and results of archaeological testing and formal evaluations of the archaeological sites and recommendations for further treatment will be completed.

MM CR-6: Monitoring. A Secretary of the Interior-qualified archaeologist or archaeological monitor working under the direction of a Secretary of the Interior-qualified archaeologist shall be retained by the implementing agency. The archaeologist or archaeological monitor, either meeting or working under the direction of an archaeologist who meets the Secretary of the Interior Professional Qualification

Standards in archaeology, shall monitor ground disturbing activities in areas with potential for archaeological resources.

MM CR-7: Unanticipated Discovery of a Cultural Resource. If a cultural resource is discovered inadvertently during construction, all work in the immediate vicinity of the find (within a 60-foot buffer) shall stop until a Secretary of Interior -qualified archaeologist can evaluate the significance of the find. Work on other portions of the project outside the buffered area may continue during this assessment period. If the find is determined to be significant, the project proponent shall prepare a treatment plan in accordance with MM CR-5 described above.

Significance After Mitigation

Implementation of **MM CR-4: Cultural Resources Assessment**, **MM CR-5: Avoid Cultural Resources, Prepare Treatment Plan**, **MM CR-6: Monitoring**, and **MM CR-7: Unanticipated Discovery of a Cultural Resource** would ensure that individual projects evaluate the site-specific potential for impacts to archaeological resources and avoid direct impacts to such resources through monitoring and development of treatment plans. Therefore, impacts after mitigation would be less than significant.

For operation, no mitigation measures are required, and impacts would be less than significant.

3.5.3.2.3 5(c). Disturb any human remains, including those interred outside of dedicated cemeteries?

3.5.3.2.3.1 Greenway Paths + Greenway Amenities; Pocket Parks and Greenspaces; Safe Crossings; Stormwater Management

Construction

Less Than Significant with Mitigation. The greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities will be developed within the District ROWs or in parcels adjacent to the District ROW. While the Plan Area is mostly urbanized and the probability of an inadvertent discovery of human remains encountered during ground disturbing construction activities is low, in the unlikely event that human remains are inadvertently encountered, impacts due to construction could be significant. Implementation of **MM CR-8: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects** would require that project proponents handle such remains according to the protocols set forth in CEQA Guidelines Section 15064.5(e). With the implementation of this mitigation, the potential for construction activities associated with the Plan to disturb human remains would be less than significant.

Operations

No Impact. No ground disturbing activities would occur during the operation of the greenway paths, pocket parks and greenspaces, safe crossings, and stormwater management facilities. Therefore, no human remains would be inadvertently discovered or disturbed during operation, and no impacts would occur.

Mitigation Measures

MM CR-8: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects. If human remains and/or grave goods are discovered or recognized during project construction, the implementing agency shall immediately halt all work in the immediate vicinity (within a 100-foot

buffer of the find), contact the Los Angeles County Coroner to evaluate the remains, and follow the procedures and protocols set forth in State CEQA Guidelines Section 15064.5(e). If the County Coroner determines that the remains are Native American, the implementing agency shall contact the NAHC, in accordance with Health and Safety Code Section 7050.5(c) and PRC Section 5097.98 (as amended by AB 2641). The NAHC shall designate a Most Likely Descendant for the remains per PRC Section 5097.98. Per PRC Section 5097.98, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains and any associated grave goods are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the Most Likely Descendant regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The Most Likely Descendant shall make recommendations to the District within 48 hours for the treatment or disposition, with property dignity, of the human remains and/or grave goods, which shall be implemented in accordance with PRC Section 5097.98 and Section 15064.5(e) of the State CEQA Guidelines. If the Most Likely Descendant fails to make recommendations within 48 hours, the County may reinter the remains in an area of the property not subject to further disturbance. If the remains are determined to be neither of forensic value to the Coroner, nor of Native American origin, provisions of the CHSC (Section 7100 et seq.) directing identification of the next-of-kin will apply. The NAHC is authorized to resolve any disputes regarding the disposition of such remains, pursuant to Section 15064.5(e) of the State CEQA Guidelines. Work may resume at the implementing agency's discretion but will commence only after consultation and treatment have been concluded. Work may continue on other parts of the project while consultation and treatment are conducted.

Significance After Mitigation

For construction, implementation of **MM CR-8: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects** would ensure that in the unlikely event that human remains are encountered during ground disturbing activities, work is halted and appropriate personnel are notified, so impacts would be less than significant with mitigation.

No impacts to human remains would occur during operation.

3.5.3.3 Impacts of Conceptual Design Projects

This section discusses potential impacts from the 10 conceptual designs discussed in Section 2.4 above.

3.5.3.3.1 5(a). Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

Construction

As described in Section 3.5.3.2.1.1, construction impacts 5(a) for the Plan, construction activities for the facilities/developments proposed in the Plan and ten conceptual projects would typically involve ground disturbance, construction equipment operation, stockpiling of materials, views of incomplete structures, and worker activities. These construction activities may result in localized noise, dust, traffic, and vibration impacts. Off-site impacts may adversely affect nearby potentially eligible historic resources resulting in potentially significant impacts from construction.

Table 3.5-2. Analysis of Potential for Conceptual Design Examples Construction to Cause a Substantial Adverse Change in the Significance of a Historical Resource During Construction

Conceptual Design Project	<i>Cultural (a). Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?</i>
<p>Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i></p>	<p>Less Than Significant with Mitigation. One recorded historical site, Laguna de San Gabriel, is within 1,000 feet of this proposed project (Figure 3.5-1). This site has been proposed for inclusion in the CRHP and is a local landmark for the City of San Gabriel. Dust and vibration generated during construction activity could affect this historic resource, however, implementation of MM AQ-1 and MM NOI-1 would ensure impacts are less than significant. Construction activity would not directly result in any substantial adverse changes to the significance of this historic resource. While initial review indicates that no other listed sites are within the project footprint, implementation of MM CR-1 would confirm the presence or absence of any other unlisted resources that may be eligible. Accordingly, impacts would be less than significant with mitigation.</p>
<p>Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i></p>	<p>Less Than Significant with Mitigation. There are no recorded historical sites/resources within the vicinity of the project site (Figure 3.5-1). While initial review indicates that no listed sites are within the project footprint, implementation of MM CR-1 would confirm the presence or absence of any other unlisted resources that may be eligible. Accordingly, impacts would be less than significant with mitigation.</p>
<p>Eaton Wash Greenway at Spreading Ground Site <i>City of Pasadena</i></p>	<p>Less Than Significant. A recorded historical site, Stuart Company Plant and Office Building, is approximately 1 mile to the south/southeast of the proposed project (Figure 3.5-1). This office building was designed by architect Edward Durell Stone in a Neo-Formalist style for Stuart Pharmaceuticals. The site was included in the CRHR in 1998. However, this site is too far from the project site (i.e., one mile) to experience direct noise or dust impacts from operations. While initial review indicates that no listed sites are within the project footprint, implementation of MM CR-1 would confirm the presence or absence of any other unlisted resources that may be eligible. Accordingly, impacts would be less than significant with mitigation.</p>
<p>Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i></p>	<p>Less Than Significant. A recorded historical site, Stuart Company Plant and Office Building, is approximately 2,000 feet to the northeast of the proposed project site (Figure 3.5-1). This office building was designed by architect Edward Durell Stone in a Neo-Formalist style for Stuart Pharmaceuticals. The site was included in the CRHR in 1998. Dust and vibration generated during construction activity could affect this historic resource, however, implementation of MM AQ-1 and MM NOI-1 would ensure impacts are less than significant. Construction activity would not directly result in any substantial adverse changes to the significance of this historic resource. While initial review indicates that no other listed sites are within the project footprint, implementation of MM CR-1 would confirm the presence or absence of any other unlisted resources that may be eligible. Accordingly, impacts would be less than significant with mitigation.</p>

Conceptual Design Project	<i>Cultural (a). Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?</i>
San Dimas Wash at Arrow High School <i>City of Glendora</i>	<p>Less Than Significant. The closest registered historic site is the Glendora Bougainvillea, approximately 2.5 miles to the northeast of the project site (Figure 3.5-1). Planted in 1901 by R.W. Hamlins, the Glendora Bougainvillea is the largest of its kind in the United States. However, at over 1 mile, this site is located too far away from the project site to realize direct noise or dust impacts. While initial review indicates that no listed sites are within the project footprint, implementation of MM CR-1 would confirm the presence or absence of any other unlisted resources that may be eligible. Accordingly, impacts would be less than significant with mitigation.</p>
San Dimas Wash at Hollenbeck Park <i>City of Covina</i>	<p>Less Than Significant. The closest registered historic site is the Glendora Bougainvillea, approximately five miles to the northeast of the project site (Figure 3.5-1). Planted in 1901 by R.W. Hamlins, the Glendora Bougainvillea is the largest bougainvillea plant of its kind in the United States. However, this site is located too far away from the project site (i.e., over a mile) to realize direct dust impacts. While initial review indicates that no listed sites are within the project footprint, implementation of MM CR-1 would confirm the presence or absence of any other unlisted resources that may be eligible. Accordingly, impacts would be less than significant with mitigation.</p>
San Jose Creek at Pocket Park <i>City of Industry and the unincorporated LA County community of Avocado Heights</i>	<p>Less Than Significant. There are four registered historic sites to the east/southeast of the project site – the Temple Mission, Workman Adobe, Workman Family Cemetery, and John A. Rowland House (Figure 3.5-1). The Temple Mission is the closest at approximately 2.25 miles away. These sites are, therefore, too far away from the project site (i.e., over a mile) to realize direct noise or dust impacts. While initial review indicates that no listed sites are within the project footprint, implementation of MM CR-1 would confirm the presence or absence of any other unlisted resources that may be eligible. Accordingly, impacts would be less than significant with mitigation.</p>
Thompson Creek at the Fairplex <i>Cities of Pomona, La Verne, and Claremont</i>	<p>Less Than Significant. There are four registered historic sites to the southeast of the project site – the Barbara Greenwood Kindergarten, La Casa Primera de Rancho San Jose, La Casa Alvarado Primera, and the Abraham Lincoln Elementary School (Figure 3.5-1). The Barbara Greenwood Elementary is the closest at approximately 2,000 feet from the project site. The site is a historical school and museum and is maintained by the Historical Society of Pomona Valley. Dust and vibration generated during construction activity could affect this historic resource, however, implementation of MM AQ-1 and MM NOI-1 would ensure impacts are less than significant. Construction activity would not directly result in any substantial adverse changes to the significance of this historic resource. While initial review indicates that no other listed sites are within the project footprint, implementation of MM CR-1 would confirm the presence or absence of any other unlisted resources that may be eligible. Accordingly, impacts would be less than significant with mitigation.</p>

Conceptual Design Project	<i>Cultural (a). Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?</i>
Walnut Creek at Syhre Park <i>Cities of Baldwin Park and West Covina</i>	Less Than Significant. The closest registered historic site is the Temple Mission, approximately three miles to the south of the project site (Figure 3.5-1). However, at over one mile, this site is located too far away from the project site to realize direct noise or dust impacts. While initial review indicates that no listed sites are within the project footprint, implementation of MM CR-1 would confirm the presence or absence of any other unlisted resources that may be eligible. Accordingly, impacts would be less than significant with mitigation.
Walnut Creek at Pocket Park <i>City of West Covina</i>	Less Than Significant. The closest registered historic site is the Temple Mission, approximately three miles to the south/southwest of the project site (Figure 3.5-1). However, at over one mile, this site is located too far away from the project site to realize direct noise or dust impacts. While initial review indicates that no listed sites are within the project footprint, implementation of MM CR-1 would confirm the presence or absence of any other unlisted resources that may be eligible. Accordingly, impacts would be less than significant with mitigation.

Operations

Less than Significant. Potential impacts stem from increased visitation and use of the 10 conceptual design projects. Potential impacts from operations are discussed in the Plan impacts sections above in Section 3.5.3.2.1. As indicated in each of the descriptions, none of the conceptual design examples introduce any components not previously considered within the Plan and therefore, would not result in any new impacts or more severe impacts than as described for the Plan. As operational impacts would be less than significant, no additional mitigation is necessary.

3.5.3.3.2 5(b). Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Construction

Less than Significant with Mitigation. As described in Section 3.5.3.2.2.1, construction impacts (b) for the Plan, construction activities for the facilities/developments proposed in the Plan and 10 conceptual projects would typically involve ground disturbance, construction equipment operation, stockpiling of materials, views of incomplete structures, and worker activities. While most of the construction areas for the conceptual projects have experienced prior development/disturbance, it is possible that an unknown and unrecorded archaeological resource may be present in the subsurface. If an archaeological/cultural resource is encountered during construction of a conceptual project, a significant impact may result from disturbance, alteration, or destruction of the resource.

Implementation of **MM CR-4: Cultural Resources Assessment; MM CR-5 Avoid Cultural Resources, Prepare Treatment Plan; MM CR-6: Monitoring; and MM CR-7: Unanticipated Discovery of Cultural Resources** would avoid and/or minimize the potential for construction activity to cause a substantial adverse change in the significance of an archaeological resource.

Operations

Less than Significant. No ground disturbing activities would occur during the operation of the 10 conceptual projects. By design, the greenway would introduce more users to the Plan Area. While the greenway would be a concrete pathway, increased usership is not anticipated to significantly impact cultural resources. Therefore, no direct physical impacts to buried, unrecorded cultural resources are anticipated from operation of the proposed facilities. As indicated in each of the descriptions, none of the conceptual design examples introduce any components not previously considered within the Plan and therefore, would not result in any new impacts or more severe impacts than as described in Section 3.5.3.2.2.

3.5.3.3.3 5(c). Disturb any human remains, including those interred outside of dedicated cemeteries?

Construction

Less Than Significant with Mitigation. As described in Section 3.5.3.2.3, construction impacts (d) for the Plan, construction activities for the facilities/developments proposed in the Plan and 10 conceptual projects would typically involve ground disturbance, construction equipment operation, stockpiling of materials, views of incomplete structures, and worker activities. Most of the construction areas for the conceptual projects have likely experienced prior development/disturbance and therefore, the probability of an inadvertent discovery of human remains encountered during ground disturbing construction activities is low. In the event that human remains are inadvertently encountered, implementation of **MM CR-8: Unanticipated Discovery of Human Remains and Associated Funerary Objects** would ensure that all work stops and the Los Angeles County Coroner shall be contacted to evaluate the remains to determine that no investigation of the cause of death is required, pursuant to Section 15064.5(e)(1) of the CEQA Guidelines, along with next steps. Accordingly, construction activity related to the conceptual design projects would not result in significant impacts with regard to disturbance of human remains.

Operations

No Impact. No ground disturbing activities would occur during the operation of the greenway, amenities, or proposed facilities. By design, the greenway and proposed facilities would introduce more users to the Plan Area, but increased usership is not anticipated to significantly impact buried human remains. Therefore, no operational impacts to buried human remains are anticipated. As indicated in each of the descriptions, none of the conceptual design examples introduce any components not previously considered within the Plan and therefore, would not result in any new impacts or more severe impacts than as described in Section 3.5.3.2.3.

3.6 Energy

This section describes the environmental and regulatory setting for energy, discusses energy consumption-related impacts (i.e., natural gas, electricity, and transportation fuels) that could result from the Plan, and determines the significance of those impacts. The analysis assesses the proposed Plan's estimated consumption of energy resources during construction and operation and evaluates the proposed Plan's consistency with federal, state, and local plans for renewable energy and energy efficiency. Where needed, this section identifies feasible mitigation measures that would reduce or avoid any significant impacts. Table 3.6-1 summarizes the impact assessment for the Plan components related to energy.

Table 3.6-1. Summary of Potential Impacts of the Plan on Energy

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
Would the Plan:			
6(a). Would the proposed Project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			
Greenway Paths + Greenway Amenities	Less than Significant	Less than Significant with Mitigation	Construction: No Mitigation Operations: MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant	Less than Significant with Mitigation	
Greenway Paths + Safe Crossings	Less than Significant	Less than Significant with Mitigation	
Greenway Paths + Stormwater Management	Less than Significant	Less than Significant with Mitigation	
6(b). Would the proposed Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?			
Greenway Paths + Greenway Amenities	Less than Significant	Less than Significant with Mitigation	Construction: No Mitigation

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
<i>Would the Plan:</i>			
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant	Less than Significant with Mitigation	Operations: MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies
Greenway Paths + Safe Crossings	Less than Significant	Less than Significant with Mitigation	
Greenway Paths + Stormwater Management	Less than Significant	Less than Significant with Mitigation	

3.6.1 Environmental Setting

Energy use is typically quantified using the British Thermal Unit (BTU), and the BTU is used as a basis for comparing the consumption of different energy resources. California has a diverse portfolio of energy resources. In 2021, California was the seventh largest producer of crude oil in the United States) and ranked third in crude oil refining capacity. California is the largest consumer of jet fuel and second largest consumer of motor gasoline in the U.S. In 2022, California was the second largest total energy consumer among the states, but its per capita energy consumptions was the third lowest (United States Energy Information Administration 2024). In 2022, renewable resources, including hydroelectric power and small-scale, customer-sited solar power, accounted for nearly 50 percent of California's in-state electricity generation. Natural gas accounted for 42 percent of the electrical generation and nuclear power supplied the remainder. In 2022, California was the fourth largest electricity producer and the nation's third largest electricity consumer in the nation. California sources additional needed electricity supplies from out-of-state generators (United States Energy Information Administration 2023a).

The Plan Area is located within a highly urbanized area of LA County. The energy consumption of electricity, natural gas, and transportation fuels (e.g., gasoline and diesel fuel) in the state and LA County in 2022 is shown in Table 3.6-2 below.

Table 3.6-2. Energy Consumption in California and Los Angeles County in 2022

Energy Resource ¹	CA Consumption Mass	CA Consumption Million BTUs	LA County Consumption Mass	LA County Consumption Million BTUs	LA County as Percent of Total California Consumption
Electricity	287,826 GWh	982,103,080 ^a	66,003 GWh	225,202,240 ^a	23%
Natural Gas	2,130.9 million therms	2,130,900,000 ^b	2,820 million therms	281,930,000 ^b	13%
*Gasoline ^c	13,640 million gallons	1,496,608,100 ^d	3,070 million gallons	336,846,540 ^d	23%
*Diesel Fuel ^c	2,290 million gallons	291,883,400 ^e	295 million gallons	37,600,700 ^e	13%

Sources: CEC 2020, 2023; U.S. EIA 2023b

^aEstimated based on conversion factor of 3,412,000,000 BTU per 1 Gigawatt-hour (GWh).

^bEstimated based on conversion factor of 100,000 BTU per therm.

^cEstimated fuel sales based on data obtained from retail transportation fueling stations in California by the California Energy Commission

^dEstimated based on conversion factor of 109,722 BTU per 1 gallon of gasoline.

^eEstimated based on conversion factor of 127,460 BTU per 1 gallon of diesel.

3.6.1.1 Natural Gas

Natural gas throughout the Plan Area is provided by Southern California Gas Company.

3.6.1.2 Electricity

Electricity throughout the Plan Area is provided by Southern California Edison within the majority of Los Angeles County, with the Los Angeles Department of Water and Power (LADWP), Glendale Water & Power, and Pasadena Water & Power providing power in their respective service areas.

3.6.1.3 Transportation Fuels

Transportation dominates California's energy consumption profile. Overall, the transportation sector accounts for 34 percent of state end-use energy consumption (United States Energy Information Administration 2023a). According to CARB's on-road mobile source emissions inventory, EMFAC2021 Web Database, Los Angeles County's on-road transportation sources consumed approximately 3.7 billion gallons of gasoline, 523 million gallons of diesel fuel, and 69 million gallons of natural gas in 2023 (CARB 2024c).

3.6.2 Regulatory Setting

Federal, state, and local laws, regulations, plans, and/or guidelines related to energy resources that are applicable to the Plan are summarized below.

3.6.2.1 Federal

3.6.2.1.1 Corporate Average Fuel Economy Standards

Congress enacted the Corporate Average Fuel Economy standards in 1975 to reduce energy consumption and increase the fuel economy of cars and light trucks. Corporate Average Fuel Economy standards are regulated by the Department of Transportation National Highway Traffic and Safety Administration, and the USEPA calculates fuel economy levels and sets related GHG standards. Fuel efficiency standards for medium- and heavy-duty trucks have been jointly developed by USEPA and National Highway Traffic and Safety Administration (NHTSA). The NHTSA published a final rulemaking on June 7, 2024, that raised federal GHG emission standards for passenger cars and light trucks for model years 2027 through 2031, and heavy-duty vehicles for model years 2030 through 2035, increasing in stringency each year. The updated GHG emission standards will avoid more than 659 million metric tons for passenger cars and light trucks, and by 55 million metric tons for heavy-duty vehicles through 2050.

3.6.2.1.2 Energy Policy Act of 2005

The Energy Policy Act of 2005 addresses energy production in the U.S. and provides tax credits for electricity generated by qualified sources, such as gas generated by solid waste management activities. Section 203 of the Energy Policy Act of 2005 explicitly includes municipal solid waste-derived electricity as a “renewable energy” resource eligible to satisfy the federal renewable energy purchase requirement established in that section.

3.6.2.2 State

3.6.2.2.1 Senate Bill 1389

SB 1389 (PRC Sections 25300–25323) requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report to assess major energy trends and issues facing the state’s electricity, natural gas, and transportation fuel sectors and provide policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state’s economy; and protect public health and safety (PRC Section 25301[a]). The CEC 2022 Integrated Energy Policy Report provides findings and recommendations for energy issues facing the state, including energy efficiency and reliability, decarbonizing buildings and California’s natural gas system, forecasting California’s energy demand, and quantifying the benefits of clean transportation programs, such as California’s transition to zero-emission vehicles.

3.6.2.2.2 Senate Bill 350, Clean Energy and Pollution Reduction Act

SB 350 established clean energy, clean air, and GHG reduction goals, which included goals to reduce GHGs to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050. The CEC works with other state agencies, including the CPUC, CARB, and the California Independent System Operator to implement this bill. SB 350 increases the state’s renewable electricity procurement goal from 33 percent by 2020 to 50 percent by 2030, which will increase the use of Renewables Portfolio Standard eligible resources including solar, wind, biomass, geothermal, and others. In addition, California is required to double statewide energy efficiency savings in electricity and natural gas end uses by 2030. To meet these goals and reduce GHG emissions, the CEC will require large utilities to

develop and submit integrated resource plans, which detail how utilities will meet their customers' resource needs, reduce GHG emissions, and increase clean energy resource use.

3.6.2.2.3 CARB Heavy-Duty On-Road and Off-Road Vehicle Regulations

In 2004, CARB adopted an Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling in order to reduce public exposure of emissions to diesel particulate matter (Title 13, CCR, Section 2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given location. While the goal of this measure is primarily to reduce public health impacts from diesel emissions, compliance with the regulation also results in energy savings in the form of reduced fuel consumption from unnecessary idling.

In addition to limiting exhaust from idling trucks, CARB also promulgated emissions standards for off-road diesel construction equipment greater than 25 horsepower such as loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles. The In-Use Off-Road Diesel-Fueled Fleets regulation adopted by CARB on July 26, 2007, encourages the retirement, replacement, or repower of older engines with newer emissions-controlled models (Title 13, CCR, Section 2449). The compliance schedule requires full implementation by 2023 for all equipment in large and medium fleets and by 2028 for small fleets. While the goal of this measure is primarily to reduce public health impacts from diesel emissions, compliance with the regulation has shown an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines.

3.6.2.2.4 CARB Pavley Regulations

In 2004, CARB approved the "Pavley I" regulation which require automakers to reduce GHG emissions by approximately 30 percent from 2002 levels by 2016. The standards phased in over the years from 2009 to 2016. In June 2009, the USEPA granted California the authority to implement GHG emission reduction standards for light-duty vehicles. In September 2009, amendments to the Pavley I regulations were adopted by CARB and Pavley I regulations implementation began. The Pavley II regulation, which is now referred to as the Low Emission Vehicle III GHG, regulates model years 2017 through 2025 with the goal of reducing GHG emissions by 45 percent by the year 2020 as compared to the 2002 fleet. The new rules reduce emissions from gasoline-powered cars as well as promote zero-emission vehicle technologies such as electricity and hydrogen and increase the infrastructure for fueling hydrogen vehicles. In 2009, the USEPA granted California the authority to implement the GHG standards for passenger cars, pickup trucks, and sport utility vehicles but on September 27, 2019, the USEPA withdrew the waiver it had previously provided to California for the state's GHG and zero-emission vehicle programs under Section 209 of the CAA. The withdrawal of the waiver was effective November 26, 2019. In response, several states, including California, filed a lawsuit challenging the withdrawal of the USEPA waiver (*State of California vs. Chao*). In March 2022, the USEPA reinstated California's authority under the CAA to implement its own GHG emissions standards and zero-emission vehicle sales mandates (USEPA 2022).

3.6.2.2.5 Title 24 Building Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6 of the CCR, also known as the California Energy Code) were established in 1978 in response to a legislative mandate to reduce California's energy consumption to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The standards are updated periodically (typically every three years) to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 California Energy Codes went into effect on January 1, 2023, and improved upon the 2019 standards for new construction of, and additions and alterations to, residential and nonresidential buildings.

Part 11 of the Title 24 Building Energy Efficiency Standards is referred to as the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code is to "improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality." The CALGreen Code establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. As previously mentioned, the 2022 update to the CALGreen Code went into effect on January 1, 2023.

3.6.2.3 Los Angeles County

3.6.2.3.1 Los Angeles County General Plan

Several elements of the General Plan include goals and policies associated with energy resources including the Air Quality Element, Conservation and Natural Resources Element, Economic Development Element, Land Use Element, Parks and Recreation Element, and Public Services and Facilities Element. The following goals and policies identified in the General Plan are relevant to the Plan:

- Air Quality Element
 - Goal AQ 3: Implementation of plans and programs to address the impacts of climate change.
 - Policy AQ 3.2: Reduce energy consumption in County operations by 20 percent by 2015.
 - Policy AQ 3.5: Encourage energy conservation in new development and municipal operations.
- Conservation and Natural Resources Element
 - Goal C/NR 12: Sustainable management of renewable and non-renewable energy resources.
 - Policy C/NR 12.1: Encourage the production and use of renewable energy resources.
 - Policy C/NR 12.2: Encourage the effective management of energy resources, such as ensuring adequate reserves to meet peak demands.
 - Policy C/NR12.3: Encourage distributed systems that use existing infrastructure and reduce environmental impacts.
- Economic Development Element

- Goal ED 1: An economic base and fiscal structures that attract and retain valuable industries and businesses.
 - Policy ED 1.2: Encourage and foster the development of the renewable energy economic sectors.
- Land Use Element
 - Goal LU 11: Development that utilize sustainable design techniques.
 - Policy LU 11.1: Encourage new development to employ sustainable energy practices, such as utilizing passive solar techniques and/or active solar technologies.
 - Policy LU 11.4: Encourage subdivisions to utilize sustainable design practices, such as maximizing energy efficiency through lot configuration; preventing habitat fragmentation; promoting stormwater retention; promoting the localized production of energy; promoting water conservation and reuse; maximizing interconnectivity; and utilizing public transit.
 - Policy LU 11.8: Encourage sustainable subdivisions that meet green neighborhood standards, such as Leadership in Energy and Environmental Design–Neighborhood Development.
- Parks and Recreation Element
 - Goal P/R 1: Enhanced active and passive park and recreation opportunities for all users.
 - Policy P/R 1.9: Offer more lighted playing fields using energy efficient light fixtures to extend playing time, where appropriate (e.g., not in areas adjacent to open space or natural areas that can be impacted by spillover lighting).
 - Goal P/R 6: A sustainable parks and recreation system.
 - Policy P/R 6.2: Support the use of alternative sources of energy, such as wind and solar sources to reduce the use of energy at existing parks.
 - Policy P/R 6.4: Ensure that new buildings on County park properties are environmentally sustainable by reducing carbon footprints, and conserving water and energy.
 - Policy P/R 6.5: Ensure the routine maintenance and operations of County parks and recreational facilities to optimize water and energy conservation.
 - Goal PS/F 6: A County with adequate public utilities.
 - Policy PS/F 6.5: Encourage the use of renewable energy sources in utility and telecommunications networks.
 - Policy PS/F 6.8: Encourage projects that incorporate onsite renewable energy systems.

3.6.2.3.2 Los Angeles County Climate Action Plan

The 2020 Climate Action Plan (CAP), adopted in 2015, was a component of the County's General Plan Air Quality Element until it expired in 2020. To reduce impacts of climate change, the 2020 CAP set a target to reduce GHG emissions from community activities in the unincorporated areas of Los Angeles County by at least 11 percent below 2010 levels by 2020 (LA County Department of Regional Planning 2020). The 2020 CAP contained 26 local actions related to green buildings and energy; land use and transportation; water conservation and wastewater; waste reduction, reuse, and recycling; and land conservation and tree planting. It also included 17 reduction strategies from the following areas:

transportation; stationary energy; waste; industrial process and product use; agriculture, forestry, and other land use.

Los Angeles County approved the 2045 CAP on April 16, 2024, builds upon the efforts within the 2020 CAP, as well as the *OurCounty Los Angeles Countywide Sustainability Plan* (described below). The 2045 CAP outlines actions that the County plans to take to reduce GHG emissions and adapt to a changing climate in unincorporated County areas. The 2020 CAP ties together existing climate change initiatives and provides a blueprint for targeting carbon neutrality by 2045 in unincorporated County areas. In that sense, the CAP is aligned with EO B-55-18, which calls for statewide carbon neutrality by 2045.

3.6.2.3.3 OurCounty: The Los Angeles Countywide Sustainability Plan

OurCounty: The Los Angeles Countywide Sustainability Plan was adopted by the Board of Supervisors on August 6, 2019. *OurCounty Sustainability Plan* includes 12 primary goals that have a total of 37 strategies, with a total of 159 actions. The plan identifies lead County entities and partners for each goal. *OurCounty Sustainability Plan* is intended to help guide decision-making in unincorporated areas and provide a model for decision-making in the 88 incorporated cities in Los Angeles County. As a strategic plan, *OurCounty Sustainability Plan* does not supersede land use plans that have been adopted by the Regional Planning Commission and Board of Supervisors, including the County's General Plan and various community, neighborhood, and area plans. Overall, *OurCounty Sustainability Plan* proposes to make the County a more equitable, prosperous, and resilient region in the years ahead. The plan's goals and milestones include the following:

- Powering unincorporated areas and County facilities with 100 percent renewable energy by 2025
- Increasing urban tree canopy coverage by 15 percent by 2035
- Diverting more than 95 percent of waste from landfills
- Developing land-use tools to limit new development in high climate-hazard areas
- Phasing out single-use plastic by 2025 to ensure a cleaner ocean and less landfill waste
- Cutting back on imported water by sourcing 80 percent of water locally by 2045
- Ensuring that all residents have safe and clean drinking water, and that rivers, lakes and the ocean meet federal water quality standards
- Leading efforts to make sure that at least 65 percent of new housing is built within ½ mile of high frequency transit by 2035
- Supporting construction of more than half a million affordable housing units by 2045 to improve public health and community sustainability



3.6.2.4 Incorporated Cities Within the Plan Area

The table below presents the policies related to energy from each of the incorporated cities within the Plan Area that would be applicable to projects implemented under the Plan within the boundaries of any incorporated city.

Table 3.6-3. Applicable Local City Policies Related to Energy

Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Alhambra	<p>Resources Element:</p> <p>Goal R-3: Minimization of energy use and its associated impacts to air quality and climate change.</p> <p>Policy R-3A: Work with energy providers to ensure adequate, dependable energy supplies to support existing and future land uses.</p> <p>Policy R-3B: Encourage the use of energy saving designs, systems, and innovations in public and private building construction.</p> <p>Policy R-3C: Promote using renewable energy, such as solar panels and biomethane.</p> <p>Goal R-5: Minimization of Alhambra’s contribution to global climate change by reducing GHG emissions to the degree feasible.</p> <p>Policy R-5C: Encourage the use of green building technology for building retrofits and pursue LEED-certification for new development.</p>	<p>Municipal codes related to energy relevant to the Plan Area can be found in Chapter 24.04 (Municipal solar and conservation Utility) Section 24.04.020 (Policy), and Chapter 23.44 (Design Standards) Section 23.44.060 (Solar Energy Design Standards).</p> <p>Under Chapter 24.04 (Municipal solar and conservation Utility) Section 24.04.020 (Policy) it is the policy of the City:</p> <p>(A) It is declared to be the policy of the city to encourage and promote the use of solar energy in order to prevent or reduce an adverse impact upon the economy of the city and in order to prevent interruption of employment of the residents of the city in commerce and industry and in order to prevent injury to the health and welfare of the residents of the city due to the shortage and high cost of energy in their homes and places of work.</p> <p>(B) It is also declared to be the policy of the city to improve the economics of solar energy use by facilitating the leasing of solar energy devices. This policy is premised on a finding that the initial cost of purchasing and installing a solar energy device is the primary economic barrier to expanded solar energy use. California law currently provides that taxpayers who lease a solar energy system from a municipal utility or from any lessor granted a permit from a municipal solar utility shall receive a tax credit for the first three years of operation or until the solar tax credit allowance terminates, whichever comes first.</p> <p>(C) It is further declared to be the policy of the city to provide consumer protection measures for residents who lease solar energy systems through the municipal solar and conservation utility.</p> <p>(’86 Code, § 24.04.020) (Ord. 3916, passed - -)</p> <p>Under Section 23.44.060 (Solar Energy Design Standards) it states that the design standards are established in part “to assure that solar energy systems are protected from shading and conform in appearance to the surrounding neighborhood”.</p> <p>(’86 Code, § 23.44.060) (Ord. 4110, passed - - ; Am. Ord. 4735, passed 5-14-18) Penalty, see § 1.12.010</p>	<p>Energy Efficiency Climate Action Plan (City of Alhambra 2019) summarized goals and targets:</p> <ul style="list-style-type: none">• Residential Electricity Goal: Achieve a 5 percent reduction below 2005 residential electricity use by 2020.<ul style="list-style-type: none">○ Target: 34,850 MTCO₂e• Nonresidential Electricity Goal: Achieve a 5 percent reduction below 2005 nonresidential electricity use by 2020.<ul style="list-style-type: none">○ Target: 12,423,110 kWh• New Development Goal: Reduce new electricity use to 20 percent below business-as-usual levels by 2020.<ul style="list-style-type: none">○ Target: 3,882,390 kWh• Municipal Electricity Goal: Achieve Gold Level status in SCE’s Energy Leader Partnership by reducing municipal electricity use and meeting demand response requirements.<ul style="list-style-type: none">○ Target: 332,440 kWh
Arcadia	<p>Resource Sustainability Element:</p> <p>Goal RS-5: Wise and creative energy use that incorporates new technologies for energy generation and new approaches to energy conservation.</p> <p>Policy RS-5.1: Support State agencies’ efforts to adopt regulations that can increase the thermal integrity of buildings, increase the efficiency of combustion equipment, and reduce building thermal loads through controls or automation.</p> <p>Policy RS-5.2: Support the development and use of alternative energy technologies for regional and local use. Remove barriers to use of individual energy systems that are consistent with City aesthetic and design objectives.</p> <p>Policy RS-5.3: Require that all new development meets or exceeds the state and local energy conservation requirements.</p>	<p>No applicable ordinances were identified.</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy RS-5.4: Investigate the options for adopting local “green” building standards that address energy use in particular. Consider having City facilities serve as a model for energy efficiency by incorporating state-of-the-art energy features in new public buildings and significant remodeling of existing buildings.</p> <p>Policy RS-5.5: Support State legislative initiatives to revise utility rates in a manner that provides incentives for energy conservation and provides funding for research and development of alternative energy sources.</p> <p>Policy RS-5.6: Reduce the amount of energy consumed by City operations, and assist residents and businesses in reducing their energy consumption by:</p> <ul style="list-style-type: none">• emphasizing fuel efficiency in the acquisition and use of City-owned vehicles and equipment;• periodically reviewing energy consumption in City buildings and implement programs to reduce energy use; and• increasing public awareness of energy conservation techniques through the public dissemination of conservation information. <p>Policy RS-5.8: Promote innovative building, site design, and orientation techniques which minimize energy use.</p> <p>Policy RS-5.9: Facilitate the provision of energy-efficient modes of transportation and fixed facilities which establish transit, bicycle, and pedestrian modes as viable alternatives.</p> <p>Policy RS-5.10: Support efforts at the State and federal levels relative to the funding of research and the development of renewable/reusable energy sources.</p> <p>Policy RS-5.11: Support efforts of the City’s electricity provider that increase energy conservation in all households and businesses.</p> <p>Policy RS-5.13: Promote the application of active solar energy systems in residential development by facilitating, where possible, the efforts of federal and state entities in the allocation of cost incentive programs.</p> <p>Policy RS-5.14: Explore the possibility of identifying City facilities that can accommodate solar installations.</p> <p>Policy RS-5.15: Educate the public on sustainable building practices and the environmental and economic benefits they offer.</p> <p>Policy RS-5.16: Set an example in the design and operation of new civic buildings by implementing LEED certifiable or similar building standards.</p> <p>Policy RS-5.17: Investigate providing incentives for LEED certifiable or equivalent for new and/or retrofitted private commercial and industrial buildings.</p>		
Azusa	<p>Chapter 5 Natural Environment:</p> <p>Goal 1: Improve air quality in Azusa and reduce exposure to air pollutants.</p> <p>Policy 1.1: Integrate air quality concerns into land use planning decisions (AQ1 through AQ4, and AQ8).</p> <p>Air Quality Implementation Programs</p> <p>AQ1 DESIGN REVIEW</p>	<p>Municipal codes related to energy relevant to the Plan Area can be found in Chapter 88.31 (Operational Standards) Section 88.31.030, Chapter 88.34 (Landscaping Standards) Section 88.34.060 (Landscape Standards), and Chapter 88.38 (Signs) Section 88.38.050 (general Requirements for All Signs).</p> <p>Under Chapter 88.31 (Operational Standards) Section 88.31.030 the following apply:</p> <p>Outdoor lighting on private property shall comply with the following requirements.</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Through design review processes:</p> <ul style="list-style-type: none">Encourage energy-efficient design elements in new development including appropriate site orientation, solar design, use of landscaping, and insulating materials, to reduce energy consumption for heating and cooling <p>Chapter 3 The Built Environment:</p> <p>Goal 1: Provide an electrical supply system that is able to meet the projected electrical demands; upgrade and expand supply, transmission, and distribution facilities; and pursue funding sources to reduce the cost of electric provision for the city.</p> <p>Policy 1.1 Monitor the demands on the electrical system, manage development to mitigate impacts and/or facilitate improvements to the energy supply and distribution system, and maintain and expand energy supply and distribution facilities. (I1, I2, I3, I4, and I5)</p> <p>Policy 1.2: Update the electric master plan to reflect anticipated growth and current capacity. (I4 and I5)</p> <p>Policy 1.3: Designate, preserve, and acquire land for electrical distribution facilities, as necessary. (I2)</p> <p>Policy 1.4: Minimize electrical consumption through site design, use of efficient systems, and other techniques. (I2)</p> <p>Policy 1.5: Continue the City’s electrical conservation efforts; review programs periodically and modify and/or expand them as appropriate and feasible. (I1 and I2)</p> <p>Policy 1.6: Continue to require the incorporation of electrical conservation features in the design of all new construction and site development. Encourage the retrofit to existing buildings and development to include electrical conservation features including, but not limited to, wireless technology and solar energy. (I2 and I7)</p>	<p>B. Outdoor lighting shall utilize energy-efficient fixtures and lamps; examples include high pressure sodium, hardwired compact fluorescent, or other lighting technology that is of equal or greater energy efficiency.</p> <p>Under Chapter 88.34 (Landscaping Standards) Section 88.34.060 (Landscape Standards) the following applies:</p> <p>A. Landscape Design. The required landscape plan shall be designed to integrate all elements of the project (e.g., buildings, parking lots, and streets) to achieve their aesthetic objectives, desirable microclimates, and minimize water and energy demand. (Ord. No. 10-O1, §§ 8, 9, 3-1-10)</p> <p>Under Chapter 88.38 (Signs) Section 88.38.050 (general Requirements for All Signs) the following applies:</p> <p>I. Sign Lighting. Sign lighting shall be designed to minimize light and glare on surrounding rights-of-way and properties.</p> <p>7. Light sources shall utilize hard-wired fluorescent or compact fluorescent lamps, or other lighting technology that is of equal or greater energy efficiency. Incandescent lamps shall be prohibited.</p> <p>(Ord. No. 06-O6, § 1B, 8-7-06; Ord. No. 2020-02 , § 3, 2-3-20)</p>	
Baldwin Park	<p>Health and Sustainability Element:</p> <p>Goal HS-7. Reduce greenhouse gas emissions citywide by reducing energy use and reliance on fossil fuels.</p> <p>Policy 7.01: Lead by example and reduce energy use in municipal operations.</p> <p>Policy 7.02: Support the use of energy-efficient design and renewable energy technologies in public and private development projects.</p> <p>Policy 7.03: Promote energy-efficient retrofit improvements in existing buildings.</p> <p>Policy 7.04: Increase public awareness about climate change, and encourage residents and businesses to become involved in improvement projects and lifestyle changes that help reduce greenhouse gas emissions.</p> <p>Policy 7.05: Partner with local energy providers to provide energy audits and public education about energy efficiency, conservation methods, and the financial benefits of conservation.</p> <p>Action HS-7.1: Implement an Energy Efficient City Plan that evaluates and prioritizes best practices for increasing the energy efficiency of City operations.</p> <p>Action HS-7.2: Perform energy audits of existing City operations and maintenance practices on a regular basis to identify and implement energy savings measures.</p> <p>Action HS-7.3: Continue to replace City operating systems as needed with energy efficient alternatives.</p>	No applicable ordinances were identified.	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Action HS-7.4: Continue to explore opportunities to generate energy on City properties, including installation of solar panels.</p> <p>Action HS-7.6: Adopt the Energy Action Plan prepared in conjunction with the San Gabriel Valley Council of Governments. Implement identified actions and strive to meet performance targets identified in the Energy Action Plan.</p> <p>Action HS-7.7: Promote and advertise State and local programs that provide low interest loans or rebates to property owners for the installation of energy efficiency improvements or renewable energy devices.</p> <p>Action HS-7.8: Explore funding opportunities to help the City make upgrades that increase conservation efforts (e.g., purchase of street lights and investments in new technology).</p> <p>Goal HS-19. Demonstrate Baldwin Park’s commitment to sustainability through progressive use of green building policies, practices, and technologies.</p> <p>Policy 19.01: Continue to incorporate green building strategies into the site design, construction, and renovation of public and private projects.</p> <p>Action HS-19.1: When new municipal facilities are constructed, endeavor to achieve building efficiency that would meet Leadership in Energy and Environmental Design (LEED)’s Silver certification level, or an equivalent.</p> <p>Action HS-19.2: Require that green building materials and techniques be used in projects financed by the City.</p> <p>Action HS-19.3: Require that all new buildings and substantial rehabilitations to existing buildings adhere to the California Green Building Code.</p> <p>Action HS-19.4: Continue to train and educate City employees in the latest green building practices, including the State’s Green Building Code, energy audits, and green building rating systems, so that City employees may act as green building ambassadors.</p> <p>Open Space and Conservation Element:</p> <p>Goal 6.0: Conserve energy resources through the use of technology and conservation methods.</p> <p>Policy 6.1: Encourage innovative building designs that conserve and minimize energy consumption.</p> <p>Policy 6.2: Enforce Title 24 regulations to conserve energy.</p>		
Claremont	<p>Open Space, Parkland, Conservation, and Air Quality Element:</p> <p>Goal 5-13: Maximize energy conservation throughout all segments of the community to reduce air pollutant emissions, and to reduce consumption of natural resources and fossil fuels.</p> <p>Policy 5-13.1 Promote the use of energy-saving designs and devices in all new construction and reconstruction.</p> <p>Policy 5-13.2: Incorporate the use of energy conservation strategies in City projects.</p> <p>Policy 5-13.3: Promote energy-efficient design features, including appropriate site orientation, use of light color roofing and building materials, and use of evergreen trees and wind-break trees to reduce fuel consumption for heating and cooling.</p> <p>Policy 5-13.5: Continue to promote the use of solar power and other energy conservation measures.</p>	<p>Municipal codes related to energy relevant to the Plan Area can be found in Chapter 15.18 (Energy Code), Chapter 16.145 (Solar Energy Systems) Section 16.145.010 (Permitted Uses) and Section 16.145.020 (Solar Access Protection).</p> <p>Under Chapter 15.18 (Energy Code) the City has adopted the following:</p> <p>A. The California Energy Code, 2022 Edition and Appendices, with changes, additions, and deletions set forth in this chapter, are adopted by reference as the Energy Code of the City.</p> <p>(13-10; 16-13; 19-08; 22-08)</p> <p>Under Chapter 16.145 (Solar Energy Systems) the following sections apply:</p> <p>Section 16.145.010 (Permitted Uses)</p> <p>Solar energy systems are a permitted use within all zones, whether as part of a structure or incidental to one or more structures. The use of solar energy systems is</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 5-13.7: Promote the use of different technologies that reduce use of non-renewable energy resources.</p> <p>Goal 5-14: Incorporate green building and other sustainable building practices into development projects.</p> <p>Policy 5-14.1: Facilitate the use of green building standards and Leadership in Energy and Environmental Design (LEED) in both private and public projects.</p> <p>Policy 5-14.2: Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements, as appropriate.</p> <p>Human Services, Recreational Programs, and Community Facilities Element:</p> <p>Goal 7-15: Maintain street lighting and landscaping to enhance public safety and facilitate circulation for pedestrians and motorists.</p> <p>Policy 7-15.2: Investigate the feasibility of using solar (photovoltaic) street lights instead of conventional street lights that are powered by electricity in an effort to conserve energy.</p>	<p>subject to the restraints imposed by the zoning limitations of this title, by existing vegetation, buildings, walls, fences, and other structures, and by diversity of topography.</p> <p>(08-05)</p> <p>Section 16.145.020 (Solar Access Protection)</p> <p>No building permit shall be issued if the proposed building, wall, fence, or other structure shall shade more than 10 percent of the absorption area of an existing solar energy system located on any other property between the hours of 10:00 a.m. and 2:00 p.m. Pacific Standard Time on December 21, unless one or more of the following conditions exist:</p> <p>A. The building, wall, fence, or other structure is located more than 45 degrees off true south of the property on which the solar energy system is located.</p> <p>B. The property owner would be prevented from constructing a single story building not exceeding 10 feet in building height on the property for which the building permit is sought, if such building cannot be designed or located to avoid casting a shadow of more than 10 percent of the absorption area of an existing solar energy system located on any other property between the hours of 10:00 a.m. and 2:00 p.m. Pacific Standard Time on December 21.</p> <p>(08-05)</p>	
Covina	<p>Natural Resources and Open Space Element:</p> <p><i>Policy Area 1: Water Resources and Air Quality</i></p> <p>Policy o. Comply with applicable portions of Federal, State, regional, and County plans and programs pertaining to air pollution mitigation/air quality enhancement by following, in a manner that recognizes local needs, issues, views, and policy and financial constraints, various vehicular emissions-reducing and traffic congestion-reducing land use and transportation control and energy conservation measures, proposals, and policies outlined in the Land Use and Circulation Elements, to the greatest extent feasible and practical.</p> <p>Policy u. Encourage and, where necessary, require the incorporation of energy conservation features in the design of all new and significantly expanded/remodeled private and public developments and encourage the installation of conservation devices in existing developments to increase energy efficiency and decrease pollution emissions from off-site electrical power plants and on-site natural gas use.</p>	<p>Municipal codes related to energy relevant to the Plan Area can be found in Chapter 14.28 (Energy Code) Section 14.28.010 (2022 California Energy Code Adoption by Reference), Chapter 17.59 (Mixed-Use Overlay District (MUOD)) Section 17.59.070 (Statement of Intent for the Objective Design and Architectural Standards), and Section 17.59.060 (Property Development Standards and Special Development Regulations).</p> <p>Under Chapter 14.28 (Energy Code) Section 14.28.010 (2022 California Energy Code Adoption by Reference) the City has adopted the 2022 California Energy Code. Said code shall be and become the Covina energy code. One copy of said code is on file in the office of the city clerk, and is hereby referred to, adopted, and made a part hereof as if fully set out in this chapter. (Ord. 22-19 § 13, 2022; Ord. 19-10 § 16, 2019.)</p> <p>Under Chapter 17.59 (Mixed-Use Overlay District (MUOD)) Section 17.59.070 (Statement of Intent for the Objective Design and Architectural Standards) the following applies to energy in the mixed-use overlay district:</p> <p>F. Promote environmental sustainability. Incorporate green building techniques and infrastructure in building design for the efficient use of energy, water, construction materials, and waste reduction. (Ord. 22-12 § 4 (Exh. A), 2022.)</p> <p>Under Section 17.59.060 (Property Development Standards and Special Development Regulations) the following applies to energy:</p> <p>B. Special Development Regulations.</p> <p>11. Lighting. Exterior building lighting provides visibility and safety by illuminating sidewalks, pedestrian paths, and plazas. The light fixtures shall match the architectural style of the primary buildings. The maximum height of light poles from the finished surface to the top of the light fixture shall be 20 feet. Energy-efficient LED lights with shields shall be installed. The light illumination shall not exceed one foot-candle at the property line. Applicant shall submit a photometric plan/diagram prepared by an</p>	<p>City of Covina Energy Action Plan Update (City of Covina 2019). The City of Covina Energy Action Plan identifies goals and policies for reducing electricity use within the community. Goals and policies relevant to the Plan are listed below:</p> <p>Goal 1: Maximize Energy Efficiency at Existing City Facilities and Infrastructure</p> <p>Policy 1.2: Enhance the energy efficiency of City buildings and structures through retrofits.</p> <p>Policy 1.5: Become a water conservation leader in the San Gabriel Valley and lead other municipalities by example.</p> <p>Policy 1.6: Incorporate energy efficiency as a key element in designing and building new City structures and facilities.</p> <p>Goal 2: Ensure that Energy Efficiency Practices are Incorporated into Municipal Operations.</p> <p>Goal 4: Demonstrate a Commitment to Realizing the Energy Action Plan Goals Through Creative, Equitable, and Coordinated Partnerships.</p> <p>Policy 4.1: Maximize the benefits from regional partners to enhance energy efficiency projects at the City.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		licensed engineer to demonstrate compliance with the standard of one foot-candle at the property line.	
El Monte	<p>Community Design Element:</p> <p>Goal CD-4: High-quality architectural design of residential, commercial, and industrial buildings evidenced by thoughtful attention and balance of quality materials, durability, aesthetics, functionality, and sustainability concepts.</p> <p>Policy CD-4.5 Sustainability. Encourage “green building” and environmentally sustainable design concepts with respect to energy conservation, water conservation, storm drainage, etc.</p>	<p>Municipal codes related to energy relevant to the Plan Area can be found in Chapter 17.50 (Performance Standards) Section 17.50.090 (Energy Conservation), and Chapter 15.06 (Energy Code) Section 15.06.010 (Adoption of 2019 California Energy Code).</p> <p>Under Chapter 17.50 (Performance Standards) Section 17.50.090 (Energy Conservation) the following apply:</p> <p>The use of conventional energy sources for space heating and cooling, water heating and illumination shall be minimized by means of proper design and orientation, including provision and protection of solar exposure.</p> <p>(Ord. No. 3011 , § 3(Exh. B), 6-21-2022)</p> <p>Under Chapter 15.06 (Energy Code) Section 15.06.010 (Adoption of 2019 California Energy Code) the 2019 California Energy Code is adopted in its entirety and incorporated by reference into the El Monte Municipal Code, together with, and subject to, those amendments, additions and modifications delineated in this chapter, below. For the purposes of this Chapter 15.06, the 2019 California Energy Code as adopted herein may be referred to as the "El Monte Energy Code" or "this Code."</p> <p>(Ord. No. 3011 , § 3(Exh. A), 6-21-2022)</p>	No other applicable ordinances were identified.
Glendora	<p>Conservation Element:</p> <p>Goal CON-5: Reduced demand for energy resources through the use of conservation techniques.</p> <p>Policy CON-5.1: Investigate and implement opportunities for energy conservation at all City-maintained facilities.</p> <p>Policy CON-5.2: Encourage the incorporation of energy conservation features in the design of all new construction and substantial rehabilitation projects and encourage the installation of conservation devices in existing developments.</p> <p>Policy CON-5.3: Encourage private energy conservation programs that minimize high energy demand and that use alternative energy sources.</p> <p>Policy CON-5.4: Require all new developments to incorporate energy-efficient lighting, heating, and cooling systems pursuant to the Uniform Building Code.</p> <p>Air Quality Element:</p> <p>Goal AQ-6: Reduced demand for energy resources.</p> <p>Policy AQ-6.1: Promote energy conservation throughout the City.</p> <p>Policy AQ-6.2: Educate and encourage Glendora residents and business owners on opportunities for reduced energy consumption.</p> <p>Policy AQ-6.3: Develop new incentives and promote existing incentives that encourage the use of energy conservation strategies by private and public developments.</p> <p>Policy AQ-6.5: Provide incentives for “green building” programs that go beyond the requirements of Title 24 of the California Administrative Code and encourage energy efficient design elements as appropriate.</p> <p>Policy AQ-6.6: Utilize all available renewable energy sources to reduce fuel consumption and demand on the power grid.</p> <p>Policy AQ-6.6: Require all project applications to identify project energy demands, existing energy supplies, potential environmental impacts associated with energy use,</p>	<p>Municipal codes related to energy relevant to the Plan Area can be found in Chapter 19.17 (California Energy Code) Section 19.17.010 (Adopted by Reference), and Chapter 21.11 (Diamond Ridge Specific Plan) Section 21.11.030 (Land Use Plan).</p> <p>Under Chapter 19.17 (California Energy Code) Section 19.17.010 (Adopted by Reference) the city adopts by reference the California Energy Code, 2022 Edition; and said code is adopted in total as the law of the city. One copy of the code has been, and is now, filed in the office of the building official, and the code is adopted by reference as if incorporated and set out in full in this chapter.</p> <p>(Ord. 2074 § 10, 2022)</p> <p>Under Chapter 21.11 (Diamond Ridge Specific Plan) Section 21.11.030 (Land Use Plan) the following apply:</p> <p>F. Lighting</p> <p>2. Site Lighting. The following section addresses illumination of on-site areas for purposes of safety, security and nighttime ambience, including lighting for parking areas, pedestrian walkways, graphics and signage, architectural and landscape features, shipping and loading areas, and any additional exterior areas:</p> <p>e. Shields provided for security lights shall be painted to match the surface to which the fixture is attached. These fixtures shall not project above the fascia or rooflines of the adjacent buildings. Exterior lights should be used to accent entrances and special features. All illumination elements shall have controls to allow their selective use as an energy conservation measure.</p> <p>(Ord. 1825 § 1 (Exh. A), 2005; Ord. 1831 § 1, 2006; Ord. 1983 § 14, 2014)</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	and feasible energy efficiency measures, in accordance with Appendix F of the California Environmental Quality Act Guidelines.		
Industry	<p>Resource Management Element:</p> <p>Implementation Measure IMP-6: Strive to achieve the California Air Resources Board's Scoping Plan. Opportunities may include:</p> <ul style="list-style-type: none">• Use of solar or other renewable energy technologies in parking structures• Replacement of incandescent traffic and crosswalk lights with energy-efficient light-emitting diodes (LEDs) <p>Replacement of incandescent and mercury vapor street and parking lot lights with energy efficient alternatives</p>	No applicable ordinances were identified.	No other applicable ordinances were identified.
Irwindale	<p>Resource Management Element:</p> <p>Policy 11: The City of Irwindale supports the ethic of conservation of non-renewable resources. This includes efforts to reduce the use of energy (in any form), greenhouse gas (GHG) emissions (consistent with AB 32) and efforts to find new and more energy efficient methods for delivering services. The City supports the development of building standards that enable the community to design energy saving features such as solar energy systems, water efficient landscaping, and sustainable, green, and energy efficient building standards.</p> <p>Programs:</p> <ul style="list-style-type: none">• Energy Conservation. The City shall continue to enforce the energy conservation standards in Title 24 of the California Administrative Code, the Uniform Building Code, and other state laws on energy conservation design, insulation, and appliances. Energy needs shall be evaluated and conservation measures incorporated into new development in accordance with Appendix F of the State of California Environmental Quality Act (CEQA) Guidelines. Other measures that would reduce energy consumption during• construction and subsequent operation of new development shall be encouraged. The City will continue to work with Sempra and the Southern California Gas Company to promote energy conservation practices. <p>Environmental Review. The City shall continue to evaluate the environmental impacts of new development and identify applicable mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review shall be provided for those projects that will have a potential to adversely affect the environment. Issue areas that will be addressed in the environmental analysis related to resource issues include: air quality, water and hydrology, plant life, animal life, natural resources, energy, aesthetics, recreation, and cultural resources. In compliance with CEQA, the City shall also assign responsibilities for the verification of the implementation of any mitigation measures.</p>	No applicable ordinances were identified.	No other applicable ordinances were identified.
La Puente	<p>Resources Conservation Element:</p> <p>Goal 4: Conservation of La Puente’s natural resources, improvement of air quality, and energy conservation.</p> <p>Policy 4.3: Promote and encourage energy conservation measures by the public sector, private sector, and local school districts.</p> <ul style="list-style-type: none">• Action CR-13: Promote Energy Conservation. Continue to promote energy conservation by the public and private sector. Continue to implement Title 24	No applicable ordinances were identified.	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	standards in building codes and work with energy providers to encourage energy conservation activities and promote energy conservation programs. Use the City website and City events to educate the public about the availability of energy conserving appliances, fixtures and, when available, seasonal reward programs from utility companies to residential energy customers who conserve energy.		
La Verne	No applicable General Plan goals or policies were identified.	<p>Municipal codes related to energy relevant to the Plan Area can be found in Chapter 18.16 (Development Review) Section 18.16.100 (Precise Plans – Findings).</p> <p>Under Chapter 18.16 (Development Review) Section 18.16.100 (Precise Plans – Findings) the following applies.</p> <p>A. To grant precise plan approval, the development review committee or the community development director must find from the facts presented that the following circumstances exist:</p> <p>3. The architecture proposed observes community standards and protects the character of adjacent development.</p> <p>For the purposes of this finding the approving body shall consider, but not be limited to, the following:</p> <p>g. Energy conservation</p> <p>(Ord. 904 §§ 3, 4, 1997; Ord. 753 § 6, 1988)</p>	No other applicable ordinances were identified.
Monrovia	<p>Land Use Element:</p> <p>Goal 10: Ensure that new development is sensitive to the City's natural and open space resources and constraints.</p> <p>Policy 10.5: Prevent location of major population centers, other than open space or agricultural uses, near any known or suspected earthquake faults, or in potential flood hazard or landslide areas.</p>	<p>Municipal codes related to energy relevant to the Plan Area can be found in Chapter 15.04 (Codes Adopted).</p> <p>Under Chapter 15.04 (Codes Adopted) Section 15.04.010 (Adoption) the following Codes are hereby adopted by reference, with the exception of the additions, deletions and amendments set forth in this chapter:</p> <p>(I) Solar Energy Code adopted. Except as hereinafter amended, the Uniform Solar Energy and Hydronics Code, 2021 Edition, is hereby adopted by reference as the Solar Energy and Hydronics Code of the City of Monrovia. A copy of the Solar Energy and Hydronics Code of the city shall be maintained in the office of the City Clerk, and shall be made available for public inspection while the code is in force. ('83 Code, § 15.04.010) (Ord. 82-60 § 1 (part), 1982; Ord. 89-26 § 1, 1989; Ord. 91-11 § 1, 1991; Ord. 92-10 § 1, 1992; Ord. 95-16U § 1, 1995; Ord. 99-7 § 1, 1999; Ord. 2003-01, § 1, 2003; Ord. 2005-09, § 1, 2005; Ord. 2007-21, § 1 (part), 2007; Ord. 2010-16 § 1, 2010; Ord. 2013-05 § 1, 2013; Ord. 2016-12 § 3, 2016; Ord. 2019-11 § 3, 2019; Ord. 2022-09, § 3 (part), 2022)</p>	No other applicable ordinances were identified.
Montebello	<p>Our Natural Community Chapter:</p> <p>Policy P1.3: Consider emission reduction goals in all major decisions on land use and investments in public infrastructure.</p> <p>Action A1.3a: Reduce potential GHG emissions from development by encouraging electrification of new developments, promoting energy conservation in existing buildings, plan new development and redevelopment to reduce single-occupancy vehicle miles traveled, and consider green space during development.</p> <p>Action A1.4a: Promote public outreach and education campaigns highlighting the benefits of renewable energy and energy efficiency strategies.</p>	<p>Municipal codes related to energy relevant to the Plan Area can be found in Chapter 15.60 (California Green Building Standards Code) Section 15.60.010 (Adoption), and Chapter 15.70 (California Energy Code) Section 15.70.010 (Adoption).</p> <p>Under Chapter 15.60 (California Green Building Standards Code) Section 15.60.010 (Adoption) the city council does adopt as the green building regulations for the city, the 2019 California Green Building Standards Code (Title 24, California Code of Regulations), and is also called the CALGreen Code, and as thereafter amended and published from time to time, by the California Building Standards Commission (hereinafter referred to as the "code"). The code provides minimum standards for the purpose of improving public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in planning and design, energy efficiency, water efficiency and conservation, material</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>conservation and resource efficiency and environmental air quality. (Ord. No. 2336, § 46, 3-10-2010; Ord. No. 2347, § 10, 12-14-2011; Ord. No. 2356, § 38, 2-26-2014; Ord. No. 2392, § 40, 1-25-2017; Ord. No. 2421, § 43, 5-13-2020; Ord. No. 2424, § 43, 5-27-2020)</p> <p>Under Chapter 15.70 (California Energy Code) Section 15.70.010 (Adoption) the city council does adopt as the energy regulations for the city, the California Energy Code (Title 24, California Code of Regulations), and as thereafter amended and published from time to time, by the California Building Standards Commission (hereinafter referred to as the "code"). (Ord. No. 2356, § 41, 2-26-2014; Ord. No. 2392, § 43, 1-25-2017; Ord. No. 2421, § 46, 5-13-2020; Ord. No. 2424, § 46, 5-27-2020)</p>	
Pasadena	<p>Open Space & Conservation Element:</p> <p>Goal: Establish Pasadena as a national and international leader on energy and water conservation and environmental stewardship efforts, including air quality protection, energy efficiency requirements, renewable energy standards, natural resource conservation, and greenhouse gas emission standards in the areas of energy, water, air and land.</p> <p><i>Energy Objectives</i></p> <ul style="list-style-type: none">• Increase conservation, efficiency and sustainability.• Adopt and implement objective s and policies to reduce the City’s peak electric load, and maximize the energy efficiency of new and existing buildings. <p>Implementation Measures</p> <ul style="list-style-type: none">• Continue to enforce the CALGreen Code voluntary measures for reducing heat island effects and optimizing energy efficiency in new construction. After some experience with CALGreen evaluate the effectiveness of this measure and determine if it should be strengthened.• Promote photocells, timers or motion sensors on all permanently installed exterior lighting.• Prohibit continuous all-night outdoor lighting in sports stadiums and construction sites unless required for security reasons.• Develop a plan to achieve 50 percent paved surface shading with vegetation or solar trees within 5 years, in consultation with City arborist.• Continue to develop programs that provide feedback and information to residents and businesses regarding their energy use and strategies to reduce usage.• Investigate potential alternative energy generation locations for residential, institutional, commercial and municipal.• Review and revise building and development codes, design guidelines, and zoning ordinances to remove barriers to alternative energy generation.• Provide grants, rebates, and incentives for renewable energy projects, including reduced fees and expedited permit processing.• Provide creative financing for renewable energy projects, including subsidized or other low-interest loans, and the option to pay for system installation through long-term assessments on individual property tax bills.• Pursue partnerships with other governmental entities and with private companies and utilities to establish incentive programs for renewable energy.	<p>Municipal codes related to energy relevant to the Plan Area can be found in Chapter 17.40 (General Property Development and Use Standards) Section 17.40.090 (Performance Standards), Chapter 13.08 (Energy Use Conservation) Section 13.08.110 (General Use Reduction), and Chapter 14.04 (Building Code and Related Codes) Section 14.04.010 (Adoption and Filing).</p> <p>Under Chapter 17.40 (General Property Development and Use Standards) Section 17.40.090 (Performance Standards) the following apply:</p> <p>The following performance standards shall apply to all land uses in all zoning districts. The Zoning Administrator or the Code Enforcement Administrator shall require evidence of the ability to comply with these requirements as they deem reasonably necessary before issuance of a Code Compliance Certificate, a Building Permit, or an Occupancy Permit.</p> <p>D. Solar access. No structure shall be established or enlarged unless it has been reviewed by the Zoning Administrator for its effect on solar access to existing and future solar applications on adjacent properties subject to the following findings:</p> <ol style="list-style-type: none">1. There are no conditions, covenants, and restrictions existing or proposed that are adverse to solar energy systems;2. Solar access has been addressed within the context of any required Environmental Impact Report; and3. The proposed structure will not prohibit or unreasonably restrict the use of solar energy systems on adjacent properties. <p>Under Chapter 13.08 (Energy Use Conservation) Section 13.08.110 (General Use Reduction) effective upon the adoption of the ordinance codified herein all users of electrical energy shall reduce the amount of electrical energy consumed by them. The board of directors shall establish by resolution from time to time the percentage of consumer reduction to be applied and the manner thereof.</p> <p>(Ord. 5186 § 6, 1974)</p> <p>Under Chapter 14.04 (Building Code and Related Codes) Section 14.04.010 (Adoption and Filing) the city adopts the 2022 California Energy Code. (Ord. No. 7407, § 4, 12-5-2022)</p>	<p>Pasadena CAP (City of Pasadena 2018) contains the following strategies to reduce greenhouse gas emissions:</p> <ul style="list-style-type: none">• Energy Efficiency and Conservation:<ul style="list-style-type: none">○ Minimize energy consumption, create high performance buildings, and transition to carbon neutral sources by enhancing energy performance requirements for new construction and energy efficiency retrofits for existing buildings, increasing use of carbon-neutral and renewable energy, and improving community energy management.• Sustainable Mobility and Land Use<ul style="list-style-type: none">○ Create an interconnected transportation system and land use pattern that shifts travel from personal automobile to walking, biking, and public transit by improving pedestrian and bicycle infrastructure



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<ul style="list-style-type: none">By 2020, establish a feed-in tariff program offering to purchase up to 10 MW of qualifying renewables of all technologies located inside Pasadena (Power IRP).By 2014, retire the existing 65 MW Broadway 3 power plant and replace it with a comparably sized new combined cycle plant at the same site (Power IRP).By 2016, reduce purchases of power from the IPP coal plant by at least 35 MW (Power IRP). <p>By 2024, develop programs to add at least 19 MW of solar photovoltaic installations in Pasadena according to the following timeline: 3 MW by 2010; 10 MW by 2015; 15 MW by 2020; 19 MW by 2024 (Power IRP).</p>		
Pico Rivera	<p>Environmental Resources Element:</p> <p>Goal 8.1: A sustainable community where land use and transportation improvements are consistent with regional planning efforts and adopted plans to reduce dependence on the use of fossil fuels and decrease greenhouse gas emissions.</p> <ul style="list-style-type: none">Policy 8.1-5 Energy Conservation. Promote energy conservation through: Partnerships with Southern California Edison and Southern California Gas Company programs;Improving the energy efficiency and increasing conservation in existing and new city buildings;Improving energy efficiency of outdoor lighting, including upgrading of city owned street lights, as well as outdoor lighting within parks and municipal parking lots to more energy efficient models;Increasing water efficiency and water conservation in existing city buildings and new development projects; andProviding for renewable energy generation at city facilities with the aim of achieving five percent of city facilities’ energy needs with renewable energy generation by 2030. <p>Goal 8.3: A community with improved energy conservation and efficiency.</p> <p>Policy 8.3-1: Energy Conserving Land Use Practices. Implement energy conserving land use practices including higher density and mixed-use development in proximity to transit along with infill development; improvements to the community’s bicycle system; and expansion of transit routes, facilities, and services.</p> <p>Policy 8.3-4: Building Orientation. Encourage building orientations and landscaping designs that promote the use of natural lighting, take advantage of passive summer cooling and winter solar access, and incorporate other techniques to reduce energy demands. Where feasible, place the long access of buildings along an east-west axis.</p> <p>Policy 8.3-5: Renewable Energy. Encourage new development to install, and consider providing incentives for, onsite renewable energy systems and facilities (e.g., solar).</p> <p>Implementation Program for Policy 8.3-5:</p> <ul style="list-style-type: none">Work with the Southern California Edison Company to provide information to Pico Rivera residents and businesses regarding the availability of programs to assist in the provision of on-site renewable energy generation. <p>Policy 8.3-7: Energy Efficiency. Encourage all new development to implement additional energy efficient measures beyond what is required by State law to exceed minimum energy efficiency requirements.</p>	<p>Municipal codes related to energy relevant to the Plan Area can be found in Chapter 15.38 (Existing Building Code) Section 15.38.010 (Document Adopted by Reference) and Chapter 15.35 (Energy Code) Section 15.35.010 (Adoption).</p> <p>Under Chapter 15.38 (Existing Building Code) Section 15.38.010 (Document Adopted by Reference) the following are adopted.</p> <p>A. The city council of the city of Pico Rivera hereby adopts the 2022 Edition of the California Existing Building Code based on the 2021 Edition of the International Existing Building Code, as published by the International Code Council, as Chapter 15.38 of Title 15 of this code, except such portions as are deleted, modified, or amended as set forth in this chapter. Said code is adopted and incorporated as if fully set forth herein.</p> <p>B. The purpose of this code is to establish the minimum requirements to safeguard the public health, safety and general welfare through structural strength, means of egress facilities, stability, access to persons with disabilities, sanitation, adequate lighting and ventilation and energy conservation; safety to life and property from fire and other hazards attributed to the built environment; and to provide safety to fire fighters and emergency responders during emergency operations.</p> <p>State law references: Adoption by reference, Government Code Section 50022.1 et seq.</p> <p>(Ord. 1039, 2008; Ord. 1065 § 4, 2010; Ord. 1080 § 38, 2013; Ord. 1101 § 13, 2016; Ord. 1141 § 13, 2020; Ord. 1163 § 14, 2022)</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 8.3-8: City Facilities. Install energy-efficient lighting, appliances, and alternative-energy infrastructure (e.g., solar panels) in city facilities, where economically feasible.</p> <p>Community Facilities Element:</p> <p>Goal 6.6: A community adequately served by energy facilities with minimal exposure to electromagnetic fields.</p> <p>Policy 6.6-4: Renewable Energy. Encourage the use of solar power and renewable fuel sources for a sustainable community.</p> <p>Land Use Element:</p> <p>Policy 3.6-2: Sustainable Development. Promote land development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and disposal of waste materials incorporating such techniques as:</p> <ul style="list-style-type: none">• Concentration of uses and design of development to promote walking,• bicycling, and use of public transit in lieu of the automobile;• Encourage development of transit-oriented development near public transit and residential areas;• Capture and reuse of stormwater on-site for irrigation;• Management of wastewater and use of recycled water, including encouraging the use of grey water;• Orientation of buildings to maximize opportunities for solar energy use, daylighting, and ventilation;• Use of landscapes that conserve water and reduce green waste;• Use of permeable paving materials or reduction of paved surfaces;• Shading of surface parking, walkways, and plazas and incorporation of solar technology; and/or• Recycling and/or salvaging of reuse of construction and demolition debris. <p>Implementation Program for Policy 3.6-1 and 3.6-2:</p> <ul style="list-style-type: none">• Amend the Zoning Code to include a design review process.• Prepare and adopt city-wide design guidelines for commercial, industrial, mixed-use and residential development to ensure consistent, high quality design. <p>As part of the City’s Design Review process develop an evaluation of the performance of the proposed project based on environmental sustainability objectives, including adherence to the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED) and California Building Industry Association’s California Green Building (CBG) rating or comparable criteria.</p>		
Pomona	<p>Conservation Element:</p> <p>Goal 7E.G1: Achieve the City’s vision for Pomona Tomorrow without adverse environmental impacts that compromise the ability of future generations to meet their needs.</p> <p>Policy 7E.P1: Prepare a Green Plan focused on: 1) Energy Efficiency and Conservation; 2) Water and Wastewater Systems; 3) Green Building; 4) Waste Reduction and Recycling; 5) Climate-Friendly Purchasing; 6) Renewable Energy and Low-Carbon Fuels; 7) Efficient Transportation; 8) Land Use and Community Design; 9) Storing and Offsetting Carbon Emissions; and 10) Promoting Community and Individual Action.</p>	<p>Municipal codes related to energy relevant to the Plan Area can be found in Article II (Construction Standards) Section 74-31 (Construction Codes Adopted).</p> <p>Under Article II (Construction Standards) Section 74-31 (Construction Codes Adopted) the City adopts the following:</p> <p>a. the California Energy Code, 2022 Edition, as published by the International Code Council; the California Reference Standards Code, 2022 Edition, as published by the International Code Council (Ord. No. 4095, § 2, 12-3-2007; Ord. No. 4141, § 2, 1-10-2011; Ord. No. 4186, § 1, 6-16-2014; Ord. No. 4231 , § 2, 1-9-2017; Ord. No. 4277 , § 2, 12-16-2019; Ord. No. 4326 , § 2, 12-19-2022)</p>	<p>City of Pomona EAP (City of Pomona 2012) demonstrates the City’s commitment to pursue energy efficiency and reduce GHG emissions. The purpose of this EAP is to identify the City of Pomona’s long-term vision and commitment to achieve energy efficiency in the community and in municipal operations.</p> <p>Implementation Policies:</p> <p>Implementation Policy 2: Regularly Review and Update the City’s GHG Inventory, Energy Profile, And Eap.</p> <ul style="list-style-type: none">• Conduct an annual review of electricity usage and associated GHG emissions.• Re-inventory community and municipal GHG emissions every three to five years.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 7E.G19: Ensure adequate energy supply to meet the needs of the City’s growing population and economic base.</p> <p>Goal 7E.G20: Reduce City-wide energy demand.</p> <p>Goal 7E.G21: Increase City-wide energy supply from renewable sources.</p> <p>Policy 7E.P40: Prepare a Green Plan to guide the City’s efforts towards reduced energy use and increased energy efficiency, particularly in support of reducing greenhouse gas emissions.</p> <ul style="list-style-type: none">Policy 7E.P41: Promote energy efficient patterns of development by implementing the vision of compact, clustered, transit-oriented City structure.		<ul style="list-style-type: none">Update the plan to incorporate new technology, programs, and policies as available to achieve electricity efficiency.Consider updating and amending the plan, as necessary, should the City find that policies and actions are not meeting the intended electricity reductions. <p>When City resources are available, integrate the EAP into a comprehensive climate action plan or GHG reduction plan to incorporate GHG and energy/fuel reduction targets to address energy supply, natural gas demand, transportation, waste, wastewater, and other sectors as applicable.</p>
Rosemead	<p>Resource Management Element:</p> <p>Goal 4: Effective contributions to regional efforts to improve air quality and conserve energy.</p> <p>Policy 4.4: Encourage energy conservation efforts and the incorporation of energy-saving designs and features into new and refurbished buildings.</p> <p>Policy 4.5: Encourage public employees to follow energy conservation procedures.</p>	<p>Municipal codes related to energy relevant to the Plan Area can be found in Chapter 15.24 (Energy Code) Section 15.24.010 (California Energy Code Adopted).</p> <p>Under Chapter 15.24 (Energy Code) Section 15.24.010 (California Energy Code Adopted) the following is adopted:</p> <p>A. The 2022 California Energy Code, together with their appendices, which regulate the energy efficient design of newly constructed or altered buildings or structures within the City, provide for the issuance of permits and collection of fees thereof, and provide for penalties for violations thereto, are hereby adopted by reference, and conflicting ordinances are hereby repealed.</p> <p>B. All of the regulations, provisions, conditions, and terms of said codes, together with their appendices, one copy of which will be on file and accessible to the public for inspection at the City Clerk's office, are hereby referred to, adopted and made part of this chapter as if fully set forth in this chapter with the exceptions, deletions, additions, and amendments thereto as set forth in this subchapter.</p> <p>(Ord. No. 991 , § 17, 1-14-20; Ord. No. 992 , § 16, 2-25-20; Ord. No. 1011 , § 15, 12-13-22)</p>	<p>No other applicable ordinances were identified.</p>
San Dimas	<p>Conservation Element:</p> <p>Objective 1.1: Promote the conservation of natural resources, encouraging those measures that maintain clean air, water, earth resources and energy resources.</p> <p>Policy 1.1.4: Encourage alternative sources of energy to conserve non-renewable resources.</p> <p><i>Plan Proposal A</i></p> <p>Implementation Measure k. The City shall support programs to promote energy conservation, such as, but not limited to solar panels, hot water loop systems, insulation, energy audits, and other appropriate means to conserve energy.</p>	<p>Municipal codes related to energy relevant to the Plan Area can be found in Chapter 18.168 (Alternative Energy Systems) Section 18.168.060 (Prohibition on Casting of Shadows).</p> <p>Under Chapter 18.168 (Alternative Energy Systems) Section 18.168.060 (Prohibition on Casting of Shadows) the following applies:</p> <p>No person owning or in control of property shall allow a tree or shrub to be placed, or, if placed, to grow on such property, subsequent to the installation of a solar collector on the property of another so as to cast a shadow greater than 10 percent of the collector absorption area upon that solar collector surface on the property of another at any one time between the hours of 10 a.m. and two p.m.; provided that this section shall not apply to specific trees or shrubs which at the time of installation of a solar collector or during the remainder of that annual solar cycle cast a shadow upon that solar collector. Each and every violation of this section shall be an infraction punishable by a fine not to exceed five hundred dollars and shall be subject to abatement as a public nuisance in accordance with the provisions of Section 25983 of the Government Code and Sections 370 and 371 of the Penal Code.</p> <p>(Ord. 37 § 765, 1961; Ord. 750 § 3, 1981)</p>	<p>No other applicable ordinances were identified.</p>
San Gabriel	<p>Community Desing Chapter:</p> <p>Goal 10.3. Create designs that live and breathe with San Gabriel’s neighborhoods as they themselves live and breathe.</p>	<p>Municipal codes related to energy relevant to the Plan Area can be found in Chapter 153 (Zoning Code) Section 153.534 (Landscape Design Principles), and Chapter 150 (Building Regulations) Section 150.001.</p>	<p>City of San Gariel EAP demonstrates the City’s commitment to pursue energy efficiency and reduce GHG emissions. The purpose of this EAP is to identify the City of San</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Target 10.3.3: Encourage the application of sustainable design principles and materials that do not consume irreplaceable resources. The City shall:</p> <ul style="list-style-type: none">Promote energy efficient construction.Support code modifications that encourage the use of recycled and regenerated materials <p>Support the principles for sustainable development recommended by the American Planning Association’s policy guide, Planning for Sustainability. These practices include renewable and recycled building materials, energy efficient design, transit oriented development, neighborhood livability, pedestrian friendly design, drought tolerant and native plant materials, and other techniques for sustainable communities.</p>	<p>Under Chapter 153 (Zoning Code) Section 153.534 (Landscape Design Principles) the following apply:</p> <p>(F) Use of native and drought resistant plants. Landscape designs shall feature native and/or related plant species, especially in areas adjacent to existing native vegetation, to take advantage of the unique natural character and diversity of the San Gabriel Valley and the adaptability of native plants to local environmental conditions. Where feasible, the re-establishment of native habitats should be incorporated into the landscape design. In the same manner, landscape designs shall utilize drought tolerant plant materials to the maximum extent feasible. The use of drought-tolerant plants should enrich the existing landscape character, conserve water and energy, and provide a pleasant and varied visual appearance as well as habitat for local wildlife. (Ord. 601-C.S., passed 3-4-14; Am. Ord. 622-C.S., passed 11-17-15)</p> <p>Under Chapter 150 (Building Regulations) Section 150.001 the City adopts the 2022 Edition, California Energy Code, including Appendix Dhapter 1-A, and 2022 Edition, California Green Building Standards Code. (‘65 Code, § 8-1.01) (Ord. 457-C.S., passed 11-21-95; Am. Ord. 500-C.S., passed 6-3-99; Am. Ord. 532- C.S., passed 10-15-02; Am. Ord. 575-C.S., passed 11-20-07; Am. Ord. 587 C.S., passed 12-7-10; Am. Ord. 607-C.S., passed 11-19-13; Am. Ord. 630-C.S., passed 12-6-16; Am. Ord. 655, passed 11-19-19; Am. Ord. 686, passed 11-15-22)</p>	<p>Gabriel’s long-term vision and commitment to achieve energy efficiency in the community and in municipal operations (City of San Gabriel 2012).</p> <p>Goal 4: Create a local business and regulatory environment that fosters, incentives, and prioritizes energy efficiencies.</p> <p>Policy 4.1: Integrate energy efficiency into the City’s discretionary permit review framework.</p> <p>Actions</p> <ul style="list-style-type: none">Adopt the model voluntary energy efficiency code to help applicants identify voluntary and feasible energy efficiency improvements for additions or remodels.Use the voluntary energy efficiency guidelines as a tool during plan review and Design Review Commission review of applications to encourage integration of cost-effective policies to improve the energy efficiency of projects.Update the City’s website with a summary of the model energy efficiency guidelines and local programs.Update the City’s CEQA Guidelines and/or discretionary review guidance to identify zero net energy for new development as a preferred greenhouse gas emissions mitigation measure for new development.By 2015, evaluate compliance with voluntary energy efficiency standards and consider adoption of mandatory energy efficiency standards that exceed the minimum standards of the Title 24 code.Work with the Energy Wise Partnership (EWP) to create residential and nonresidential energy efficiency packets with information on financing and resources, for distribution during pre-application meetings and at the planning counter. Packets will include information on residential financing programs such as Energy Upgrade California, on energy efficiency loans, and on Property Assessed Clean Energy (PACE) financing for nonresidential properties.Update the City’s Tenant Improvement checklist and informational materials to identify energy efficiency actions and building energy performance. <p>Policy 4.2: Create Development Incentives to encourage energy efficiency improvements and net zero energy in new development and remodels.</p> <p>Actions.</p> <ul style="list-style-type: none">Consider adoption of incentives for buildings to achieve net zero energy, such as allowing for a reduction of permit fees by 1 percent for every 1 percent improvement over Title 24 energy efficiency standards.Work with the Energy Wise Partnership (EWP) to use regional funding resources to offset reductions in permit fees. <p>Policy 7.6: Improve outdoor lighting to achieve optimal levels of public safety while reducing maintenance and operational costs.</p> <p>Actions</p> <ul style="list-style-type: none">Install selective light dimming at parks and parking lots consistent with public safety standards.Install light and motion sensors for outdoor lights at City facilities. <p>Continue to identify opportunities to upgrade older series 6.6 high voltage streetlights to low voltage 120 volt circuits and energy-efficient fixtures, allowing the City to</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
			reduce ongoing operational and maintenance costs and achieve lower Southern California Edison (SCE) billing rates.
San Marino	No applicable General Plan goals or policies were identified.	Municipal codes related to energy relevant to the Plan Area can be found in Article 09 (Energy Code) Section 25.09.01 (Energy Code Adopted). Under Article 09 (Energy Code) Section 25.09.01 (Energy Code Adopted) the following applies: Except as hereinafter provided, the California Energy Code, 2022 Edition, as published by the California Building Standards Commission, including all appendices, is hereby adopted by reference and incorporated herein as though fully set forth herein and shall constitute the Energy Code of the City. A copy of said code shall be located in the Planning and Building Department and shall be, at all times, maintained by the Planning and Building Department for use and examination by the public. (Ord. 0-19-1357, 11-13-2019; amd. Ord. O-22-1400, 1-11-2023)	No other applicable ordinances were identified.
South El Monte	Housing Element: Program 12: Energy Efficiency Program The City encourages a range of initiatives designed to improve the local environment. Key elements include energy conservation measures, recycling, water conservation, and the use of alternative transit. The key elements of this program include the following: <ul style="list-style-type: none">• The City shall continue to support ongoing programs from SCE and Sempra Energy that promote energy conservation. The programs sponsored by the utility providers include rebates for energy conserving refrigerators, water heaters, and other household appliances.• The City will review the Zoning Ordinance to ensure that there are no requirements that are overly restrictive concerning the installation of solar panels. The City will then amend the Zoning Ordinance to ensure that solar panels are permitted in all Zone Districts. The City will consider reducing processing fees for those building improvements that involve the installation of solar panels.	No applicable ordinances were identified.	No other applicable ordinances were identified.
Temple City	Land Use Element: Goal LU 7: Sustainable Built Environment. A built environment that contributes to a sustainable environment, minimizes consumption of scarce environmental resources, and reduces greenhouse gas emissions. Policy LU 7.1 Sustainable Land Development. Promote land use and urban design development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and waste and noise generation. These should include practices described in the United States Green Building Council’s LEED-ND rating program such as concentrating development to promote walking in lieu of the automobile, capturing and re-using stormwater onsite, managing and reusing wastewater, orienting buildings to maximize opportunities for solar energy use, use of drought tolerant and native landscapes, shading of exterior public spaces, and recycling and salvage for reuse of construction and demolition debris. Community Services Element:	Municipal codes related to energy relevant to the Plan Area can be found in Article F (Signs) Section 9-1F-7 (Standards for All Types of Sign Types), and Chapter 1 (Building Code) Section 7-1-0 (Building Code Administration). Under Article F (Signs) Section 9-1F-7 (Standards for All Types of Sign Types) the following apply: J. Illuminated Signs and Lights: The following standards shall apply to all illuminated signs. 6. Light sources shall utilize energy-efficient fixtures to the greatest extent possible. (Ord. 19-1036) Under Chapter 1 (Building Code) Section 7-1-0 (Building Code Administration) the purpose of the code is to: establish the minimum requirements to safeguard the public health, safety and general welfare through structural strength, means of egress facilities, stability, sanitation, adequate light and ventilation, energy conservation, and safety to life and property from fire and other hazards attributed to the built environment and to provide safety	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy CS 2.6 Low Impact Design. Promote sustainable building materials, energy and water efficient designs, permeable paving, and other low impact features in the renovation of existing facilities and construction of new community facilities.</p> <p>Policy CS 8.11 Sustainable Parks. Require that new parks are designed and existing parks are retrofitted over time to incorporate sustainable development and landscape practices that reduce water and energy consumption.</p> <p>Goal CS 14: Energy Provision and Conservation. Adequate and reliable energy services and facilities that promote efficiency and conservation.</p> <p>Policy CS 14.1 Adequate Service and Facilities. Coordinate with Southern California Edison (SCE) and Southern California Gas (SoCal Gas) to continue to supply adequate electricity and natural gas services and facilities, while also developing strategies to increase the use of renewable energy sources.</p> <p>Policy CS 14.3 Energy Efficient Design. Encourage site, building, and landscape designs that reduce energy demands and utilize renewable energy sources.</p> <ul style="list-style-type: none">Policy CS 14.5 City Operations. Promote city operations as a model for energy efficiency and green building and install, as feasible, energy-efficient lighting, appliances, and alternative-energy infrastructure within City facilities.	<p>to firefighters and emergency responders during emergency operations. (Ord. 16-1020)</p>	
West Covina	<p>Our Resilient Community Chapter:</p> <p>Policy P5.6: Continue existing beneficial energy conservation programs, including adhering to the California Energy Code in new construction & major renovations.</p> <p>Action A5.6c: As the economy recovers and funding becomes available (through grants or bond proceeds), the City should explore energy efficiency projects such as installing solar panels for City facilities & retrofitting existing street lights.</p> <p>Action A5.6dL: Consider providing an incentive program for new buildings that exceed California Energy Code requirements by 15 percent.</p> <p>Action A5.6e: Provide on-going education of homeowners & businesses as to the value of energy efficiency & the need to upgrade existing structures on the regular basis.</p>	<p>No applicable ordinances were identified.</p>	<p>The City of West Covina EAP (City of West Covina 2011) guides the City of West Covina toward attainable conservation goals that may also significantly reduce the impact of GHG within the community. The EAP includes the following policy goals to reduce energy consumption and promote energy efficiency throughout the City:</p> <p>a. Surpass the energy efficiency standards of the California Building Code for proposed and existing municipal buildings and facilities.</p> <p>b. Provide on-line (Internet accessible) guidance and assistance to Homeowners and Builders to make compliance with new Title 24 energy requirements as effective and efficient as possible.</p> <p>c. Coordinate City Efficiency goals and programs with the efficiency projects and incentive programs of higher jurisdictional agencies. Expand the City’s Residential Solar Power permit-waiver program to include other alternative energy applications, Consider fee adjustments or rebates to local businesses and residents in support of those efforts.</p> <p>f. Promote energy and water conservation design features in all major renovation and development projects.</p> <p>h. Encourage the efficient use of water and reduce urban runoff through the use of natural drainage, drought tolerant landscaping, and efficient irrigation systems in major renovation and new development projects. Recommend the incorporation of these practices within the approval processes of other local and regional departments and jurisdictions.</p> <p>i. Promote the coordination of landscapers and residential Solar Power contractors to minimize heat buildup at existing and new homes through more effective shading design.</p>

3.6.3 Impact Assessment

3.6.3.1 Significance Criteria

Appendix G of the State CEQA Guidelines was reviewed to determine whether the Plan would result in significant impacts related to energy. The criteria listed below consider if the Plan would:

- 6(a) *Would the proposed Project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*
- 6(b) *Would the proposed Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?*

With regard to threshold (a), above, the following analysis relies upon Appendix F: Energy Conservation of the State CEQA Guidelines. Appendix F of the State CEQA Guidelines was prepared to ensure that EIRs include a discussion of the potential energy impacts of a proposed project, with a particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. PRC 21100(b)(3) states that an EIR shall include a detailed statement setting forth “[m]itigation measures proposed to minimize significant effects of the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy.” State CEQA Guidelines Appendix F lists the following factors to be considered in the environmental impact analysis:

1. The project’s energy requirements and its energy use efficiencies by amount and fuel type for each state of the project’s life cycle including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
2. The effects of the project on local and regional energy supplies and on requirements for additional capacity.
3. The effects of the project on peak and base period demands for electricity and other forms of energy.
4. The degree to which the project complies with existing energy standards.
5. The effects of the project on energy resources.
6. The project’s projected transportation energy use requirements and its overall use of efficient transportation alternatives.

With regard to threshold (b), the Plan is evaluated for consistency with adopted energy conservation plans and policies that are applicable to the proposed Program. Such adopted energy conservation plans and policies include Title 24 energy efficiency requirements, CALGreen Code, and applicable policies of the General Plan, *OurCounty: The Los Angeles Countywide Sustainability Plan*, and the Los Angeles County 2045 Climate Action Plan.

3.6.3.2 Methodology

The fuel consumption from the mobile sources used for construction was calculated from the results of the CalEEMod modeling procedure. CalEEMod calculates mass emissions of GHGs, including non-biogenic CO₂, from off-road and on-road mobile sources associated with project construction. CO₂

emissions from mobile source fuel combustion during project construction are included in the CO₂ emissions shown in Table 3.6-4 (refer to Section 3.8, Greenhouse Gas Emissions for further discussion on CalEEMod inputs and assumptions for construction-related GHG emissions).

Table 3.6-4. Estimated Total Construction GHG Emissions for All Plan Components

Plan Component	Total GHG (MTCO ₂ e/year)
Greenway Paths + Amenities	149.5
Greenway Paths + 1-Acre Pocket Parks + Greenspaces	160.6
Greenway Paths + 25-Acre Pocket Parks + Greenspaces	267.1
Greenway Paths + Safe Crossings	387.9
Greenway Paths + Stormwater Management	135.5

Source: CalEEMod Emissions Summary Reports in Appendix C

For construction of the Plan components, CalEEMod aggregates mobile source CO₂ emissions into three broad categories (typical fuel types assumed):

- Off-road equipment (diesel [Tiers 1-4]);
- Worker (light duty gasoline automobiles and trucks [LDA, LDT1, LDT2]);
- Vendor (medium-heavy and heavy-heavy duty diesel trucks [MHDT, HHDT]); and
- Haul (heavy-heavy duty diesel trucks [HHDT]).

For each category, diesel and gasoline fuel consumption can be estimated (back calculated) using 2020 Climate Registry (40 CFR 98 Subpart C) emission factors for those fuels:

- Diesel Fuel Oil No. 2: 10.21 kg CO₂ per gallon (22.51 lbs CO₂ per gallon); and
- Motor Gasoline: 8.78 kg CO₂ per gallon (19.36 lbs CO₂ per gallon).

Because of the Program-level of CEQA review for the Plan which provides guidance for project proponents to implement individual projects anywhere within the Plan Area, sufficiently detailed information about the location and exact nature of Plan components is not currently available. Therefore, it is not possible to estimate what the energy use would be during operations. Accordingly, it is also not possible to determine exactly what effects the proposed Plan would have on local and regional energy supplies, energy resources, and on requirements for additional capacity. The analysis in the following discussions does provide information about the regulatory environment and the degree to which a Plan component would comply with existing energy standards.

3.6.3.3 Plan Impacts

3.6.3.3.1 6(a) Would the proposed Project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

3.6.3.3.1.1 Greenway Paths and Greenway Amenities

Construction

Less than Significant. Construction of greenway paths and greenway amenities would require the use of fuels (primarily gasoline and diesel) for construction equipment and vehicles to perform a variety of activities, including excavation, installation of Plan components, and vehicle travel (including on-site and commuter trips). It is not anticipated that construction activities would require the use of natural gas. Accordingly, natural gas would not be supplied to support the future projects' construction activities; thus, there would be no demand generated by construction. Additionally, electric construction tools that would be used during project-related construction would be powered from diesel-operated generators at a site rather than by electricity from the power grid. As such, construction activities associated with greenway paths and greenway amenities would primarily involve onsite energy demand and consumption related to the use of transportation fuels (i.e., diesel and gasoline) for construction worker vehicle trips, hauling, and materials delivery truck trips; operation of off-road construction equipment; and electricity for lighting and other intermittent sources.

As discussed in Section 3.6.3.2, Methodology, fuel consumption was estimated for the construction of greenway paths and greenway amenities. As shown in Table 3.6-5, construction for a greenway path and greenway amenities would result in a maximum consumption of approximately 14,818 gallons of fuel.

Table 3.6-5. Construction Mobile Source Energy Use – CalEEMod Basis (Greenway Paths and Greenway Amenities)

Sources	Types	Fuels	Fuel Consumption (gallons)
Off-road	Fleet Average	Diesel	9,578
Worker	LDA, LDT1, LDT2	Gasoline	718
Vendor	MHDT, HHDT	Gasoline	0.0
		Diesel	0.0
Haul	HHDT	Gasoline	466
		Diesel	4,055
		TOTAL	14,818

Source: CalEEMod Emissions Summary Reports (Appendix C) and Construction Mobile Source Energy Calculations (Appendix C), TCR 2022 (40 CFR 98 Subpart C), EMFAC 2021.

Notes: The maximum length of a greenway path analyzed in this PEIR is five miles.

For Onroad HDT Mix: 9 percent Gasoline, 91 percent Diesel (EMFAC 2021); applies to Vendor and Haul.

Compliance with the CARB anti-idling and emissions regulations would ensure that fuel use and energy consumption are minimized to the extent feasible during construction. Idling times on all diesel-fueled commercial vehicles over 10,000 pounds shall be minimized either by shutting equipment off when not

in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure 13 CCR Section 2485). In addition, idling times on all diesel-fueled off-road vehicles over 25 horsepower (hp) shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes and fleet operators must develop a written policy as required by 13 CCR Section 2449 (“CARB Off-Road Diesel Regulations”). Implementation of these regulatory measures would further reduce fuel consumption and energy use. In addition, construction activities would be performed by contractors with an economic incentive to minimize costs, one element of which is fuel conservation.

Therefore, construction of greenway paths and amenities would not result in the wasteful, inefficient, or unnecessary consumption of energy. Accordingly, with compliance with applicable regulations discussed above, construction of greenway paths and greenway amenities would not result in wasteful, inefficient, or unnecessary consumption of energy resources and impacts would be less than significant.

Operations

Less than Significant with Mitigation. Operation of greenway paths and greenway amenities would require energy for the conveyance of water for landscaping and restrooms, electricity for lighting and appliances, and the use of fuels or electric charging for landscape equipment and mobile sources. Demand for energy would vary depending on the size and intensity of use of each project. Wasteful, inefficient, or unnecessary consumption of energy resources, during project operation would result in a potentially significant impact.

All projects would be required to conform to California Energy Code for energy-efficiency as well as CALGreen Code for new building structures, such as restrooms. The California Energy Code establishes energy conservation standards for new construction. These standards relate to insulation requirements, glazing, lighting, shading, and water and space heating systems, and are designed to reduce wasteful, uneconomic, inefficient, or unnecessary consumption of energy and enhance outdoor and indoor environmental quality. The CALGreen Code requires the installation of energy- and water-efficient indoor infrastructure for all new projects by all cities in California. To further reduce energy demand associated with Plan components, the *Design Guidelines and Standards* specify solar-powered lighting fixtures for Plan projects. In addition, implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would require that all new buildings and/or retrofit of existing buildings, such as restrooms, are of all-electric design with use of only ENERGY STAR rated appliances for appliance types that are offered ENERGY STAR ratings. This mitigation measure would also further reduce area energy use through water conservation and waste reduction measures. Further, maintenance would include routine inspection and maintenance of the greenway paths and amenities to remove trash/debris and landscaping. MM GHG-1 also includes several energy conservation measures to be implemented in project design as well as requiring that maintenance and operations activities that use landscaping equipment (e.g., lawn mowers, trimmers) shall employ electric landscaping equipment. During maintenance, idling times on all diesel-fueled commercial vehicles over 10,000 pounds shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure 13 CCR Section 2485). In addition, idling times on all diesel-fueled off-road vehicles over 25 hp shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes and fleet operators

must develop a written policy as required by the CARB Off-Road Diesel Regulations. Implementation of these regulatory measures would further reduce fuel consumption and energy use.

Implementation of the Plan would promote non-vehicular modes of travel and reduce the consumption of fuel from passenger vehicles, which would be a beneficial impact of Plan implementation.

Accordingly, with compliance with applicable regulations, as well as implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, operation of greenway paths and amenities would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, impacts would be less than significant with mitigation.

Mitigation Measures

MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies.

Significance After Mitigation

Construction impacts would be less than significant. No mitigation is required.

Impacts from operation would be less than significant with implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** and compliance with the *Design Guidelines and Standards*, California Energy Code for energy efficiency, and the CALGreen Code.

3.6.3.3.1.2 Greenway Paths + Pocket Parks and Greenspaces

Construction

Less than Significant. For future greenway paths and amenities and pocket parks or greenspaces energy consumption for the construction of greenway paths and amenities would be as described above. The addition of a pocket park or greenspace would increase the number of days of construction, depending on the size of the proposed park or greenspace, which would result in a corresponding increase in fuel consumption associated with construction activities. As discussed in Section 3.6.3.2, Methodology, fuel consumption was estimated for the construction of greenway paths, 1-acre pocket parks, and greenspaces and greenway paths, 25-acre pocket parks, and greenspaces as summarized in Table 3.6-6 and Table 3.6-7, respectively. As shown in Table 3.6-6, the construction of greenway paths, 1-acre pocket parks, and greenspaces would result in a maximum consumption of approximately 15,907 gallons of fuel. As summarized in Table 3.6-7, the construction of greenway paths, 25-acre pocket parks, and greenspaces would result in a maximum consumption of approximately 26,487 gallons of fuel.

Because project construction would comply with applicable regulations, construction of greenway paths, pocket parks, and greenspaces would not result in wasteful, inefficient, or unnecessary consumption of energy resources and impacts would be less than significant.

Table 3.6-6. Construction Mobile Source Energy Use – CalEEMod Basis (Greenway Paths + 1-Acre Pocket Parks and Greenspaces)

Sources	Types	Fuels	Fuel Consumption (gallons)
Off-road	Fleet Average	Diesel	10,578
Worker	LDA, LDT1, LDT2	Gasoline	806
Vendor	MHDT, HHDT	Gasoline	0.0
		Diesel	0.0
Haul	HHDT	Gasoline	466
		Diesel	4,055
		TOTAL	15,907

Source: CalEEMod Emissions Summary Reports (Appendix C) and Construction Mobile Source Energy Calculations (Appendix C), TCR 2022 (40 CFR 98 Subpart C), EMFAC 2021.

Notes: For Onroad HDT Mix: 9 percent Gasoline, 91 percent Diesel (EMFAC 2021); applies to Vendor and Haul

Table 3.6-7. Construction Mobile Source Energy Use – CalEEMod Basis (Greenway Paths + 25-Acre Pocket Parks and Greenspaces)

Sources	Types	Fuels	Fuel Consumption (gallons)
Off-road	Fleet Average	Diesel	20,304
Worker	LDA, LDT1, LDT2	Gasoline	1,662
Vendor	MHDT, HHDT	Gasoline	0.0
		Diesel	0.0
Haul	HHDT	Gasoline	466
		Diesel	4,055
		TOTAL	26,487

Source: CalEEMod Emissions Summary Reports (Appendix C) and Construction Mobile Source Energy Calculations (Appendix C), TCR 2022 (40 CFR 98 Subpart C), EMFAC 2021.

Notes: For Onroad HDT Mix: 9 percent Gasoline, 91 percent Diesel (EMFAC 2021); applies to Vendor and Haul.

Operations

Less than Significant with Mitigation. Operation of greenway paths and amenities, pocket parks, and greenspaces would require energy for the conveyance of water for landscaping and restrooms, electricity for lighting and appliances, and the use of fuels or electric charging for landscape equipment and mobile sources. Further, the Plan includes sports fields as potential recreational amenities within the pocket park category with larger parks and greenspaces estimated to accommodate up to 3,292 visitors daily that could use drinking fountains and restrooms. In addition, pocket parks could be planted entirely with turfgrass and sprinkler irrigation, which would result in greater energy demand associated with relative increase in conveyance of water for landscaping, drinking fountains, and/or restrooms. Wasteful, inefficient, or unnecessary consumption of energy resources, during project operation would result in a potentially significant impact.

As discussed above for greenway paths and amenities, all projects would be required to conform with California energy efficiency standards designed to reduce wasteful, uneconomic, inefficient, or unnecessary consumption of energy and enhance outdoor and indoor environmental quality. To further reduce energy demand associated with Plan components, the *Design Guidelines and Standards* specify solar-powered lighting fixtures for Plan projects. In addition, implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would require that all new buildings and/or retrofit of existing buildings, such as restrooms, are of all-electric design with use of only ENERGY STAR rated appliance for appliance types that are offered ENERGY STAR ratings. This mitigation measure would also further reduce area energy use through water conservation and waste reduction measures. Further, maintenance would include routine inspection and maintenance of the greenway paths and amenities to remove trash/debris and landscaping. **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** also includes several energy conservation measures to be implemented in project design as well as requiring that maintenance and operations activities that use landscaping equipment (e.g., lawn mowers, trimmers) shall employ electric landscaping equipment. During maintenance, idling times on all diesel-fueled commercial vehicles over 10,000 pounds shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure 13 CCR Section 2485). In addition, idling times on all diesel-fueled off-road vehicles over 25 hp shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes and fleet operators must develop a written policy as required by the “CARB Off-Road Diesel Regulations”. Implementation of these regulatory measures would further reduce fuel consumption and energy use.

Implementation of the Plan would promote non-vehicular modes of travel and reduce the consumption of fuel from passenger vehicles. Accordingly, compliance with applicable regulations, as well as implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would ensure that operation of greenway paths, pocket parks, and greenspaces would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, impacts would be less than significant with mitigation.

Mitigation Measures

MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies.

Significance After Mitigation

Construction impacts would be less than significant. No mitigation is required.

Impacts from operation would be less than significant with implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** and compliance with the *Design Guidelines and Standards*, California Energy Code for energy efficiency, and the CALGreen Code.

3.6.3.3.1.3 Greenway Paths + Safe Crossings

Construction

Less than Significant. For future greenway paths and amenities + safe crossings, energy consumption for the construction of greenway paths and amenities would be as described above. The addition of a safe crossing would increase the number of days of construction, depending on the safe crossing type and design, resulting in a corresponding increase in fuel consumption associated with construction activities.

Per the methodology presented in Section 3.6.3.2, Methodology, fuel consumption was estimated for the construction of greenway paths and safe crossings as summarized in Table 3.6-8. As shown in Table 3.6-8, the construction of greenway paths and safe crossings would result in a maximum consumption of approximately 38,454 gallons of fuel.

Table 3.6-8. Construction Mobile Source Energy Use – CalEEMod Basis (Greenway Paths + Safe Crossings)

Sources	Types	Fuels	Fuel Consumption (gallons)
Off-road	Fleet Average	Diesel	31,569
Worker	LDA, LDT1, LDT2	Gasoline	2,363
Vendor	MHDT, HHDT	Gasoline	0.0
		Diesel	0.0
Haul	HHDT	Gasoline	466
		Diesel	4,055
		TOTAL	38,454

Source: CalEEMod Emissions Summary Reports (Appendix C) and Construction Mobile Source Energy Calculations (Appendix C), TCR 2022 (40 CFR 98 Subpart C), EMFAC 2021.

Notes: For Onroad HDT Mix: 9 percent Gasoline, 91percent Diesel (EMFAC 2021); applies to Vendor and Haul

Because construction would comply with applicable regulations, construction of greenway paths and safe crossings would not result in wasteful, inefficient, or unnecessary consumption of energy resources and impacts would be less than significant.

Operations

Less than Significant with Mitigation. Operation of greenway paths and safe crossings in addition to greenway path and amenities would be as described above. The primary difference in a project that includes a safe crossing from a project that only includes a greenway path and amenities would be the nominal additional electricity that may be required for traffic signals, if installed. As such, the inclusion of safe crossings in a project design with a greenway path and amenities is not anticipated to result in any greater operational impacts than are described above for greenway paths and amenities without such features. As discussed above for greenway paths and amenities, all projects would be required to conform to with California energy efficiency standards designed to reduce wasteful, uneconomic, inefficient, or unnecessary consumption of energy and enhance outdoor and indoor environmental quality. To further reduce energy demand associated with Plan components, the *Design Guidelines and Standards* specify solar-powered lighting fixtures for Plan projects. In addition, implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would require that all new buildings and/or retrofit of existing buildings, such as restrooms, are of all-electric design with use of only ENERGY STAR rated appliance for appliance types that are offered ENERGY STAR ratings. This mitigation measure would also further reduce area energy use through water conservation and waste reduction measures. Further, maintenance would include routine inspection and maintenance of the greenway paths and amenities to remove trash/debris and landscaping. **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** also includes several energy conservation measures to be implemented in project design as well as requiring that maintenance and

operations activities that use landscaping equipment (e.g., lawn mowers, trimmers) shall employ electric landscaping equipment. During maintenance, idling times on all diesel-fueled commercial vehicles over 10,000 pounds shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure 13 CCR Section 2485). In addition, idling times on all diesel-fueled off-road vehicles over 25 hp shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes and fleet operators must develop a written policy as required by “CARB Off-Road Diesel Regulations”. Implementation of these regulatory measures would further reduce fuel consumption and energy use.

Implementation of the Plan would promote non-vehicular modes of travel and reduce the consumption of fuel from passenger vehicles which would be a beneficial impact. Accordingly, compliance with applicable regulations, as well as implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would ensure that operation of greenway paths and safe crossings would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant with mitigation.

Mitigation Measures

MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies.

Significance After Mitigation

Construction impacts would be less than significant. No mitigation is required.

Impacts from operation would be less than significant with implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** and compliance with the *Design Guidelines and Standards*, California Energy Code for energy efficiency, and the CALGreen Code.

3.6.3.3.1.4 Greenway Paths + Stormwater Management

Construction

Less than Significant. For future greenway paths and amenities + stormwater management, energy consumption for the construction of greenway paths and amenities would be as described above. As analyzed in Section 3.14 of the EWMP PEIR and incorporated herein, the addition of stormwater management BMPs would likely not substantially increase the duration of construction activities under the assumption that a larger construction spread would be used, which would result in a corresponding increase in fuel consumption associated with construction activities as compared to projects that do not include such features. Per the methodology presented in Section 3.6.3.2, fuel consumption was estimated for the construction of greenway paths and stormwater management as summarized in Table 3.6-9. As shown in Table 3.6-9, the construction of greenway paths and stormwater management would result in a maximum consumption of approximately 15,680 gallons of fuel.

Table 3.6-9. Construction Mobile Source Energy Use – CalEEMod Basis (Greenway Paths + Stormwater Management)

Sources	Types	Fuels	Fuel Consumption (gallons)
Off-road	Fleet Average	Diesel	10,441
Worker	LDA, LDT1, LDT2	Gasoline	718
Vendor	MHDT, HHDT	Gasoline	0.0
		Diesel	0.0
Haul	HHDT	Gasoline	466
		Diesel	4,055
		TOTAL	15,680

Source: CalEEMod Emissions Summary Reports (Appendix C) and Construction Mobile Source Energy Calculations (Appendix C), TCR 2022 (40 CFR 98 Subpart C), EMFAC 2021.

Notes: For Onroad HDT Mix: 9 percent Gasoline, 91 percent Diesel (EMFAC 2021); applies to Vendor and Haul

Since construction would comply with applicable regulations, construction of greenway paths, greenway amenities, and stormwater management facilities would not result in wasteful, inefficient, or unnecessary consumption of energy resources and impacts would be less than significant.

Operations

Less than Significant within Mitigation. Since stormwater management facilities are passive features that do not require energy sources to operate, operation impacts are as described above for greenway paths and amenities. In addition to maintenance for the greenway paths and amenities, routing maintenance for stormwater BMPs would be required. As described in Chapter 2, Project Description, periodic maintenance will be required to optimize performance of the stormwater management systems, and the type of maintenance will be dependent on the type of BMP installed (e.g., a subsurface infiltration system would require different equipment to conduct maintenance if the system is located solely underground versus constructed wetlands which may be accessible from the surface). Maintenance activities would include, but are not limited to, weed removal or tree trimming for bioretention devices, sediment and debris/trash removal from detention basins and treatment devices, and/or landscaping of vegetation. Maintenance trucks/vehicles would be used to conduct routine inspections and maintenance of the stormwater management facilities, and specific vehicles such as a vacuum truck to remove sediment and/or debris may be necessary on a less periodic basis. **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would require use of electric landscaping equipment (e.g., lawn mowers, trimmers). As discussed above for greenway paths and amenities, all projects would be required to conform with California energy efficiency standards designed to reduce wasteful, uneconomic, inefficient, or unnecessary consumption of energy and enhance outdoor and indoor environmental quality. To further reduce energy demand associated with Plan components, the *Design Guidelines and Standards* specify solar-powered lighting fixtures for Plan projects. In addition, implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would require that all new buildings and/or retrofit of existing buildings, such as restrooms, are of all-electric design with use of only ENERGY STAR rated appliance for appliance types that are offered ENERGY STAR ratings. **MM GHG-1: Implement Section-Specific Operations GHG**

Emissions Reduction Strategies also includes several energy conservation measures to be implemented in project design as well as requiring that maintenance and operations activities that use landscaping equipment (e.g., lawn mowers, trimmers) shall employ electric landscaping equipment. During maintenance, idling times on all diesel-fueled commercial vehicles over 10,000 pounds shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure 13 CCR Section 2485). In addition, idling times on all diesel-fueled off-road vehicles over 25 hp shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes and fleet operators must develop a written policy as required by “CARB Off-Road Diesel Regulations”. Implementation of these regulatory measures would further reduce fuel consumption and energy use.

Implementation of the Plan would promote non-vehicular modes of travel and reduce the consumption of fuel from passenger vehicles which would be a beneficial impact. As described above for greenway paths and amenities, compliance with applicable regulations, as well as implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would ensure that operation of greenway paths and stormwater management would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant with mitigation.

Mitigation Measures

MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies.

Significance After Mitigation

Construction impacts would be less than significant. No mitigation is required.

Impacts from operation would be less than significant with implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** and compliance with the *Design Guidelines and Standards*, California Energy Code for energy efficiency, and the CALGreen Code.

3.6.3.3.2 6(b) Would the proposed Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

3.6.3.3.2.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant. As detailed for Impact Criterion 6(a) for construction of greenway paths and amenities above, construction of Plan components would not result in wasteful, inefficient, or unnecessary consumption of energy resources. In addition, the energy conservation policies and plans relevant to Plan include the California Title 24 energy standards, CALGreen building code, the General Plan goals and policies related to energy resources, and all other relevant general plan goals and building codes of the other jurisdictions in the Plan Area. In addition, projects constructed under the Plan would be required to comply with CARB anti-idling regulations and the In-Use Off-Road Diesel Fleet regulations. Based on the above, construction of projects implemented under the Plan would not conflict with adopted energy conservation plans, or violate State or local energy standards, and impacts would be less than significant.

Operations

Less than Significant with Mitigation. All projects would be required to conform to California Energy Code standards for energy-efficiency as well as CALGreen Code. CCR Title 24, Part 6 (also known as the California Building Energy Efficiency Standards) establishes energy conservation standards for new construction. These standards relate to insulation requirements, glazing, lighting, shading, and water and space heating systems, and are designed to reduce wasteful, uneconomic, inefficient, or unnecessary consumption of energy and enhance outdoor and indoor environmental quality. The CALGreen Code requires the installation of energy- and water-efficient indoor infrastructure for all new projects by all cities in California. To further reduce energy demand associated with Plan components, the *Design Guidelines and Standards* specify solar-powered lighting fixtures for Plan projects. In addition, implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would require that all new buildings and/or retrofit of existing buildings are of all-electric design with use of only ENERGY STAR rated appliance for appliance types that are offered ENERGY STAR ratings. This mitigation measures would also further reduce area energy use through water conservation and waste reduction measures. Further, maintenance would include routine inspection and maintenance of the greenway paths and amenities to remove trash/debris and landscaping. **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** also includes several energy conservation measures to be implemented in project design as well as requiring that maintenance and operations activities that use landscaping equipment (e.g., lawn mowers, trimmers) shall employ electric landscaping equipment. During maintenance, idling times on all diesel-fueled commercial vehicles over 10,000 pounds shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure 13 CCR Section 2485). In addition, idling times on all diesel-fueled off-road vehicles over 25 hp shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes and fleet operators must develop a written policy as required by 13 “CARB Off-Road Diesel Regulations”. Implementation of these regulatory measures would further reduce fuel consumption and energy use. Compliance with the CALGreen Code and California Energy Code, adherence to the *Design Guidelines and Standards*, and implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would ensure that operation of greenway paths and amenities, pocket parks and greenspace, safe crossings, and stormwater management would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Impacts from operations would be less than significant with mitigation.

Mitigation Measures

MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies.

Significance After Mitigation

Construction impacts would be less than significant. Impacts from operation would be less than significant with implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, compliance with the *Design Guidelines and Standards*, California Title 24 standards for energy-efficiency, and the CALGreen Code.

3.6.3.4 Impacts of Conceptual Design Projects

- 3.6.3.4.1 6(a). Would the proposed Project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Construction

Less than Significant. The components proposed for all 10 conceptual designs are within the maximum extent limits for the Plan components as described in Section 2, Project Description. These conceptual design projects would have similar construction impacts as identified previously for the Plan, although on a somewhat larger scale than the individual components described above. Based on the construction equipment and activity assumptions for Plan components (refer to Section 2), construction of each of the 10 conceptual designs is anticipated to utilize a maximum of 29,853 gallons of fuel during construction (i.e., the maximum estimated fuel consumption associated with construction of Plan components). Because construction emissions are considered to be relatively short-term emissions that would cease once construction is complete, they would represent a relatively short demand on local and regional fuel supplies that would be easily accommodated. Trucks and equipment used during proposed construction activities would also be required to comply with CARB's anti-idling regulations, as well as the In-Use Off-Road Diesel-Fueled Fleets regulation. In addition, on-road vehicles (i.e., haul trucks, worker vehicles) would be subject to federal fuel efficiency requirements. With the mandatory compliance with regulations (i.e., CARB's anti-idling and In-Use Off-Road Diesel-Fueled Fleets regulation) and federal fuel efficiency requirements, the use of construction-related fuels would not cause wasteful, inefficient, or unnecessary use of energy. Therefore, impacts related to energy use would be less than significant during construction.

Operations

Less than Significant with Mitigation. Similar to operation of Plan components described previously, the 10 conceptual designs would be required to conform to California Energy Code standards for energy-efficiency and the CALGreen Code. In addition, for specific project development, the *Design Guidelines and Standards* include provisions to review applicable codes—which may include, but are not limited to, municipal codes, California Energy Code standards for energy-efficiency as well as CALGreen Code, LA County Public Works and/or APWA Standard Plans, District code, municipal codes, LID ordinance and Manual, and LA County Department of Parks and Recreation Guidelines. Implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would require that all new buildings and/or retrofit of existing buildings are of all-electric design with use of only ENERGY STAR rated appliance for appliance types that are offered ENERGY STAR ratings. Further, **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** includes several energy conservation measures to be implemented in project design as well as requiring that maintenance and operations activities that use landscaping equipment (e.g., lawn mowers, trimmers) shall employ electric landscaping equipment. Area energy use would be further reduced by water conservation and waste reduction measures implemented under **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**. Therefore, the operations associated with the 10 conceptual designs

would not cause wasteful, inefficient, or unnecessary use of energy. Therefore, impacts would be less than significant with mitigation.

3.6.3.4.2 6(b) Would the proposed Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Construction

Less than Significant. As discussed above, energy conservation policies and plans relevant to the Plan include the California Energy Code energy standards, CALGreen building code, General Plan goals and policies related to energy resources, and all other relevant general plan goals and building codes of the other jurisdictions in the Plan Area (Table 3.6-10). In addition, projects constructed under the Plan would be required to comply with CARB anti-idling regulations and the In-Use Off-Road Diesel Fleet regulations. Based on the above, construction of the 10 conceptual designs would not conflict with adopted energy conservation plans, or violate State or local energy standards, and impacts would be less than significant.

Operations

Less than Significant with Mitigation. For the same reason provided above for Plan components, the operation of the 10 conceptual design projects would not cause with or obstruct a State or local plan for renewable energy or energy efficiency. Specifically, the 10 conceptual design projects would be required to conform to California Energy Code standards for energy-efficiency as well as CALGreen Code for new building structures. To further reduce energy demand associated with the 10 conceptual designs, the *Design Guidelines and Standards* specify solar-powered lighting fixtures for Plan projects. In addition, implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would require that all new buildings and/or retrofit of existing buildings are of all-electric design with use of only ENERGY STAR rated appliance for appliance types that are offered ENERGY STAR ratings. Further, **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** includes several energy conservation measures to be implemented in project design as well as requiring that maintenance and operations activities that use landscaping equipment (e.g., lawn mowers, trimmers) shall employ electric landscaping equipment. Area energy use would be further reduced by water conservation and waste reduction measures implemented under **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**. Idling times on all diesel-fueled commercial vehicles over 10,000 pounds shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure 13 CCR §2485). In addition, idling times on all diesel-fueled off-road vehicles over 25 hp shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes and fleet operators must develop a written policy as required by “CARB Off-Road Diesel Regulations”. Implementation of these regulatory measures would further reduce fuel consumption and energy use. In complying with the CALGreen Code and California Energy Code, in addition to adherence to the *Design Guidelines and Standards*, as well as implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** the operation of the 10

conceptual design projects would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and impacts would be less than significant with mitigation.

Table 3.6-10. Analysis of Conceptual Design Examples for Operations to Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

Conceptual Design Project	<i>6(b) Would the proposed Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?</i>
<p>Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i></p>	<p>Less than Significant with Mitigation. The Alhambra Wash at Vincent Lugo Park conceptual design project would be consistent with Goal R-3 of the Alhambra Resources Element which aims to minimize energy use and its associated impacts to air quality and climate change through the reduction of motorized vehicle trips and incorporation of energy-efficient measures in project design. Implementation of energy-conservation measures included in MM GHG-1 along with compliance with CARB Off-Road Regulations limiting idling times on all diesel-fueled off-road vehicles would further reduce fuel consumption and energy use and ensure consistency with the Alhambra Energy Efficiency Climate Action Plan targets to policies related to the municipal electricity reduction goals, Goal 10.3 of the San Gabriel Community Design Chapter of the City's General Plan, which includes policies related to sustainable design, energy efficiency, and use of recycled and regenerated materials, and the City of San Gabriel Energy Action Plan policies and actions aimed at achieving energy efficiency in the community and in municipal operations.</p> <p>Additionally, because the Alhambra Wash at Vincent Lugo Park conceptual design project aims to connect to other trails and paths to enhance the mobility network for cyclists, pedestrians, and alternative modes of transportation, the Alhambra Wash at Vincent Lugo Park conceptual design project would promote non-vehicular modes of travel and reduce the consumption of fuel from passenger vehicles. In complying with the CALGreen Code and California Energy Code, in addition to adherence to the <i>Design Guidelines and Standards</i>, as well as implementation of MM GHG-1, the operation of the Alhambra Wash at Vincent Lugo Park conceptual design project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be less than significant with mitigation.</p>
<p>Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i></p>	<p>Less than Significant with Mitigation. The Big Dalton Wash at Hilda L. Solis Park conceptual design project would be required to conform to California Energy Code standards for energy-efficiency as well as CALGreen Code and California Energy Code for new building structures. To further reduce energy demand associated with the Big Dalton Wash at Hilda L. Solis Park conceptual design project, the <i>Design Guidelines and Standards</i> specify solar-powered lighting fixtures for Plan projects. In addition, implementation of MM GHG-1s along with compliance with CARB Off-Road Regulations limiting idling times on all diesel-fueled off-road vehicles would further reduce fuel consumption and energy use and ensure consistency with Goal HS-7 of the Baldwin Park Health and Sustainability Element which aims to reducing greenhouse gas emissions citywide by reducing energy use and reliance on fossil fuels, Goal HS-19, which commits to progressive use of green building policies, practices, and technologies, and Goal 6.0 of the Baldwin Park Open Space and Conservation Element that</p>

Conceptual Design Project	6(b) Would the proposed Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?
	<p>aims to conserve energy resources through the use of technology and conservation methods. Compliance with California's energy efficiency standards, including the CALGreen Code would also be consistent with Policy 11 of the City of Irwindale Resource Management Element which commits to enforcement of the energy conservation standards in Title 24 of the California Administrative Code.</p> <p>Additionally, because the Big Dalton Wash at Hilda L. Solis Park conceptual design project aims to connect to other trails and paths to enhance the mobility network for cyclists, pedestrians, and alternative modes of transportation, the Big Dalton Wash at Hilda L. Solis Park conceptual design project would promote non-vehicular modes of travel and reduce the consumption of fuel from passenger vehicles. In complying with the CALGreen Code and California Energy Code, in addition to adherence to the <i>Design Guidelines and Standards</i>, as well as implementation of MM-GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies, the operation of the Big Dalton Wash at Hilda L. Solis Park conceptual design project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be less than significant with mitigation.</p>
<p>Eaton Wash Greenway at Spreading Ground Site <i>City of Pasadena</i></p>	<p>Less than Significant with Mitigation. The Eaton Wash Greenway at Spreading Ground Site conceptual design project would be consistent with the sustainable mobility and land use goals of the Pasadena Climate Action Plan. Implementation of MM GHG-1 would require that all new buildings and/or retrofit of existing buildings are of all-electric design with use of only ENERGY STAR rated appliance for appliance types that are offered ENERGY STAR ratings. Further, MM GHG-1 along with compliance with CARB Off-Road Regulations limiting idling times on all diesel-fueled off-road vehicles would further reduce fuel consumption and energy use and ensure consistency with the energy objectives of the City of Pasadena Open Space and Conservation Element aimed to protect air quality, enforce California's energy efficiency standards, and reduce greenhouse gas emissions.</p> <p>Additionally, because the Eaton Wash Greenway at Spreading Ground Site conceptual design project aims to connect to other trails and paths to enhance the mobility network for cyclists, pedestrians, and alternative modes of transportation, the Eaton Wash Greenway at Spreading Ground Site conceptual design project would promote non-vehicular modes of travel and reduce the consumption of fuel from passenger vehicles. In complying with the CALGreen Code and California Energy Code, in addition to adherence to the <i>Design Guidelines and Standards</i>, as well as implementation of MM GHG-1, the operation of the Eaton Wash Greenway at Spreading Ground Site conceptual design project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be less than significant with mitigation.</p>
<p>Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i></p>	<p>Less than Significant with Mitigation. The Eaton Wash at Eaton Blanche Park conceptual design project would be consistent with the sustainable mobility and land use goals of the Pasadena Climate Action Plan. Implementation of MM GHG-1 would require that all new buildings and/or retrofit of existing buildings are of all-electric design with use of only ENERGY STAR rated</p>

Conceptual Design Project	6(b) Would the proposed Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?
	<p>appliance for appliance types that are offered ENERGY STAR ratings. Further, MM GHG-1 along with compliance with CARB Off-Road Regulations limiting idling times on all diesel-fueled off-road vehicles would further reduce fuel consumption and energy use and ensure consistency with the energy objectives of the City of Pasadena Open Space and Conservation Element aimed to protect air quality, enforce California's energy efficiency standards, and reduce greenhouse gas emissions.</p> <p>Additionally, because the Eaton Wash at Eaton Blanche Park conceptual design project aims to connect to other trails and paths to enhance the mobility network for cyclists, pedestrians, and alternative modes of transportation, the Eaton Wash at Eaton Blanche Park conceptual design project would promote non-vehicular modes of travel and reduce the consumption of fuel from passenger vehicles. In complying with the CALGreen Code and California Energy Code, in addition to adherence to the <i>Design Guidelines and Standards</i>, as well as implementation of MM GHG-1, the operation of the Eaton Wash at Eaton Blanche Park conceptual design project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be less than significant with mitigation.</p>
<p>San Dimas Wash at Arrow High School <i>City of Glendora</i></p>	<p>Less than Significant with Mitigation. The San Dimas Wash at Arrow High School conceptual design project would be required to conform to California Energy Code standards for energy-efficiency as well as CALGreen Code for new building structures. To further reduce energy demand associated with the E San Dimas Wash at Arrow High School conceptual design project, the <i>Design Guidelines and Standards</i> specify solar-powered lighting fixtures for Plan projects. In addition, implementation of MM GHG-1 along with compliance with CARB Off-Road Regulations limiting idling times on all diesel-fueled off-road vehicles would further reduce fuel consumption and energy use and ensure consistency with the City of Glendora Conservation Element Goal CON-5 and related policies aimed at reducing the demand for energy resources through the use of conservation techniques.</p> <p>Additionally, because the San Dimas Wash at Arrow High School conceptual design project aims to connect to other trails and paths to enhance the mobility network for cyclists, pedestrians, and alternative modes of transportation, the San Dimas Wash at Arrow High School conceptual design project would promote non-vehicular modes of travel and reduce the consumption of fuel from passenger vehicles. In complying with the CALGreen Code and California Energy Code, in addition to adherence to the <i>Design Guidelines and Standards</i>, as well as implementation of MM GHG-1, the operation of the San Dimas Wash at Arrow High School conceptual design project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be less than significant with mitigation.</p>
<p>San Dimas Wash at Hollenbeck Park <i>City of Covina</i></p>	<p>Less than Significant with Mitigation. The San Dimas Wash at Hollenbeck Park conceptual design project would be required to conform to California Energy Code standards for energy-efficiency as well as CALGreen Code for new building structures. To further reduce energy demand associated with the San Dimas Wash at Hollenbeck Park conceptual design project, the</p>

Conceptual Design Project	6(b) Would the proposed Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?
	<p><i>Design Guidelines and Standards</i> specify solar-powered lighting fixtures for Plan projects. In addition, implementation of MM GHG-1 along with compliance with CARB Off-Road Regulations limiting idling times on all diesel-fueled off-road vehicles would further reduce fuel consumption and energy use and ensure consistency with The City of Covina Natural Resources and Open Space Element Policy O and Policy u which require the incorporation of energy conservation features in the design of all new and significantly expanded/remodeled private and public developments.</p> <p>Additionally, because the San Dimas Wash at Hollenbeck Park conceptual design project aims to connect to other trails and paths to enhance the mobility network for cyclists, pedestrians, and alternative modes of transportation, the San Dimas Wash at Hollenbeck Park conceptual design project would promote non-vehicular modes of travel and reduce the consumption of fuel from passenger vehicles. In complying with the CALGreen Code and California Energy Code, in addition to adherence to the <i>Design Guidelines and Standards</i>, as well as implementation of MM GHG-1, the operation of the San Dimas Wash at Hollenbeck Park conceptual design project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be less than significant with mitigation.</p>
<p>San Jose Creek at Pocket Park <i>City of Industry and the unincorporated LA County community of Avocado Heights</i></p>	<p>Less than Significant with Mitigation. The San Jose Creek at Pocket Park conceptual design project would be required to conform to California Energy Code standards for energy-efficiency as well as CALGreen Code for new building structures. To further reduce energy demand associated with the San Jose Creek at Pocket Park conceptual design project, the <i>Design Guidelines and Standards</i> specify solar-powered lighting fixtures for Plan projects. In addition, implementation of MM GHG-1 along with compliance with CARB Off-Road Regulations limiting idling times on all diesel-fueled off-road vehicles would further reduce fuel consumption and energy use and ensure consistency with the City of Industry Resource Management Element that includes implementation measures to ensure the energy conservation standards in Title 24 of the California Administrative Code as well as additional energy efficiency measures are incorporated into new development.</p> <p>Additionally, because the San Jose Creek at Pocket Park conceptual design project aims to connect to other trails and paths to enhance the mobility network for cyclists, pedestrians, and alternative modes of transportation, the San Jose Creek at Pocket Park conceptual design project would promote non-vehicular modes of travel and reduce the consumption of fuel from passenger vehicles. In complying with the CALGreen Code and California Energy Code, in addition to adherence to the <i>Design Guidelines and Standards</i>, as well as implementation of MM GHG-1, the operation of the San Jose Creek at Pocket Park conceptual design project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be less than significant with mitigation.</p>

Conceptual Design Project	6(b) Would the proposed Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?
<p>Thompson Creek at the Fairplex <i>Cities of Pomona, La Verne, and Claremont</i></p>	<p>Less than Significant with Mitigation. The Thompson Creek at the Fairplex conceptual design project would be consistent with City of Pomona Energy Action Plan which aims to minimize energy use and requires incorporation of energy-efficient measures in project design. Implementation of MM GHG-1 along with compliance with CARB Off-Road Regulations limiting idling times on all diesel-fueled off-road vehicles would further reduce fuel consumption and energy use and ensure consistency with Goals 5-13 and 5-14 of the City of Claremont Open Space, Parkland, Conservation, and Air Quality Element, which aim to maximize energy conservation and incorporate sustainable building practices, Goal 7-15 of the City of Claremont Human Services, Recreational Programs, and Community Facilities, which include policies related to energy efficient lighting and landscape elements, Goal 7E.G1 of the City of Pomona Conservation Element that aims to promote energy efficient design in new development.</p> <p>Additionally, because the Thompson Creek at the Fairplex conceptual design project aims to connect to other trails and paths to enhance the mobility network for cyclists, pedestrians, and alternative modes of transportation, the Thompson Creek at the Fairplex conceptual design project would promote non-vehicular modes of travel and reduce the consumption of fuel from passenger vehicles. In complying with the CALGreen Code and California Energy Code, in addition to adherence to the <i>Design Guidelines and Standards</i>, as well as implementation of MM GHG-1, the operation of the Thompson Creek at the Fairplex conceptual design project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be less than significant with mitigation.</p>
<p>Walnut Creek at Syhre Park <i>Cities of Baldwin Park, West Covina</i></p>	<p>Less than Significant with Mitigation. The Walnut Creek at Syhre Park conceptual design project would be required to conform to California Energy Code standards for energy-efficiency as well as CALGreen Code for new building structures. To further reduce energy demand associated with the Walnut Creek at Syhre Park conceptual design project, the <i>Design Guidelines and Standards</i> specify solar-powered lighting fixtures for Plan projects. In addition, implementation of MM GHG-1 along with compliance with CARB Off-Road Regulations limiting idling times on all diesel-fueled off-road vehicles would further reduce fuel consumption and energy use and ensure consistency with Goal HS-7 of the Baldwin Park Health and Sustainability Element, which aims to reducing greenhouse gas emissions citywide by reducing energy use and reliance on fossil fuels, Goal HS-19 which commits to progressive use of green building policies, practices, and technologies, and Goal 6.0 of the Baldwin Park Open Space and Conservation Element that aims to conserve energy resources through the use of technology and conservation methods, as well as the policies included in the City of West Covina Energy Action Plan that aim to surpass the energy efficiency standards of the California Building Code and promote energy and water conservation design features in all major development projects.</p> <p>Additionally, because the Walnut Creek at Syhre Park conceptual design project aims to connect to other trails and paths to enhance the mobility network for cyclists, pedestrians, and alternative modes of transportation, the Walnut Creek at Syhre Park conceptual design project would promote non-vehicular modes of travel and reduce the consumption of fuel from</p>

Conceptual Design Project	6(b) Would the proposed Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?
	<p>passenger vehicles. In complying with the CALGreen Code and California Energy Code, in addition to adherence to the <i>Design Guidelines and Standards</i>, as well as implementation of MM GHG-1, the operation of the Walnut Creek at Syhre Park conceptual design project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be less than significant with mitigation.</p>
<p>Walnut Creek at Pocket Park <i>City of West Covina</i></p>	<p>Less than Significant with Mitigation. The Walnut Creek at Pocket Park conceptual design project would be required to conform to California Energy Code standards for energy-efficiency as well as CALGreen Code for new building structures. To further reduce energy demand associated with the Walnut Creek at Pocket Park conceptual design project, the <i>Design Guidelines and Standards</i> specify solar-powered lighting fixtures for Plan projects. In addition, implementation of MM GHG-1 along with compliance with CARB Off-Road Regulations limiting idling times on all diesel-fueled off-road vehicles would further reduce fuel consumption and energy use and ensure consistency the policies included in the City of West Covina Energy Action Plan that aim to surpass the energy efficiency standards of the California Building Code and promote energy and water conservation design features in all major development projects.</p> <p>Additionally, because the Walnut Creek at Pocket Park conceptual design project aims to connect to other trails and paths to enhance the mobility network for cyclists, pedestrians, and alternative modes of transportation, the Walnut Creek at Pocket Park conceptual design project would promote non-vehicular modes of travel and reduce the consumption of fuel from passenger vehicles. In complying with the CALGreen Code and California Energy Code, in addition to adherence to the <i>Design Guidelines and Standards</i>, as well as implementation of MM GHG-1, the operation of the Walnut Creek at Pocket Park conceptual design project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be less than significant with mitigation.</p>

3.7 Geology and Soils

This section describes the geographic and regulatory setting, as well as the potential project impacts related to geology, soils, seismicity, and paleontological resources. Where needed, this section identifies mitigation measures that would reduce or avoid any significant impacts, when feasible.

Table 3.7-1. Summary of Potential Impacts of the Plan on Geology and Soils

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
Would the Plan:			
7(a). Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides?			
Greenway Paths + Greenway Amenities	Less than Significant	Less than Significant	Construction: No mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant	Less than Significant	Operations: No mitigation
Greenway Paths + Safe Crossings	Less than Significant	Less than Significant	
Greenway Paths + Stormwater Management	Less than Significant	Less than Significant	
7(b). Result in substantial soil erosion or the loss of topsoil?			
Greenway Paths + Greenway Amenities	Less than Significant	Less than Significant	Construction: No mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant	Less than Significant	Operations: No mitigation
Greenway Paths + Safe Crossings	Less than Significant	Less than Significant	
Greenway Paths + Stormwater Management	Less than Significant	Less than Significant	
7(c). Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site			

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
landslide, lateral spreading, subsidence, liquefaction or collapse?			
Greenway Paths + Greenway Amenities	Less than Significant	No impact	Construction: No mitigation Operations: No mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant	No impact	
Greenway Paths + Safe Crossings	Less than Significant	No impact	
Greenway Paths + Stormwater Management	Less than Significant	No impact	
7(d). Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			
Greenway Paths + Greenway Amenities	Less than Significant	Less than Significant	Construction: No mitigation Operations: No mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant	Less than Significant	
Greenway Paths + Safe Crossings	Less than Significant	Less than Significant	
Greenway Paths + Stormwater Management	Less than Significant	Less than Significant	
7(e). Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?			
Greenway Paths + Greenway Amenities	No Impact	No Impact	Construction: No mitigation Operations: No mitigation
Greenway Paths + Pocket Parks and Greenspaces	No Impact	No Impact	
Greenway Paths + Safe Crossings	No Impact	No Impact	
Greenway Paths + Stormwater Management	No Impact	No Impact	
7(f). Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
Greenway Paths + Greenway Amenities	Less than Significant with Mitigation	Less than Significant with Mitigation	Construction: MM GEO-1: Pre-Construction Paleontological Resources Investigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant with Mitigation	Less than Significant with Mitigation	MM GEO-2: Avoid or Monitor Paleontological Resources
Greenway Paths + Safe Crossings	Less than Significant with Mitigation	Less than Significant with Mitigation	Operations: MM GEO-3: Avoid/Minimize Impacts on Paleontological Resources During Operations
Greenway Paths + Stormwater Management	Less than Significant with Mitigation	Less than Significant with Mitigation	

3.7.1 Environmental Setting

California is divided into eleven geomorphic provinces, which are naturally defined geologic regions that display a distinct landscape or landform. The Plan Area is in the Transverse Ranges province, which consists of an east-west trending series of steep mountain ranges and valleys. The east-west structure of the Transverse Ranges is oblique to the normal northwest trend of coastal California, hence the name "Transverse." The province extends offshore to include San Miguel, Santa Rosa, and Santa Cruz islands. Its eastern extension, the San Bernardino Mountains, has been displaced to the south along the San Andreas Fault. Intense north-south compression is squeezing the Transverse Ranges. As a result, this is one of the most rapidly rising regions on earth (California Geologic Survey [CGS] 2002).

The topography of the Plan Area ranges from approximately 200 to 1,000 ft above sea level (asl). The Plan Area is bounded to the north by the San Gabriel Mountains, the highest point of which is Mount San Antonio at 10,064 feet.

3.7.1.1 Geology

The geology in the Plan Area is dominated by unconsolidated to semi-consolidated alluvium deposited by streams flowing out of the San Gabriel Mountains. Deposits include Pleistocene and Holocene¹

¹ 10,000 years ago to the present

alluvium and the lower Pleistocene San Pedro Formation (CDWR 1966 as cited in LACDPW 2006). The Upper Pleistocene alluvium deposits form alluvial fans along the San Gabriel Mountains. The San Pedro Formation is characterized by interbedded marine sand, gravel, and silt (CDWR 1966 as cited in LACDPW 2006). The Plan Area is within the San Gabriel Basin, which includes the areas from San Gabriel Canyon Road in Azusa south to Whittier Narrows. Whittier Narrows is located between the Puente and Merced Hills and serves as the southern boundary for the San Gabriel Valley. The valleys below the south face of the San Gabriel Mountains still have particularly rich alluvial deposits (LACDPW 2006).

The San Gabriel Basin is an unconfined aquifer, which means that there is no impermeable geological boundary separating the groundwater from the ground surface (CSPUP 2000 as cited in LACDPW 2006). Alluvium is porous and can be hundreds of feet deep, providing a highly permeable connection between the surface and the aquifer. Therefore, much of the San Gabriel River flows underground southward from the San Gabriel Mountains below the valley and forms the San Gabriel Valley Groundwater Basin (CSPUP 2002 as cited in LACDPW 2006). The alluvium forms most of the productive water-bearing zones, but the San Pedro Formation also carries fresh water. The predominant soil types present in the San Gabriel Basin include sandy loam, silt loam, and clay loam (SCAG 2004 as cited in LACDPW 2006).

3.7.1.2 Soils

Soils in the Plan Area predominantly fall into four soil orders: entisols, mollisols, alfisols, and vertisols (Figure 3.7-1). Entisols are soils that show little or no evidence of pedogenic horizon development and occur in areas of recently deposited parent materials or in areas where erosion or deposition rates are faster than the rates of soil development. Mollisols are fertile soils due to their high organic matter content and typically form under grasslands (NRCS 2024a). Alfisols result from weathering processes that leach clay minerals and other constituents out of the surface layer into the subsoil where they hold and supply moisture and nutrients to plants. For this reason, alfisols can result in productive cropland (NRCS 2024a). Vertisols have a high content of expanding clay minerals. They undergo pronounced changes in volume with changes in moisture. Vertisols have cracks that open and close periodically (NRCS 2024a).

The Natural Resources Conservation Service's (NRCS) Web Soil Survey classifies the soils within the Plan Area into smaller map units based on soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features. The majority (86 percent) of the soil map units along and adjacent to the washes are classified as Urban Land, but secondary soil characteristics vary significantly (NRCS 2024b).

3.7.1.2.1 Soil Erosion

Soil erosion is caused by the detachment and entrainment of soil particles through the action of water and wind. Soils most susceptible to erosion are those high in coarse silt- and fine sand-sized particles (Balasubramanian 2017), particularly when organic matter content is low and soil structure is weak or nonexistent. The likelihood of erosion is greater when the vegetative cover is removed or reduced, the soil is otherwise disturbed, or when both conditions exist. Soil erosion by water is more aggressive on steep slopes than on shallow slopes (i.e., 10 percent gradient or less).

Soil erosion can also be caused by wind in areas with a combination of high winds, removed or disturbed vegetation, fine sandy or silty textures, and low organic matter content. The erosion rate of a particular

soil in the absence of human activities is referred to as the natural (background) or geologic erosion rate. Soil erosion greater than the natural erosion rate is called accelerated soil erosion and is usually caused by human activities such as cultivation, grazing, timber harvesting, poor road construction practices, grading, and other land-disturbing activities. Additionally, surface erosion from high severity wildfire can increase runoff and erosion rates by two or more orders of magnitude relative to unburned conditions (Robichaud et al. 2010). Erodibility by water is calculated using the K factor, and values range from 0.02 for the least erodible soils to 0.64 for the most erodible (NRCS 2020). The Transverse Ranges province is susceptible to erosion.

3.7.1.2.2 Expansive Soils

Expansive soils can present a geological hazard. When building foundations are placed on expansive soils, they will rise during the wet periods and settle during dry periods and different parts of a building may rise and settle at varying rates, causing foundation cracking. Vertisols with expansive properties are mapped along Puente Creek and San Jose Creek in the Plan Area (Figure 3.7-1). Potential impacts due to presence of expansive soils can generally be remedied through standard engineering practices.

3.7.1.3 Faulting and Seismicity

The CDOC maps earthquake hazard zones, which are defined areas subject to the following three types of geologic ground failures: (1) fault rupture, where the surface of the earth breaks along a fault; (2) liquefaction, in which the soil temporarily turns to quicksand and cannot support structures; and (3) earthquake-induced landslides (CDOC 2021).

Within Los Angeles County, there are over 50 active and potentially active fault segments, an undetermined number of buried faults, and at least four blind-thrust faults capable of producing damaging earthquakes. Earthquakes and associated ground shaking present a multitude of potentially dangerous consequences that can include ground rupture, ground failure, liquefaction, and landslides.

As shown in Figure 3.7-2, the Plan Area is intersected by numerous faults. The Raymond Fault crosses the upper reaches of Rubio, Eaton, Arcadia, and Santa Anita washes. The Sierra Madre and Duarte faults cross the upper reaches of Sawpit Wash. The East Montebello Fault parallels Alhambra Wash near Monterey Park.

3.7.1.3.1 Secondary Seismic Effects

Landslides are the movement of rock, debris, or earth masses down a slope. The geologic and topographic features of the landscape are the primary determinants of the shear strength of the hillslope materials (i.e., resistance to landslides) and hillslope shear stress (i.e., propensity for landsliding). Landslides occur when the shear stress exceeds the shear strength of the materials forming the slope (Highland and Bobrowsky 2008). Landslide susceptibility is the relative likelihood that landsliding will occur. Unstable hillslopes are areas susceptible to landslides. Over 50 percent of the unincorporated areas within Los Angeles County consist of hilly or mountainous terrain, which have potential for landslides as well as hillside erosion (LA County Department of Regional Planning 2022). Landslide zones in and near the Plan Area are predominantly associated with the Puente Hills south of San Jose Creek, the San Jose Hills south of Walnut Creek, and the San Gabriel Mountains at the

upstream reaches of Eaton, Santa Anita, Sawpit, Little Dalton, Big Dalton, and San Dimas washes (Figure 3.7-3).

Liquefaction is a process by which sediments below the water table (usually with the upper 50 feet of the ground surface) temporarily lose strength and behave as a liquid rather than a solid during strong earthquake groundshaking. Liquefaction-induced lateral spreading is defined as the finite, lateral displacement of gently sloping ground as a result of pore-pressure buildup or liquefaction in a shallow underlying deposit during an earthquake. The hazards of liquefaction include differential settlement, loss of ground support for foundations, ground cracking, heaving and cracking of structures due to sand boiling, movement of soil that places strain on buried pipelines and infrastructure, and buckling of deep foundations due to ground settlement. Numerous washes and creeks in the Plan Area fall within liquefaction zones, including nearly the entire length of San Jose Creek and Puente Creek, as well as the reaches of the San Gabriel and Rio Hondo rivers within the Plan Area (Figure 3.7-3). Some areas of overlapping landslide and liquefaction zones are present along the upper reaches of the San Gabriel River (Figure 3.7-3).

3.7.1.4 Paleontological Resources

Paleontology is the study of prehistoric and other past life forms through the examination of fossils. Paleontological resources are a limited, non-renewable, educational, and scientific resource that is sensitive to impacts. Paleontological resources, or fossils, are the remains of ancient animals and plants. Within Los Angeles County, over 1,000 fossil localities have been recorded. The County has identified 11 significant general fossil localities within Los Angeles County, of which two are in the vicinity of the proposed Plan Area. Within the Puente Formation, the Hacienda Heights and Diamond Bar areas of Puente Hills are included by the County as significant fossil localities for fish and leaves (LA County Department of Regional Planning 2022). The Puente Formation is within the San Gabriel River watershed and has a high sensitivity for paleontological resources (LACFCD 2015).

3.7.2 Regulatory Setting

Federal, state, and local laws, regulations, plans, and/or guidelines related to geological resources, soils, and geotechnical hazards that are applicable to the Program are summarized below.

3.7.2.1 Federal

3.7.2.1.1 Paleontological Resources Preservation Act

The Paleontological Resources Preservation Act of 2002 codifies the generally accepted practice of limited vertebrate fossil collection and limited collection of other rare and scientifically significant fossils by qualified researchers. Researchers must obtain a permit from the appropriate state or federal agency and agree to donate any materials recovered to recognized public institutions, where they would remain accessible to the public and other researchers.

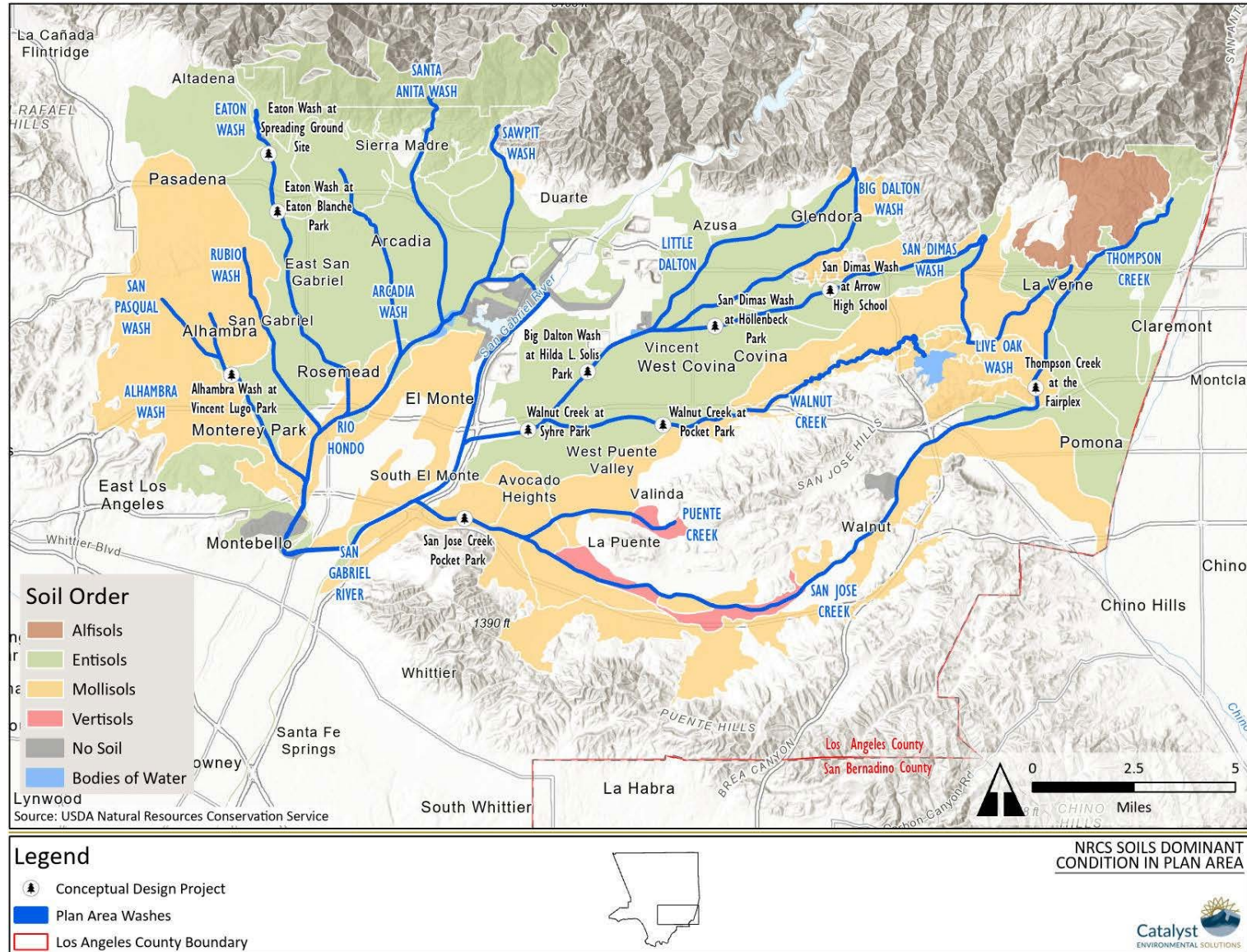


Figure 3.7-1. Soil Taxonomic Order Classifications in the Plan Area.

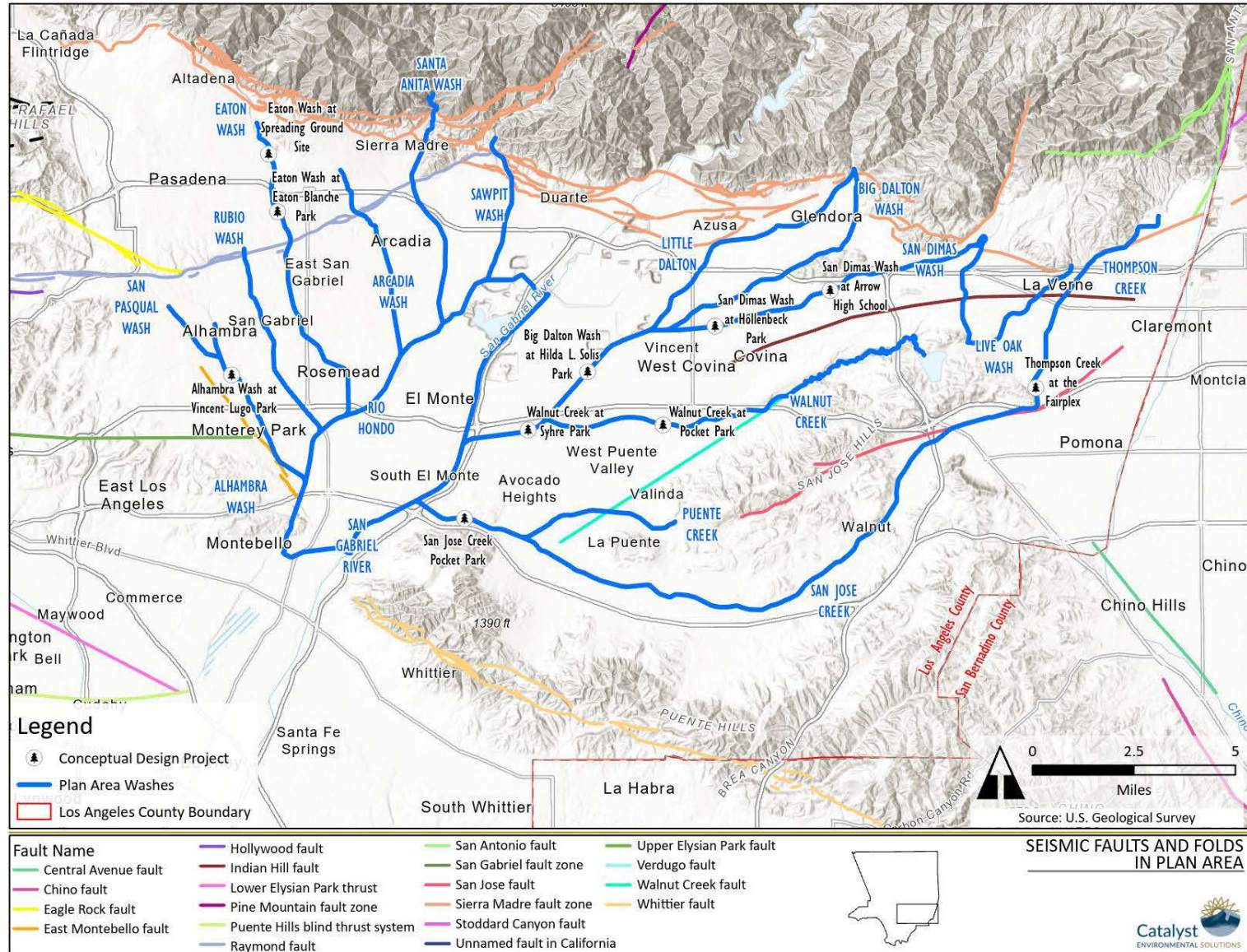


Figure 3.7-2. Seismic Faults in the Plan Area.

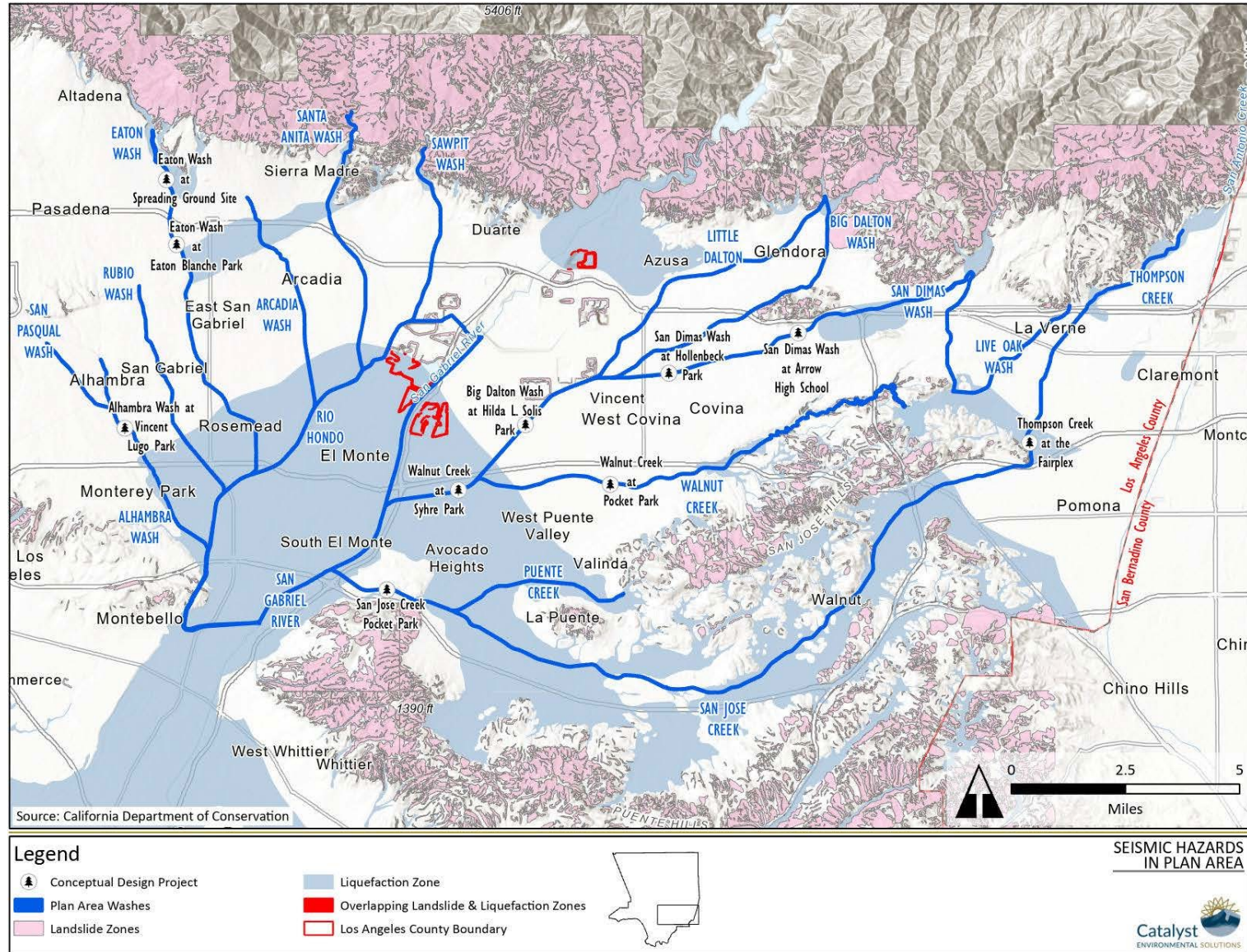


Figure 3.7-3. Liquefaction and Landslide Hazards in the Plan Area.

3.7.2.2 State

3.7.2.2.1 Alquist-Priolo Earthquake Fault Zoning Act, California Public Resources Code Sections 2621–2630

The Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act) (PRC Sections 2621–2630) was passed in 1972 to reduce the hazard of surface faulting on structures designed for human occupancy. The main purpose of the law is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The law addresses only the hazard of surface fault rupture and is not directed toward other earthquake hazards. The Alquist-Priolo Act requires the State Geologist to establish regulatory zones known as Earthquake Fault Zones around the surface traces of active faults and to issue appropriate maps. The maps are distributed to all affected cities, counties, and state agencies for their use in planning efforts. Before a project can be permitted in a designated Alquist-Priolo Earthquake Fault Zone, cities and counties must require a geologic investigation to demonstrate that proposed buildings are designed according to California Building Code standards, or City code standards that exceed the California Building Code protections within the City limits to be protective of the seismic conditions.

3.7.2.2.2 California Public Resources Code

PRC, Chapter 1.7, Section 30244 states that where development would adversely affect archaeological or paleontological resources, as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

3.7.2.2.3 Seismic Hazards Mapping Act

The only hazards addressed by the Alquist-Priolo Fault Zoning Act are those related to surface fault rupture, not other earthquake hazards. As such, the state passed the Seismic Hazards Mapping Act in 1990 to address non-surface rupture seismic hazards, which include liquefaction, landslides, and strong seismic ground shaking. Under the Seismic Hazards Mapping Act, the State Geologist is required to identify and map the locations of these secondary seismic hazards (CDOC 2023b).

3.7.2.3 Los Angeles County

Any projects proposed within the Plan Area would be subject to local plans and policies of the areas in which components are located.

3.7.2.3.1 Los Angeles County General Plan

The Safety Element of the General Plan (LA County Department of Regional Planning 2022) includes the following relevant goals and policies related to seismic and geotechnical hazards.

- Goal S 1: An effective regulatory system that prevents or minimizes personal injury, loss of life and property damage due to seismic and geotechnical hazards.
 - Policy S 1.1: Discourage development in Seismic Hazard and Alquist-Priolo Earthquake Fault Zones.

- Policy S 1.2: Prohibit construction of structures for human occupancy adjacent to active faults unless a comprehensive fault study that addresses seismic hazard risks and proposes appropriate actions to minimize the risk is approved.
- Policy S 1.3: Require developments to mitigate geotechnical hazards, such as soil instability and landslides, in Hillside Management Areas through siting and development standards.
- Policy S 1.4: Support the retrofitting of unreinforced masonry structures and soft-story buildings to help reduce the risk of structural and human loss due to seismic hazards.

The Conservation and Natural Resources Element of the General Plan (LA County Department of Regional Planning 2022) includes the following relevant goals and policies related to the protection of paleontological resources.

- Goal C/NR 14: Protected historic, cultural, and paleontological resources.
 - Policy C/NR 14.1: Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.
 - Policy C/NR 14.2: Support an inter-jurisdictional collaborative system that protects and enhances historic, cultural, and paleontological resources.
 - Policy C/NR 14.5: Promote public awareness of historic, cultural, and paleontological resources.
 - Policy C/NR 14.6: Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.

3.7.2.3.2 County of Los Angeles Low Impact Development Manual

The County of Los Angeles prepared the 2014 LID Standards Manual to comply with the requirements of the NPDES MS4 Permit for stormwater and non-stormwater discharges from the MS4 within the coastal watersheds of Los Angeles County (CAS004001, Order No. R4-2012-0175), referred to as the 2012 MS4 Permit. The LID Standards provide guidance for the implementation of stormwater quality control measures in new development and redevelopment projects in unincorporated areas of the County with the intention of improving water quality and mitigating potential water quality impacts from stormwater and non-stormwater discharges. The November 2013 LID Ordinance became effective December 5, 2013. The LID Standards Manual provides guidance for the implementation of stormwater quality control measures in new development and redevelopment projects in unincorporated areas of the County with the intention of improving water quality and mitigating potential water quality impacts from stormwater and non-stormwater discharges.

The LID Standards Manual addresses the following objectives and goals:

- Lessen the adverse impacts of stormwater runoff from development and urban runoff on natural drainage systems, receiving waters, and other water bodies.
- Minimize pollutant loadings from impervious surfaces by requiring development projects to incorporate properly-designed, technically-appropriate BMPs and other LID strategies.
- Minimize erosion and other hydrologic impacts on natural drainage systems by requiring development projects to incorporate properly-designed, technically appropriate hydromodification control development principles and technologies.

Section 8.d. of the MS4 permit specifies requirements for construction sites less than one acre and requires the implementation of an effective combination of erosion and sediment control BMPs to prevent erosion and sediment loss, and the discharge of construction wastes.



3.7.2.4 Incorporated Cities Within the Plan Area

The table below presents the policies related to geology and soils from each of the incorporated cities within the Plan Area that would be applicable to those projects implemented under the Plan within the boundaries of any incorporated city.

Table 3.7-2. Applicable Local City Policies Related to Geology and Soils

Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Alhambra	<p>Health and Safety Element:</p> <p>Goal HS-1: Minimization of impacts to people and property due to soil instability.</p> <p>Policy HS-1A: Minimize the risk to life or limb, and property damage resulting from soil and related hazards.</p> <p>Policy HS-1B: Continue to enforce building code requirements to minimize exposure to geologic hazards.</p> <p>Policy HS-1C: Continue to participate in regional programs designed to protect the groundwater resources of the Raymond Basin from overdraft and avoid the hazard of regional ground subsidence.</p> <p>Goal HS-2: Minimization of impacts to people and property due to seismic threats.</p> <p>Policy HS-2A: Minimize the loss of life, serious injuries, and major social and economic disruption caused by damage to vulnerable buildings in an earthquake.</p> <p>Policy HS-2B: Require new developments and existing public facilities to comply with established seismic safety standards and consider location-specific seismic hazards.</p> <p>Policy HS-2C: Promote the upgrade of seismically hazardous buildings for the protection of health and safety.</p> <p>Policy HS-2D: Ensure that current geologic knowledge and state-certified professional review are incorporated into the design, planning, and construction stages of development projects, and that site-specific data are applied to each project.</p> <p>Policy HS-2E: Ensure to the fullest extent possible that, in the event of a major disaster, essential structures and facilities remain safe and functional, as required by current law. Essential facilities include hospitals, police stations, fire stations, emergency operation centers, communication centers, generators and substations, and reservoirs.</p> <p>Policy HS-2F: Ensure to the fullest extent possible that, in the event of a major disaster, dependent care and high occupancy facilities will remain safe.</p> <p>Policy HS-2G: Educate the public on the hazards that seismic activities can pose to the City and its residents.</p>	<p>Municipal codes related to geology and soils relevant to the Plan Area can be found in Chapter 20.05 Building Code Section 111 (Engineering Geology and Soils Engineering Reports), and Subchapter 20.05.030 (Building Code Modified).</p> <p>Section 111 (Engineering Geology and Soils Engineering Reports) establishes the Building Official requirement of an engineering geology or soils engineering report, or both, for the evaluation of the safety of the site if deemed necessary. General Standards include:</p> <ul style="list-style-type: none">• The engineering geology or soils engineering report or both shall contain a finding regarding the safety of the site of the proposed work against hazard from landslide, settlement or slippage and a finding regarding the effect that the proposed work will have on the geotechnical stability of the area outside of the proposed work.• Any engineering geology report shall be prepared by a certified engineering geologist licensed in the State of California.• Any soils engineering report shall be prepared by a civil engineer licensed in the State of California, experienced in the field of soil mechanics, or a geotechnical engineer licensed in the State of California. When both an engineering geology and soils engineering report are required for the evaluation of the safety of a building site, the two reports shall be coordinated before submission to the Building Official. <p>Subchapter 20.05.030 (Building Code Modified) establishes the adoption of the Building Code of the City of Alhambra and the following subsections modifications:</p> <p>J103.6 Compliance with Zoning Code. The Building Official may refuse to issue a grading permit for work on a site if either the proposed grading or the proposed land use for the site shown on the grading plan application does not comply with the provisions of “Planning and Zoning” of the City of Alhambra Municipal Code.</p> <p>(D) Section J105.12 is amended in its entirety to read:</p> <p>J105.12 Completion of work. Upon completion of the rough grading work and at the final completion of the work, the following reports and drawings and supplements thereto are required for engineered grading or when professional inspection is otherwise required by the Building Official:</p> <ol style="list-style-type: none">1. A certification by the Field Engineer that to the best of his or her knowledge, the work within the Field Engineer’s area of responsibility was done in accordance with the final approved grading plan.2. A report prepared by the Soils Engineer retained to provide such services in accordance with Section J105.4, including locations and elevations of field density tests, summaries of field and laboratory tests, other substantiating data, and comments on any changes made during grading and their effect on the recommendations made in the approved soils engineering investigation report. The report shall include a certification by the Soils Engineer that to	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>the best of his or her knowledge, the work within the Soils Engineer's area of responsibility is in accordance with the approved Soils Engineering report and applicable provisions of this chapter. The report shall contain a finding regarding the safety of the completed grading and any proposed structures against hazard from landslide, settlement, or slippage.</p> <p>3. A report prepared by the Engineering Geologist retained to provide such services in accordance with Section J105.5, including a final description of the geology of the site and any new information disclosed during the grading and the effect of such new information, if any, on the recommendations incorporated in the approved grading plan. The report shall contain a certification by the Engineering Geologist that, to the best of his or her knowledge, the work within the Engineering Geologists area of responsibility is in accordance with the approved engineering geology report and applicable provisions of this Chapter. The report shall contain a finding regarding the safety of the completed grading and any proposed structures against hazard from landslide, settlement. Or slippage. The report shall contain a final as-built geologic map and cross-sections depicting all the information collected prior to and during grading.</p> <p>4. The grading contractor shall certify, on a form prescribed by the Building Official that the grading conforms to the approved plans and specifications.</p> <p>(Ord. 4509, passed 12-10-07; Am. Ord. 4510, passed 12-10-07; Am. Ord. 4563, passed 12-13-10; Am. Ord. 4564, passed 12-13-10; Am. Ord. 4628, passed 12-9-13; Am. Ord. 4629, passed 12-9-13; Am. Ord. 4701, passed 11-28-16; Am. Ord. 4764, passed 12-9-19; Am. Ord. 4766, passed 12-9-19; Am. Ord. 4807, passed 12-12-22; Am. Ord. 4808, passed 12-12-22)</p>	
Arcadia	<p>Safety Element:</p> <p>Goal S-1: Minimized potential for loss of life, physical injury, and property damage resulting from earthquakes and geologic hazards.</p> <p>Policy S-1.1: Explore the creation of a fault hazard management zone for the Sierra Madre fault.</p> <p>Policy S-1.2: Emphasize carefully planned development within seismic and geologic hazard areas to minimize potential hazards risk as the City's preferred hazards management strategy.</p> <p>Policy S-1.3: Require detailed geologic investigations to accompany development proposals for sites that lie within known or suspected seismic and geologic hazard areas. Require that such investigations and reports conform to accepted professional standards and any applicable State and City requirements.</p> <p>Policy S-1.4: Monitor activities of the California Geological Survey and other relevant agencies and organizations to stay informed regarding new mapping and reports that advance the state of knowledge of seismic and geologic hazards affecting Arcadia.</p> <p>Policy S-1.5: Continue enforcing the most rigorous building and grading codes which govern seismic safety.</p> <p>Policy S-1.6: Require the removal or retrofit, as appropriate, of any hazardous or substandard structures that may collapse in the event of an earthquake.</p> <p>Land Use Element:</p>	<p>Municipal codes related to geology and soils relevant to the Plan Area can be found in Section 3704.1. (Geologic reports; recommendations; fees).</p> <p>Section 3704.1. (Geologic reports; recommendations; fees) establishes the standards for requiring geotechnical reports for any project within a State Special Studies Fault Zone. General standards include (1) reports shall be prepared in accordance with the outline set forth by the State of California Board of Mines and Geology, (2) geologic reports shall be prepared by or under the direction of a geologist registered in the State of California, who shall sign and affix his registration number to the report, (3) the City's geologist shall recommend either approval, conditional approval, or disapproval of an application for a development permit, (4) the Planning Director or his designated representative shall consider the recommendations of the City's geologist and may either recommend approval, conditional approval, or denial of the application for a development permit, and (5) a Geologic Report may be waived if previous geologic studies have been made in the proximity of a proposed project and provided there is sufficient information to determine the absence or presence of potential surface rupture.</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal LU-5: Hillside management approaches that balance desires for unique neighborhoods and home sites with the need to protect residents from environmental hazards and to respect wildlife habitat and viewsheds.</p> <p>Policy LU-5.5: Ensure that any change in hillside land use is accompanied by appropriate safety measures and that the environmental constraints are adequately addressed especially with respect to runoff and erosion</p>		
Azuza	<p>Natural Environment Element:</p> <p>Goal 1: Ensure the continued functioning of essential (critical, sensitive and high-occupancy) facilities following a disaster; help prevent loss of life from the failure of critical and sensitive facilities in an earthquake; and help prevent major problems for post-disaster response, such as difficult or hazardous evacuations or rescues, numerous injuries, and major cleanup or decontamination of hazardous materials.</p> <p>Policy 1.4: Prohibit the location of Sensitive and High-Occupancy facilities within 100 feet of the identified active fault zone or potentially active fault zone of concern, unless it is determined by a qualified geologic engineer that a closer location will not result in undue risks based on detailed site investigations.</p> <p>Goal 2: Minimize to the greatest extend feasible the loss of life, serious injuries, and major social and economic disruption caused by the collapse of, or severe damage to, vulnerable structures (e.g. buildings, bridges, water storage facilities, key railroad components) resulting from an earthquake.</p> <p>Policy 1.7: 1.7 Incorporate planning for potential seismic incidents affecting Critical, Sensitive and High-Occupancy Facilities into the City’s contingency plans for disaster response and recovery.</p> <p>Implementation Program Geo 9: Utilities Report. Require public service agencies to prepare a Utilities Report for proposed projects located in liquefaction susceptibility zones. Utilities Reports will be used to help ensure that natural gas, electric, water, sewer and communication systems are designed to mitigate potential hazards arising from their location in liquefaction zones.</p>	<p>Municipal codes related to geology and soils relevant to the Plan Area can be found in Article 3 (Site, Development and Operational Standards), Chapter 88.30 (Standards for All Development and Land Uses), Section 88.30.030 (Hazard Mitigation), and Article XIII (Earthquake Hazard Reduction in Existing Buildings), Section 14-381-2.</p> <p>Section 88.30.030. (Hazard Mitigation) requires this section to implement the hazard policies and standards of the natural environment element of the general plan. The requirements of this section apply to the location, site planning, and design of critical, sensitive, and high occupancy facilities, as defined in the general plan, and as identified in the tables of allowable land uses for each zone in Article 2 (Urban Standards). Additional requirements for hazard mitigation are as follows:</p> <p>C. Location Requirements. No critical facility shall be located within, or within 150 feet of an identified active or potentially active fault zone, or future Alquist-Priolo Earthquake Fault Zone, and no sensitive or high occupancy facility shall be located within 100 feet of the identified active or potentially active fault zone, unless a qualified engineer determines to the satisfaction of the city, based on detailed site investigations, that a closer location will not result in undue risks.</p> <p>D. Emergency Response/Contingency Plans. Each application for city approval of a proposed critical, sensitive, and/or high occupancy facility shall include emergency response plans with contingencies for all appropriate hazards, as determined by the director.</p> <p>(Ord. No. 06-06, § 1B, 8-7-06; Ord. No. 2015-01, § 1, 1-20-15)</p> <p>Article XIII (Earthquake Hazard Reduction in Existing Buildings), Section 14-381. (Purpose) promotes public safety and welfare by reducing the risk of death or injury that may result from the effects of earthquakes on unreinforced masonry bearing wall buildings constructed before 1934.</p> <p>(Code 1971, § 15.10.020)</p> <p>Article XIII (Earthquake Hazard Reduction in Existing Buildings), Section 14-382. (Scope) This article shall apply to all buildings constructed or under construction prior to October 6, 1933, or for which a building permit was issued prior to October 6, 1933, which as of October 3, 1985, have reinforced masonry bearing walls. This article shall not apply to detached one- or two-family dwellings and detached apartment houses containing less than five dwelling units and used solely for residential purposes.</p> <p>(Code 1971, § 15.10.020)</p>	<p>The Draft 2017 Azuza Local Hazard Mitigation Plan was prepared to guide hazard mitigation planning to better protect the people and property of the City from the effects of natural disasters and hazard events. The following goals and policies are related to geology and soils resources within the City:</p> <p>Goal 1: Minimize risk and vulnerability of Azusa to natural hazards and protect lives and prevent losses to property, public health, economy, and the environment.</p> <p>Objective 1.1: Reduce the risk and vulnerability to the community from all identified hazards of concern, with an emphasis on priority hazards, such as wildfire, flood, and earthquake.</p>
Baldwin Park	<p>Public Safety Element:</p> <p>Goal 1: Protect the community of Baldwin Park from seismic hazards.</p> <p>Policy 1.1: Sponsor City employee training programs in emergency management.</p>	<p>Municipal codes related to geology and soils relevant to the Plan Area can be found in Section 153.160.120 (Soil Management Report), and Section 153.160.130 (Grading Design Plan).</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 1.2: Implement the Uniform Building Code’s seismic safety standards for construction of new buildings and maintain seismic safety of existing structures.</p> <p>Policy 1.3: Continue to implement emergency procedures contained in the City’s Multihazard Functional Plan and Supplemental Emergency Preparedness Plans.</p> <p>Policy 1.4: Support City’s participation in local, county, and state-wide emergency preparedness programs.</p> <p>Policy 1.5: Promote earthquake preparedness within the community by participation in quake awareness programs, including distribution of brochure materials in Spanish and English. Encourage property owners to anchor buildings to their foundations, bolt water heaters to walls, and implement other preventative measures.</p>	<p>Section 153.160.120 (Soil Management Report), to reduce runoff and encourage healthy plant growth, a soil management report shall be completed by the project applicant, or his or her designee, as follows:</p> <p>(A) Submit soil samples to a laboratory for analysis and recommendations.</p> <p>(1) Soil sampling shall be conducted in accordance with laboratory protocol, including protocols regarding adequate sampling depth for the intended plants.</p> <p>(2) The soil analysis shall include, as applicable:</p> <p>(a) Soil texture.</p> <p>(b) Infiltration rate determined by laboratory test or soil texture infiltration rate table.</p> <p>(c) pH.</p> <p>(d) Total soluble salts.</p> <p>(e) Sodium.</p> <p>(f) Percent organic matter.</p> <p>(g) Recommendations.</p> <p>(B) The project applicant, or his or her designee, shall comply with one of the following:</p> <p>(1) If significant mass grading is not planned, the soil analysis report shall be submitted as part of the Landscape Documentation Package.</p> <p>(2) If significant mass grading is planned, the soil analysis report shall be submitted as part of the Certificate of Completion.</p> <p>(C) The soil analysis report shall be made available, in a timely manner, to the professionals preparing the landscape design plans and irrigation design plans to make any necessary adjustments to the design plans.</p> <p>(D) The project applicant, or his or her designee, shall submit documentation verifying implementation of soil analysis report recommendations with Certificate of Completion.</p> <p>(Ord. 1346, passed 5-2-12; Am. Ord. 1379, passed 11-4-15)</p> <p>Section 153.160.130 (Grading Design Plan), For the efficient use of water, grading of a project site shall be designed to minimize soil erosion, runoff and water waste. A grading plan, prepared by a civil engineer, shall be submitted as part of the Landscape Documentation Package.</p> <p>(A) The project applicant shall submit a landscape grading plan that indicates finished configurations and elevations of the landscape area including all of the following:</p> <p>(1) Height of graded slopes.</p> <p>(2) Drainage patterns.</p> <p>(3) Pad elevations.</p> <p>(4) Finish grade.</p> <p>(5) Stormwater retention improvements, if applicable.</p> <p>(B) To prevent excessive erosion and runoff, it is highly recommended that project applicants do the following:</p> <p>(1) Grade so that all irrigation and normal rainfall remains within property lines and does not drain on to non-permeable hardscapes.</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>(2) Avoid disruption of natural drainage patterns and undisturbed soil.</p> <p>(3) Avoid soil compaction in landscape areas.</p> <p>(C) The grading design plan shall contain the following statement: “I have complied with the criteria of the ordinance and applied them accordingly for the efficient use of water in the grading design plan” and shall bear the signature of a licensed professional as authorized by law.</p> <p>(Ord. 1346, passed 5-2-12; Am. Ord. 1379, passed 11-4-15)</p>	
Claremont	<p>Goal 6-2: Minimize the risk of injury, loss of life, and damage to property resulting from natural and human-caused disasters and conditions.</p> <p>Policy 6-2.1: Practice proactive planning and development approaches that require developers to identify potential hazards that might affect a development and mitigate the potential hazards as needed to the satisfaction of the City.</p> <p>Policy 6-2.2: Enforce Uniform Building Code standards for grading.</p> <p>Policy 6-2.3: Review and explore disaster preparedness and emergency response capabilities on a regular basis.</p> <p>Policy 6-2.4: Cooperate with and coordinate emergency preparedness and response programs with jurisdictions. Agencies. And organizations such as surrounding cities, The Claremont Colleges, the Claremont School District, and the Los Angeles County Fire Department.</p> <p>Policy 6-2.5: Continue and expand public educational programs to include all aspects of public safety.</p> <p>Policy 6-2.6: Maintain a list of public buildings that could support emergency functions in the event of a disaster.</p> <p>Policy 6-2.7: require that development of major facilities and high occupancy buildings in the hazardous zone submit design analysis, soils, geologic, and seismic reports to the City to indicate that an undue hazard does not exist or would not result from construction on the property.</p> <p>Policy 6-2.8: Continually review the City’ s disaster communication system, and update/ modify as needed.</p> <p>Policy 6-2.9: Continue to implement the City’s hillside plan to reduce harm to future residents at the urban interface.</p> <p>Policy 6-2.10: Restrict vehicular and recreational use of the undeveloped foothill areas during critically hazardous periods.</p> <p>Goal 6-4: Minimize risks to public safety from seismic events.</p> <p>Policy 6-4.1: Enforce the most recent building codes governing seismic safety and structural design to minimize damage from earthquakes.</p> <p>Policy 6-4.2: Continue to support efforts to identify location, potential activity, and dangers associated with faults under investigation, and implement recommendations setbacks. Foundation/ building design methods, etc.) contained in geotechnical reports.</p> <p>Goal 6-5: Minimize risks to public safety from geologic events.</p> <p>Policy 6-5.1: Require geotechnical evaluation and recommendations prior to new development, as appropriate. Such geotechnical evaluation shall analyze the potential hazards from:</p>	<p>Municipal codes related to geology and soils relevant to the Plan Area can be found in Chapter 16.010 H Hillside District Section 16.010.020 (Requirements).</p> <p>Section 16.010.020 (Requirements) establishes grading requirements in the Hillside District which include the following;</p> <p>(1) No cut or fill slopes shall be created which exceed 30 feet vertical height, or 400 feet in horizontal length (except that slopes required for public streets may exceed 400 feet in length); except that the Planning Commission may permit slopes exceeding these dimensions where the slopes will be the result of earth contouring which the Commission finds will result in a natural appearance and will not create geological or erosion hazards.</p> <p>Other Requirements for the Hillside District</p> <p>(1) All applications for subdivisions of land or proposed residential developments shall be accompanied by sufficient information as determined appropriate by the City to demonstrate compliance with the provisions of this chapter and the General Plan. The General Plan describes goals and policies to preserve natural open space, protect limited natural habitats and watershed areas, minimize natural hazards including fire and earthquake induced landslides, and promote fiscal stability of the City; and it shall be incumbent on applicants to perform those studies as deemed necessary by the City to address all potential environmental, safety, and economic issues related to the development of the applicant’s property.</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<ul style="list-style-type: none">• Landslides• Liquefaction• Expansive soils• Mud and debris flow <p>Recommendations shall include mitigation to avoid or minimize the identified hazards.</p>		
Covina	<p>Safety Element:</p> <p>Goal: A community in which the loss of lives, serious injuries, major damages to public and private structures/properties, the loss of natural resources, economic and social dislocation, and the disruption of vital services associated with a potential natural or man-made disaster are prevented.</p> <p>Policy 1: Monitor the dormant/potentially active Indian Hill and Walnut Creek Fault systems in Covina for any movement and take appropriate actions if activity is detected as well as continue with ongoing seismic retrofitting of older, unreinforced masonry buildings for the effective abatement of potentially hazardous structures.</p> <p>Policy 2: Study and monitor the long-term or cumulative effects and implications of property damage, human danger, and soil erosion and concomitant threats to wildlife in and adjacent to the unimproved section of Walnut Creek (in Covina Hills) relating to existing, seasonal flooding conditions (emanating from the upstream Puddingstone Dam and Reservoir complex in Bonelli Regional Park).</p> <p>Policy 4: Maintain, enforce, and periodically review all codes, standards, guidelines, plan and environmental impact review procedures, building permit issuance activities, and inspection and monitoring tasks that are directly or indirectly associated with safety matters and issues to further community health, safety, welfare, land use compatibility, and/or environmental quality. These matters/issues include structural integrity, seismic stability, grading, development near the flood-prone unimproved portion of Walnut Creek, fire detection and suppression and fire-resistant materials (for both the flatland and fire-susceptible Covina Hills areas), the use, storage, disposal, and transport of hazardous materials, architectural design, site planning, building setback, landscape design, public roads and private driveways, property usage and maintenance, the potential siting of a hazardous waste management facility in Covina, City evacuation routes, weed abatement and brush clearance programs (particularly relating to Covina Hills), and water pressures and flow capacities</p> <p>Policy 5: Maintain and periodically update the Covina Emergency (preparedness) Plan with respect to emergency procedures to be followed in an earthquake, landslide, major flood, extreme fire, or hazardous materials accident to enable the City government, local residents, and businesses to respond and function in an efficient, hierarchical/organized, expedient, and safe manner and to restore normal conditions as quickly as possible plus to serve as a foundation for community programs on general disaster preparedness, earthquake preparedness, fire prevention, and other topics.</p> <p><i>Policy Area 1:</i></p> <p>Policy a: Require all new and expanded or improved buildings and structures to comply with current seismic-related codes, standards, and construction practices.</p> <p>Policy b: Require adequate soils, geologic, and/or structural studies/evaluations prior to any building construction, particularly in the Covina Hills area, to identify appropriate, development-accommodating engineering and development siting measures.</p>	<p>Municipal codes related to geology and soils relevant to the Plan Area can be found in Section 8.50.00 (Construction sites requiring a building permit and/or a grading plan) of Chapter 8.50 (Storm Water Quality And Urban Runoff Control).</p> <p>Section 8.50.00 (Construction sites requiring a building permit and/or a grading plan) establishes the standards for obtaining a grading or building permit. General standards include (1) an erosion and sediment control plan, (2) construction sites one acres or greater require a Stormwater Pollution Prevention Plan with structural Best Management Practices designed by a licensed California engineer, and (3) for construction sites one acres or greater, erosion and sediment control plans shall be signed by the landowner or landowner’s agent.</p> <p>An erosion and sediment control plan must address the following elements, at a minimum:</p> <p>1. For construction sites of less than one acre:</p> <p>Best management practices designed to control erosion and sediment, and manage waste and non-storm water in accordance with the permit; and</p> <p>2. For construction sites of one acre or more:</p> <p>a. All elements of a storm water pollution prevention plan;</p> <p>b. Methods to minimize the footprint of the disturbed area and to prevent soil compaction outside of the disturbed area;</p> <p>c. Methods to protect native vegetation and trees;</p> <p>d. Sediment and erosion control;</p> <p>e. Controls to prevent tracking on and off the site;</p> <p>f. Non-storm water control (e.g., vehicle washing, dewatering, etc.);</p> <p>g. Material management (delivery and storage);</p> <p>h. Spill prevention and control;</p> <p>i. Waste management (e.g., concrete washout, waste management, sanitary waste management);</p> <p>j. Identification of site risk level as identified per the construction permit;</p> <p>k. Rationale for the selection and design of the proposed BMPs, including quantifying the expected soil loss from different BMPs; and</p> <p>l. Any other element required by the director.</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy c: Ensure, to the greatest extent possible, that buildings/uses of which the State has permitting authority over, such as public schools, hospitals, and mobile home parks, comply with current, applicable seismic and general building codes, standards, and construction practices.</p> <p>Policy d: Follow all applicable development and grading standards and practices in the Covina Hills area.</p> <p>Policy e: Continue to review and, where necessary, modify general building-related codes and seismic design standards to better protect the City against the adverse effects of strong ground shaking.</p> <p>Policy f: Continue with voluntary seismic retrofitting of older, unreinforced masonry and similar buildings in conjunction with ongoing commercial revitalization, community development, and general renovation activities for the orderly and effective abatement of potentially hazardous structures.</p> <p>Policy g: Attempt to regularly update its inventory of unreinforced masonry structures in the community.</p> <p>Policy h: Consider to adopt a mandatory seismic retrofitting program, if necessary and feasible, including a funding mechanism, to assist applicable property owners.</p> <p>Policy i: Consider the aesthetic, historic, and/or cultural significance of a building to be upgraded for seismic safety and, to the greatest extent possible, avoid demolition or alteration of a structure’s appearance or character in seismic retrofitting.</p> <p>Policy j: Regard the cost of seismic reinforcement as an inadequate justification for demolition of a structure in Covina determined to be historic.</p> <p>Policy k: Request that the Los Angeles County Flood Control District (LACFCD) develop a program and funding mechanism to seismically reinforce Puddingstone Dam to protect Covina and other downstream areas from potential major flooding.</p> <p>Policy l: Monitor the dormant/potentially active Indian Hill Fault and Walnut Creek Fault systems in Covina for any officially documented movement.</p> <p>Policy m: Should either of Covina’s two dormant faults become active, closely investigate the fault, including determining the exact location and nature of the fault and probable extent of earthquake activity, follow applicable State mandates, and adopt appropriate development policies and standards.</p> <p>Policy n: Where slope-denuding fires strike in the Covina Hills area, maintain or encourage reasonable replanting efforts on public and private properties to stabilize bare hillsides against possible landslides or mudslides during subsequent rainstorms.</p> <p>Policy o: Further investigate and collect additional data on seismic, geologic, and soil conditions affecting the community, particularly in the Covina Hills area.</p> <p>Policy p: Should liquefaction, settlement, or subsidence be identified in any areas, closely investigate the hazard, including determining the exact location and extent of the problem, and require special, site-specific studies to identify engineering and development siting measures to permit construction to occur.</p> <p>Policy q: Promote earthquake preparedness within the community by participating in quake awareness programs, including, but not limited to, the distribution of brochure materials or informative literature on methods to safeguard lives and property during seismic events.</p>		



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy r: Maintain and periodically update, as appropriate, the Covina Emergency Plan with respect to emergency procedures to be followed in a potential seismic hazard or geologic incident.</p> <p><i>Policy Area 5: Emergency Preparedness and Related and General Matters</i></p> <p>Policy h: Establish the mitigation of earthquake hazards as a high priority for applicable City programs/strategies, both before and after an earthquake.</p> <p>Policy i: Develop programs, options, procedures, and funding sources to promote the rapid and effective reconstruction and recovery of effected portions of the City following an earthquake or other major disaster, as opportunities allow.</p>		
El Monte	<p>Public Health and Safety Element:</p> <p>Goal PHS-1: Adequate protection from seismic and geologic hazards, to ensure public health and safety, infrastructure, and City facilities and services are maintained.</p> <p>Policy PHS-1.1 Building Codes. Ensure that new and retrofitted buildings comply with the most recently adopted City and state building codes governing seismic safety and structural design to minimize the potential for damage, personal injury, and loss from earthquakes.</p> <p>Policy PHS-1.2 Geotechnical Study. As necessary, require detailed geologic, geotechnical, or soil investigations in areas of potential seismic or geologic hazards as part of the environmental and/or development review process.</p> <p>Policy PHS-1.3 Structural Hazards. Mitigate structural hazards related to seismic events through appropriate methods such as excavating and refilling land with engineered fill, ground improvements, structural design, and other appropriate mitigation.</p> <p>Policy PHS-1.4 Critical Structures. Encourage Caltrans, Southern Pacific Railroad, and local utility companies to regularly inspect and strengthen (if needed) bridges, elevated roadways, freeways, utilities, and other infrastructure susceptible to failure during an earthquake.</p> <p>Policy PHS-1.5 Critical Facilities. Ensure that police and fire stations, emergency operations centers, communications centers, reservoirs, medical facilities, and other essential structures and facilities remain safe and in a state of readiness for seismic events.</p> <p>Policy PHS-1.6 Public Education. Work with local schools, businesses, residents, and community organizations to ensure that adequate information on how to be prepared for hazards is available and routinely distributed to the community.</p> <p>Policy PHS-1.7 Emergency Response. Periodically conduct simulated emergency response drills to hazards, concentrating on interagency coordination needed to ensure that services will be available to the community with minimal delay and overlap of services.</p>	<p>Municipal codes related to geology and soils relevant to the Plan Area can be found in Section 15.40.070 (Permit – Application), and Section 8.44.030 (Public nuisances designated).</p> <p>Section 15.40.070 (Permit – Application) establishes what documentation is needed with a grading permit. A preliminary soil report prepared by a registered soils engineer, which shall be based on adequate test borings or excavations is required. It shall be prepared by a registered soils engineer and recommend correction action to prevent structural damage for construction on expansive soils. The developer shall be guided by the principles of erosion prevention described in the following subdivisions or by any other acceptable principles or practices.</p> <ol style="list-style-type: none">1. The erosion and sedimentation control plan should be fitted to the topography and soil class so as to create the least potential for soil loss. Maximum use shall be made of vegetation to minimize inevitable soil loss through land disturbing activity, such as:<ol style="list-style-type: none">a. Natural vegetation should be retained wherever possible;b. Where inadequate natural vegetation exists, or where it becomes necessary to remove existing natural vegetation, temporary vegetation or mulching should be installed promptly to minimize inevitable soil loss and to ensure that soil losses are kept below the tolerable limits;c. Erosion control elements shall be implemented as soon as practical in the development process, except that the time elapsed shall not exceed sixty (60) days after the cessation, termination or completion of grading, whichever comes first.2. Exposure of the soil through land disturbing activity should be held to the smallest practicable area and to the shortest practicable period of time consistent with maximum tolerable soil loss levels.3. Appropriate provision should be made to accommodate increased storm water runoff and consequent soil loss occasioned by changed soil and surface conditions during and after development. In addition to the use of vegetation and limitations on soil exposure as prescribed herein, such provisions may include, but are not limited to:<ol style="list-style-type: none">a. Installing and maintaining sediment basins, debris basins, desilting basins or silt traps to substantially reduce sediment from runoff water. <p>C. Whenever an erosion and sedimentation control permit is required, a security deposit in the per the current Engineering Department fee schedule shall be required to guarantee that provisions of the permit are met. Any measures which are temporary and portable, such as sand bags and Visqueen, may be deposited so as to not interfere</p>	<p>City of El Monte 2017 Hazard Mitigation Plan Earthquake Action Items:</p> <p>Action Item EQ-1: Integrate new earthquake hazard mapping data from the State of California applicable to the City of El Monte into future Hazard Mitigation Plan and General Plan updates.</p> <p>Action Item EQ-2: Incorporate the Regional Earthquake Transportation Evacuation Routes developed by the Disaster Management Area Coordinators into appropriate planning documents.</p> <p>Action Item EQ-3: Identify funding sources for City-owned structural and nonstructural retrofitting of structures that are identified as seismically vulnerable.</p> <p>Action Item EQ-4: Encourage purchase of earthquake hazard insurance.</p> <p>Action Item EQ-5: Encourage seismic strength evaluations of critical facilities in the City to identify vulnerabilities of public infrastructure and critical facilities. Goal is to meet current seismic standards for all City-owned infrastructure and critical facilities.</p> <p>Action Item EQ-6: Encourage reduction of nonstructural and structural earthquake hazards in homes, schools, businesses, and government offices.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>with normal construction activity during dry weather. However, any necessary measures shown on the approved plan shall be in place during any storm event.</p> <ol style="list-style-type: none">1. If those erosion control measures shown on the plan are not in place within twenty-four (24) hours of the prediction of a storm event by the U.S. Weather Service, the City Engineer may have such measures installed and charge any costs thereof against the security deposit.2. If any sedimentation does collect in the public right-of-way, it shall be cleaned up within twenty-four (24) hours of the end of each storm event. Failure to do so may permit the City Engineer to have the street cleaned and charge any costs thereof against the security deposit. <p>(Ord. No. 3011 , § 3(Exh. A), 6-21-2022)</p> <p>Section 8.44.030 (Public nuisances designated) states that it is unlawful for any person owning, leasing, occupying, or having charge or possession of any residential, agricultural, commercial, industrial, business park, office, educational, religious, vacant, or other premises within the city, to maintain such premises as they become a nuisance due to (B) Any land, the topography, geology, or configuration of which, whether in a natural state or as a result of grading operations, excavations, fill, or other alteration, interferes with the established drainage pattern over the property or from adjoining or other properties which does or may result in erosion, subsidence, or surface water drainage problems of such magnitude as to be injurious to public health, safety and welfare or to neighboring properties.</p>	
Glendora	<p>Safety Element:</p> <p>Goal SAF-4: Protection from loss of life and property during seismic events.</p> <p>Policy SAF-4.1: Require that new development and infrastructure avoid on-site seismic hazards such as faults, liquefaction zones and landslide areas.</p> <p>Policy SAF-4.2: Adopt building regulations that minimize effects from seismic events in building construction.</p> <p>Policy SAF-4.3: Provide instructional materials, classes and other educational resources to ensure residents and the daytime population are knowledgeable of the risks and methods to reduce such risks, as well as involve the residents and community groups in the City’s annual emergency preparedness event.</p> <p>Goal SAF-5: Protection from landslides.</p> <p>Policy SAF-5.1: Ensure that development within landslide prone areas meets the City’s Hillside Development Criteria and Hillside Development Strategy.</p> <p>Policy SAF-5.2: Require proposed developments located within areas identified by California Department of Conservation Seismic Hazard Maps (dated March 25, 1999 or as revised) to prepare a geotechnical investigation report.</p>	<p>Municipal codes related to geology and soils relevant to the Plan Area can be found in Section 21.02.050 (Development agreements), Section 9.36.010 (Maintenance of premises – Nuisances), and Section 21.06.050 (Open space – Natural Zone OSN).</p> <p>Section 21.02.050 (Development agreements) establishes the standards surrounding development agreements between any owner of property and the city. The development agreement shall include the following narrative text elements;</p> <ol style="list-style-type: none">a. A general description of the project including the uses proposed, building densities, heights, floor areas, parking ratios and similar information;b. A legal description of the parcels involved;c. The proposed starting and completion date for the project and its phases;d. A description of geological, seismic or other hazards and measures to mitigate these;e. A statement of the relationship of the project to the general plan and any applicable specific plan;f. Other such information that may be required to sufficiently describe the proposed project. <p>Section 9.36.010 (Maintenance of premises – Nuisances) describes unlawful maintenance of premises. The following is considered unlawful;</p> <p>(17) Maintenance of Adverse Topography. To maintain land, the topography, geology or configuration of which, whether in a natural state or as a result of grading operations, excavation or fill, causes erosion, subsidence, or surface water drainage problems of such magnitude as to be injurious or potentially injurious to the public health, safety and welfare or to adjacent properties.</p> <p>(Ord. 1909 § 2, 2008)</p> <p>Section 21.06.050 (Open space – Natural Zone OSN) describes the purpose of the Open space – Natural Zone, permitted uses, and development requirements. The purpose is</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>to (1) conserve and manage natural resources which may include biological resources, watercourses, hills, canyons, major rock outcroppings, etc.;(2) protect the public health and safety by including areas requiring management due to hazardous or special conditions such as fire, flood and earthquake fault; and (3) provide outdoor recreation including areas of scenic, historic or cultural value. The OSN zoning designation shall only be applied to public and quasi-public property; provided, however, that a private property owner may request and be considered for a change of zone to OSN. Development standards for the OSN zone shall be determined on a site-by-site basis. Consideration shall be given to surrounding properties and developments in order to blend the development with, and to keep it consistent with, the surrounding area. Factors to be considered for determination of standards shall be topography, water drainage, circulation, use of site, and any other environmental factors related to the site. Development or modification of an approved plan shall be subject to development plan review in accordance with Section 21.02.040.</p> <p>(Ord. 1637 § 3, 1995)</p>	
Industry	<p>Safety Element:</p> <p>Goal S1: Minimal loss of life and damage to property resulting from an earthquake or other geologic hazards.</p> <p>Policy S1-1: Require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.</p> <p>Policy 1-2: Conform to state law regarding unreinforced masonry structures.</p> <p>Policy S1-3: Cooperate and coordinate with public and quasi-public agencies to assure seismically strengthened or relocated facilities and other appropriate measures to safeguard water, electricity, natural gas, and other transmission and distribution systems.</p>	<p>Municipal codes related to geology and soils relevant to the Plan Area can be found in Section 1.30.040 (Public nuisances designated).</p> <p>Section 1.30.040 (Public nuisances designated) describes conditions that constitute Substandard Property Conditions including (1) Landslide and Water Hazards. Land, the topography, geology or configuration of which, whether in natural state or as a result of grading operations, excavation or fill, causes erosion, subsidence, or surface water drainage problems of such magnitude as to be injurious or potentially injurious to the public health, safety and welfare or to adjacent properties. The excavation of land that results in the accumulation of any pool or body of water in such a manner that it is, or may become, a breeding place for mosquitoes.</p>	No other applicable ordinances were identified.
Irwindale	<p>Public Safety Element</p> <p>Issue Area: Emergency Preparedness. The City of Irwindale will strive to maintain the highest levels of readiness to respond to disasters or local emergencies.</p> <p>Safety Element Policy 3: The City of Irwindale will work to reduce potential hazards through conscientious land use planning. The City shall require liquefaction assessment studies as part of development proposals in areas identified by the California Geological Survey as susceptible to liquefaction. The studies shall be conducted in accordance with the California Geological Survey’s Special Publication 117; Guidelines for Evaluating and Mitigating Seismic</p> <p>Hazards in California, and the Southern California Earthquake Center’s (1999) procedures to implement Special Publication 117 – Liquefaction Hazards (both documents are incorporated herein by reference). On sites shown to be susceptible to liquefaction, the City shall require the implementation of mitigation measures designed to reduce this hazard to an acceptable level. The City shall require a State certified engineering geologist or registered civil engineer; have competence in the field of seismic hazard evaluation and mitigation, to review the study at the Applicant’s expense. The review shall determine the adequacy of the hazard evaluation and proposed mitigation measures and determine whether the requirements of State law are satisfied, as described in Special Publication 117 by the California Geological Survey.</p>	<p>Municipal codes related to geology and soils relevant to the Plan Area can be found in Chapter 16.17 (Soils Reports), Section (16.17.005 – In general.) and Section 16.17.050 (Geologic investigation and report.).</p> <p>Chapter 16.17 (Soils Reports), Section (16.17.005 – In general.), when required by the city engineer, soils reports shall be provided by the applicant as required by this chapter; this title, Title 16 Subdivisions, applies to those splits of parcels on potential Projects.</p> <p>(Ord. No. 698, § 4, 10-14-15)</p> <p>Chapter 16.17 (Soils Reports), Section 16.17.050 (Geologic investigation and report.), if the city engineer determines that conditions warrant, a geologic investigation and report may also be required.</p> <p>(Ord. No. 698, § 4, 10-14-15)</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
La Puente	<p>Community Safety Element:</p> <p>Goal 1: Reduced risk from earthquakes, liquefaction, flooding and dam inundation hazards.</p> <p>Policy 1.1: Require appropriate geotechnical studies or require standard building and remediation measures for all new proposed development projects on properties identified as subject to liquefaction or landslides.</p> <p>Policy 1.2: Apply and enforce development standards and building construction codes.</p> <p>Policy 1.3: Participate in federal, State, and local earthquake preparedness and emergency response education programs.</p> <p>Policy 1.4: Apply and enforce earthquake safety standards for buildings, focusing on areas with expansive soils and unreinforced masonry buildings.</p> <p>Policy 1.5: Prepare an emergency operations plan to address potential earthquakes, hazards created from secondary earthquake effects, and dam inundation.</p> <p>Action CS-1: Apply Uniform Building Code Standards Continue to implement Uniform Building Code seismic safety standards for construction of new buildings, and update the City's codes as needed in response to new information and standards developed at the State level.</p>	<p>Municipal codes related to geology and soils relevant to the Plan Area can be found in Section 3.20.070 (Prohibited Activities and Unlawful Conditions Declared Public Nuisances).</p> <p>Section 3.20.070 (Prohibited Activities and Unlawful Conditions Declared Public Nuisances) describes conditions that constitute nuisance properties including (1) land, the topography, geology or configuration of which, whether in a natural state or as a result of grading operations, excavation, or fill, causes erosion, subsidence or surface water drainage problems of such magnitude as to be injurious or potentially injurious to the public health, safety or welfare, or to adjacent properties.</p>	<p>Hazard Mitigation Plan (2018) contains Earthquake Action Items:</p> <p>EQ-1: Integrate new earthquake hazard mapping data into future City GIS.</p> <p>EQ-2: Incorporate earthquake transportation evacuation routes into the next update of the General Plan Safety Element.</p> <p>EQ-3: Seek funding and regulatory support to conduct seismic retrofitting on the nineteen privately owned unreinforced masonry (URM) buildings in downtown.</p> <p>EQ-4: Encourage reduction of nonstructural and structural earthquake hazards in homes, schools, businesses, and government offices.</p> <p>EQ-5: Adopt updates to the International Conference of Building Officials (ICBO).</p> <p>EQ-6: Support and facilitate additional building policies and requirements adopted by the State of California into local government building code for post-disaster situations.</p> <p>EQ-7: Encourage seismic strength evaluation of critical facilities in the City to identify vulnerabilities for mitigation of schools, public infrastructure, critical facilities and homes to meet current seismic standards.</p> <p>EQ-10: Minimize injuries associated with earthquakes. Many of these injuries are caused by nonstructural hazards such as attachments inside and outside of buildings. These include lighting fixtures, windows (glass), pictures, tall bookcases, computers, ornamental decorations on the outside of the buildings (like parapets), gas lines, etc. The City desires to encourage anchoring and other methods of nonstructural mitigation.</p>
La Verne	<p>Public Safety Element:</p> <p>Goal 2: Protect our residents from geologic hazards.</p> <p>Policy 2.1: Reduce the risk of geologic and groundwater hazards.</p> <p>Implementation Measures a. Require a full site-specific geologic study of any hillside site of proposed development in La Verne. The citywide evaluation prepared for the general plan shall not be considered adequate for site specific questions such as slope stability, erosion, subsidence, ground water effects and earthquakes. The study shall consider effects of proposed development on adjacent upslope and downslope areas as well as on the site itself.</p> <p>Implementation Measures b. Adhere to Chapter 70 of the Uniform Building Code regulating earth work and grading during construction, and hillside grading guidelines to minimize erosion.</p> <p>Implementation Measures d. Limit acreage of bare soils exposed at any one time.</p> <p>Implementation Measures e. Restrict grading to the dry season and require immediate revegetation.</p> <p>Policy 2.2 Minimize personal and property damage from earthquakes.</p> <p>Implementation Measure a. Monitor the geologic special studies zones, which extend 350 feet on both sides of known and suspected faults in MAP PS-I.</p> <p>Implementation Measure b. Require a study by a registered geologist or certified engineering geologist to determine exact location and nature of the fault and the probability and probable extent of earthquake damage prior to development in any such zone.</p> <p>Implementation Measure c. Require all development in a geologic special studies zone to be set back 50 feet from each side of a mapped active fault trace.</p>	<p>Municipal codes related to geology and soils within the City that are relevant to the Plan area can be found in Section 15.04.110 (Expansive soils), and Chapter 18.68 (H-D-O-Z Hillside Development Overlay Zone).</p> <p>Section 15.04.110 (Expansive soils), Section 1809.4 of the California Building Code is amended to read as follows:</p> <p><i>1809.4 Foundations on expansive soil. Unless otherwise specified by a registered geotechnical engineer, foundation systems within the City of La Verne are considered to be on expansive soil and shall be constructed in a manner that will minimize damage to the structure from movement of the soil. Slab-on-grade and mat-type footings for buildings located on expansive soils may be designed in accordance with the provisions of Section 1808.6.2 or such other engineering design based upon geotechnical recommendation as approved by the Building Official.</i> (Ord. 1075 § 8, 2016; Ord. 1042 § 8, 2013)</p> <p>Chapter 18.68 (H-D-O-Z Hillside Development Overlay Zone) provides supplemental standards for the development of hillside areas of the City. Grading guidelines for the district include the following (1) Geotechnical study for all proposed development within a geologic hazard special study zone must undergo independent engineering study concerning the potential impact of soil instability, liquefaction, landslide and seismic potential (2) citywide grading ordinances in addition to hillside development overlay zone standards. (Ord. 853 § 2, 1993)</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Implementation Measure d. Require special site-specific studies in areas potentially subject to liquefaction (shown in MAP PS-I) to determine the nature and extent of possible liquefaction and to identify engineering and development siting measures to permit development to occur.</p> <p>Implementation Measure e. Continue to implement the Unreinforced Masonry Program in Lordsburg. Complete the inventory of all unreinforced masonry structures in La Verne. Require structural reinforcement of all unreinforced masonry structures when renovated. The cost of such reinforcement shall not be an adequate justification for demolition of a structure determined to be historic with La Verne.</p> <p>Policy 2.3: Prepare our community for the event of an earthquake.</p> <p>Implementation Measure a. Include earthquake preparedness in all regular fire safety inspections by the fire department.</p> <p>Implementation Measure b. Take an active role in the earthquake preparedness planning and drills for all city schools conducted by the Fire Department.</p> <p>Implementation Measure c. Review earthquake emergency planning periodically for all major contingents in the city to promote effective interaction in the event of an emergency. Review to be conducted by the Fire Department.</p> <p>Implementation Measure d. Provide periodic earthquake drills involving all major contingents in the city to help coordinate emergency activity in the event of an earthquake. Drills to be conducted by the Fire Department.</p> <p>Land Use Element:</p> <p>Goal 11: Harmonize South La Vern’s diversified land use.</p> <p>Policy 11.1: Preserve and protect the integrity of Puddingstone Hill.</p> <p>Implementation Measure b. Prohibit any development that is not in strict compliance with the general plan, Hillside Development Overlay Zone, applicable specific plan, ordinances and regulations.</p> <p>Implementation Measure c. Prohibit development that can not satisfy grading, visual, geologic, land use compatibility, utility and safety concerns as required by our Hillside Development Overlay Zone.</p>		
Monrovia	<p>Land Use Element:</p> <p>Goal 10: Ensure that new development is sensitive to the City’s natural and open space resources and constraints.</p> <p>Policy 10.5: Prevent location of major population centers, other than open space or agricultural uses, near any known or suspected earthquake faults, or in potential flood hazard or landslide areas.</p> <p>Safety Element:</p> <p>Goal 1: Reduce to a minimum the loss of life, disruption of goods and services and destruction of property associated with an earthquake.</p> <p>Objective 1.1: Take potential fault areas into account in the General Plan.</p> <p>Policy 1.1.1: No structures for human occupancy are permitted on or across the trace of the Raymond Hill Fault. Prior to approval of development of properties within the Alquist-Priolo Geologic Studies Zone, as delineated by the California Division of Mines and Geology, an applicant shall submit a report of the geologic investigation of potential faults that may affect structures proposed at the site.</p>	<p>Municipal codes related to geology and soils within the City that are relevant to the Plan area can be found in Section 15.28.070 (Permit – Application), and Section 17.52.095 (Hillside Development Permit).</p> <p>Section 15.28.070 (Permit – Application) establishes the requirements for submitting a grading permit application. Among the requirements is a preliminary soil report which must include (1) presence of critically expansive soils or other soil problems prepared by a registered soils engineer with recommended corrective actions, (2) recommended actions likely to prevent structural damage may result in a City approval. Further, if an erosion and sedimentation control permit is required by Section 15.28.050 the applicant needs to provide plans and specifications prepared by a registered civil engineer, with specific erosion and sedimentation prevention practices to ensure the effective control of soil losses within the tolerable limits prescribed in § 15.28.075 (Soil loss standards).</p> <p>Section 17.52.095 (Hillside Development Permit) establishes the requirements for the Planning Commission to grant a hillside development permit. Among other findings,</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>The Report shall be required for parcel maps, tract maps, development on residential lots, and residential additions adding floor area for human occupancy, and shall be prepared by a Registered Geotechnical Engineer registered with the State of California.</p> <p>Policy 1.1.2 Properties located within known or potential fault areas shall be required to submit a geotechnical report at the time of submittal of the parcel or tract map, or for development on residential lots with single family dwellings, or additions to dwellings that add floor area for human occupancy (see policy 1.1.4). The report shall analyze the surface and subsurface geology of the site, the degree of seismic hazard and shall include conclusions and recommendations regarding the effect of geologic conditions on the proposed development, opinions and recommended criteria to mitigate any identified geologic hazards. This investigation and report shall be performed by a professional geotechnical engineer experienced in the practice of engineering geology and registered with the State of California.</p> <p>Policy 1.1.3: Modifications to the set back limits specified by the Alquist-Priolo Act may be permitted at the discretion of the City, if such modifications also comply with the Municipal Code, based on a geotechnical report prepared by an independent licensed geotechnical engineer and/or geologist, mutually agreed upon between the City and developer and paid for by the developer. The geotechnical report shall be reviewed and subject to the approval of the City Engineer or his designee and shall be maintained on file by the City. The recommendations made in the geotechnical report may be approved, modified or denied by the City. Setback modifications may be permitted only if the developer and/or owner executes and records a restrictive covenant, in a form acceptable to the City Attorney, against the title to the property.</p> <p>Such a restrictive covenant shall specifically define and require compliance with the permitted setbacks on the property and any applicable conditions required by the geotechnical report. Such restrictive covenant shall run with the land, be binding on successors in interest, acknowledge that the applicable setbacks have been modified at the request of the property owner in reliance on a geotechnical study, and further require that the property owner hold harmless, indemnify and defend the City, its officers, agents and employees from and against any liability or damage in any way arising out of the construction, maintenance and use of residential structures on the property.</p> <p>Policy 1.1.4: Geotechnical reports submitted in response to the standards above shall be reviewed for adequacy by a Registered Geotechnical Engineer, and a report of that review submitted to the appropriate agency of the City. All costs for the preparation of these required reports are to be borne by the developer/applicant.</p> <p>Objective 1.3: The City shall require that all development take appropriate measures to protect public health and safety.</p> <p>Policy 1.3.1: Continue to adopt and implement the most recent uniform building code (with special attention to Chapter 23 and Chapter 70), and all supplements which include the latest most stringent earthquake regulations for new construction.</p> <p>Policy 1.3.2: If an EIR, or detailed geologic investigation confirms existence of seismic hazards, the City shall require special earthquake resistant design features or use limitations, as appropriate, to protect the public health and safety and to reduce the exposure of individuals and property to seismic risks.</p> <p>Goal 2: Minimize flooding hazards in the City of Monrovia.</p> <p>Action 2.1.1.1: Implement the following development standards as flood control and landslide protection measures:</p>	<p>the project must provide safety with respect to fire, earthquake faults, drainage, and erosion control before the Commission shall grant a hillside development permit.</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<ul style="list-style-type: none">Graded slopes, other than those constructed in rock, shall be planted or otherwise protected from the effects of storm runoff erosion and shall be benched or terraced as required to provide for adequate drainage. Planting shall be designed to blend with the surrounding terrain and development. Graded slopes in rock shall be provided with soil pockets to contain landscaping where appropriate. Irrigation facilities shall be provided where necessary for proper establishment and maintenance of the planted areas.Provision shall be made to prevent surface waters from eroding natural and graded slopes.Graded slopes over three feet in vertical height and all graded slopes to be maintained by a Landscape Maintenance District, or other City approved maintenance agreement, shall be planted to protect against erosion. Planting shall be in the ratio of at least one tree per three hundred square feet of slope and one shrub per one hundred fifty square feet, with ground cover sufficient to cover the bank within one year from planting.For all projects that require grading, a soils engineering report shall be required to include data regarding the nature, distribution and strengths of existing soils, conclusion and recommendations for grading procedures, design criteria for and identified corrective measures, and opinions and recommendations regarding existing conditions and proposed grading. This investigation and report shall be performed by a professional soil engineer experienced in the practice of soil mechanics and registered with the State of California.Hillside development shall provide all necessary sewers, storm drains, debris basins and other flood control measures as specified in specific plans.		
Montebello	<p>Seismic Safety Element</p> <p>Goal 1: To promote consideration of seismic standards and criteria for existing structural hazards.</p> <p>Goal 2: To develop land use standards and development related to the level of seismic hazards.</p> <p>Goal 3: To establish a seismic hazards review procedure.</p> <p>Objective 1: To promote consideration of seismic standards and criteria for existing structural hazards.</p> <p>Objective 2: To develop land use standards and development regulations related to the level of seismic hazards.</p> <p>Objective 3: To establish a seismic hazards review procedure.</p> <p>Objective 4: To assure consistency of all elements of the General Plan with the Seismic Safety Element.</p> <p>Objective 5: To define and coordinate a disaster preparedness program in conjunction with other General Plan Elements.</p>	<p>Municipal codes related to geology and soils relevant to the Plan Area can be found in Chapter 15.36 (Seismic Safety Code), Sections 15.36.010 (Adoption) and Section 15.36.030 (Purpose), and Chapter 15.48 (Grading), Section 15.48.040 (Applicability of provisions.), Section 15.48.060 (Permit—Required), and Section 15.48.070 (Supervised grading permit—Required when.)</p> <p>Under Chapter 15.36 (Seismic Safety Code), Section 15.36.010 (Adoption), subject to certain changes and amendments hereinafter set forth in this chapter, the city council does adopt as the seismic safety regulations for the city, the 2019 California Building Code (Title 24, California Code of Regulations), based on the 2018 International Building Code, and as thereafter amended and published from time to time, by the California Building Standards Commission (hereinafter referred to as the “code”). The code provides minimum standards to safeguard life or limb, health, property and public welfare by regulating and controlling the hazardous to life and property from seismic activity is made a part as though fully set forth in this chapter. One copy of the code is on file in the office of the city clerk for public inspection, and the same is made a part hereof as though fully set forth in this chapter.</p> <p>(Prior code § 8250)</p> <p>(Ord. No. 2336, § 43, 3-10-2010; Ord. No. 2347, § 9, 12-14-2011; Ord. No. 2356, § 19, 2-26-2014; Ord. No. 2392, § 30, 1-25-2017; Ord. No. 2421, § 42, 5-13-2020; Ord. No. 2424, § 42, 5-27-2020)</p>	<p>The Montebello Hazard Mitigation Plan (2017) contains the following relevant Earthquake Action Items:</p> <p>EQ 2: As projects are submitted, conduct seismic inspections for residential (and eventually) commercial buildings) with pre- 1960 foundations.</p> <p>EQ 8: Evaluate City facilities that are subject to earthquake damage and design retrofit schedule to mitigate hazard.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>Under Chapter 15.36 (Seismic Safety Code), Section 15.36.030 (Purpose), the framework for the chapter’s success are framed below:</p> <p>A. The purpose of this chapter is to promote public safety and welfare by reducing the risk of death or injury that may result from the effects of earthquakes on unreinforced masonry bearing wall buildings constructed before 1934. Such buildings have been widely recognized for their sustaining of life hazardous damage as a result of partial or complete collapse during past moderate to strong earthquakes.</p> <p>B. The provisions of the ordinance codified in this chapter establish minimum standards for structural seismic resistance for the purpose of reducing risk of life loss or injury and will not necessarily prevent loss of life or injury or prevent earthquake damage to an existing building which complies with these standards. This chapter does not require existing electrical, plumbing, mechanical or fire safety systems to be altered unless they constitute a hazard to life or property.</p> <p>C. This chapter provides systematic procedures and standards for identification and classification of unreinforced masonry bearing wall buildings based on their present use.</p> <p>Priorities, time periods and standards are also established under which these buildings are required to be structurally analyzed and anchored. Where the analysis determines deficiencies, this chapter requires the building be strengthened or demolished.</p> <p>(Prior code § 8251)</p> <p>Chapter 15.8 (Grading), Section 15.48.040 (Applicability of provisions.), the provisions of this chapter shall apply to all persons, including any county, state or federal governmental agency, or any department, commission or board thereof, or a public utility, except the city; but, notwithstanding the provisions of this chapter, no such governmental agency or public utility shall be required to pay the city any fee.</p> <p>(Prior code § 8701 (part))</p> <p>Chapter 15.48 (Grading), Section 15.48.060 (Permit—Required.), no person shall do any grading, nor shall the owner of any real property located in the city cause or allow any grading to be performed on any such land without first obtaining a grading permit therefor from the city engineer.</p> <p>(Prior code § 8703 (part))</p> <p>Chapter 15.48 (Grading), Section 15.48.070 (Supervised grading permit—Required when.)</p> <p>A supervised grading permit shall be issued and performed under the supervision of a civil engineer if such grading will result in any one or more of the following conditions:</p> <p>A. Any excavation or fill exceeding a depth of three feet;</p> <p>B. Any excavation or fill within any public easement or public area;</p> <p>C. Any excavation or fill which will encroach upon, altar, or interfere with any natural watercourse;</p> <p>D. Any excavation or fill which will divert the surface water drainage to or from any adjoining property;</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>E. Any excavation or fill which will not permit surface water to drain by overland flow at a minimum slope of one percent, to the nearest practical street, storm drain or natural watercourse;</p> <p>F. Any excavation or fill in excess of five thousand cubic yards per lot or per acre, whichever may involve the smallest land area, provided the excavation or fill also results in any one or more of the preceding conditions:</p> <p>G. Any excavation or fill in connection with oil and gas defined in Section 5.52.020;</p> <p>H. Any excavation or fill where the city engineer determines that special conditions or potential hazards exist.</p> <p>(Prior code § 8703 (A))</p>	
Pasadena	<p>Safety Element:</p> <p>Goal S-1: Minimize injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, earthquake-induced landslides, and other earthquake-induced ground deformation.</p> <p>Policy S-1: The City will monitor development or re-development within the Fault Hazard Management Zones identified for both the Sierra Madre and Raymond faults.</p> <p>Program S1-1: The City will cooperate with State and Federal agencies in conducting geological investigations of the Sierra Madre and Raymond faults. The City will investigate the possibility of partnering with the Earthquake Hazards Program of the U.S. Geological Survey to better identify the active traces of the Sierra Madre fault.</p> <p>Program S1-2: The City shall require geological studies, such as fault-trenching, of the defined traces of the Sierra Madre and the Raymond fault traces shown on Plate P-1. The studies shall be conducted by State-certified engineering geologists following the guidelines established in the Alquist-Priolo Earthquake Fault Studies Act. This should apply to the development and redevelopment of residential, commercial, or industrial parcels or tracts that amount to 5,000 square feet or more. The City Geologist shall review the fault studies to ensure that the excavations were conducted with an acceptable level of effort to determine whether or not there are active faults through the proposed development, and that suitable fault setbacks are defined.</p> <p>Program S1-3: The City will require geological studies of the less well-defined traces of the Sierra Madre fault shown on Plate P-1 for critical facilities proposed within this zone. The studies shall be conducted by State-certified engineering geologists.</p> <p>Policy S-2: The City will ensure that current geologic knowledge and State-certified professional review are incorporated into the design, planning and construction stages of a project, and that site specific data are applied to each project.</p> <p>Program S2-1: The City shall retain on staff, or on a contract basis, a State-certified engineering geologist and a geotechnical engineer to review all geotechnical studies for proposed development or redevelopment, including fault studies (Programs S1-1 through S1-3), and to review grading operations (Programs S2-3 and S2-4). These individuals, whether on staff or under contract to the City, are referred to herein as the City Geologist and City Geotechnical Engineer, respectively.</p> <p>Program S2-2: The City will modify the fault hazard management zones for the Raymond and Sierra Madre faults as data obtained from the implementation of Programs S1-1 through S1-3 become available. Modification of the map will be conducted by or under the direction of the City Geologist.</p>	<p>Municipal codes related to geology and soils relevant to the Plan Area can be found in Chapter 14.05 (Excavation and Grading in Hillside Area), and Chapter 14.04 (Building Code and Related Codes).</p> <p>Chapter 14.05 (Excavation and Grading in Hillside Area) provides the provisions for excavation and grading activities on any one lot in the hillside development overlay (HD) districts; and on a slope any portion of which is greater than 15 percent. Required reports by the Chapter include (1) an engineering geology report (Section 14.05.081) prepared by an engineering geologist describing the geology of the site with opinions and recommendations covering the adequacy of structural locations to be developed by the proposed grading based upon recognized engineering standards, (2) a soil engineering report (Section 14.05.082) prepared by a soils engineer detailing data and conclusions regarding the nature, distribution and strength of existing soils, conclusions and recommendations for grading and compaction procedures and design criteria for corrective measures when necessary, and opinions and recommendations covering adequacy of sites to be developed by the proposed grading based upon recognized engineering standards, (3) a soil loss report (Section 14.05.083) for grading in excess of 2,000 cubic yards prepared by a soils or civil engineer containing calculations showing the predicted soil loss under natural conditions, the soil loss potential, the soil loss during the grading and construction period, and the predicted annual loss following completion of the project based upon recognized engineering standards, and (4) an erosion and sedimentation control design report and plans (Section 14.05.084) describing in detail the necessary methods, management practices and mechanical devices which will be used to mitigate the release of sediment-laden waters from the project standards.</p> <p>Chapter 14.04 (Building Code and Related Codes) details the Building Code of the City adopted from the California Building Code with associated amendments. Of the amended codes the following pertain to geology and soils (1) Section 14.04.142 (Section 1613.6 is added to Chapter 16 of the 2022 Edition of the California Building Code to read as follows) regarding minimum standards for seismic force resistance to reduce the risk of injury or loss of life in the event of earthquakes.</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Program S2-3: The City shall require geological and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and development review process. The City shall not approve proposals and projects for development or redevelopment which do not provide for mitigation of seismic or geologic hazards to the satisfaction of the responsible agencies.</p> <p>Program S2-4: The City shall continue to require preliminary geological investigations of tract sites by State-registered geotechnical engineers and certified engineering geologists (in accordance with the California Building Code).</p> <p>Program S2-5: The City shall continue to require liquefaction assessment studies in areas identified as susceptible to liquefaction in accordance with the California Geological Survey Special Publication 117 Guidelines, and the Southern California Earthquake Center’s procedures to implement Special Publication 117.</p> <p>Policy S-3: The City will strive to ensure that the design of new, and the performance of existing structures address the appropriate earthquake hazards.</p> <p>Program S3-1: The City shall continue to enforce the seismic design provisions for Seismic Zone 4 of the California Building Code, including near-source seismic conditions.</p> <p>Program S3-2: The City will identify un-retrofitted buildings, including tilt-up construction, non-ductile reinforced concrete, and tuck-under parking and other soft-story construction. A catalog of these buildings in the City will be completed.</p> <p>Policy S-7: The City will educate the public on the hazards that can pose a risk to the City and its residents, and will describe loss reduction strategies that can be used to mitigate the specific hazards identified.</p> <p>Program S-7.1: The City will regularly review the technical data on public safety and seismic safety for use in the planning process and undertake a technical update to the Safety Element as needed. This includes the periodic update of the maps that support the Technical Background Report with newly developed data obtained in response to geological studies undertaken for fault, liquefaction or landslide studies. Where sufficient data are developed to indicate that an area currently identified as susceptible to liquefaction is NOT liquefiable, modify the map to eliminate the need for future studies in that area. Results of these findings will be submitted to the California Geological Survey.</p> <p>Goal G-1: Minimize the risk to life or limb, and property damage resulting from soil and slope instability.</p> <p>Policy G-1: Whenever possible, mitigation of geologic hazards will be conducted without violating the property owners’ rights to modify or improve their investment, along with preserving the aesthetic or natural conditions of the area through minimal grading. When these goals are in conflict, protection of life and property will take precedence.</p> <p>Program G1-1: In the areas of Pasadena susceptible to slope instability, the City will require geotechnical investigations that include engineering analyses of slope stability, provide surface and subsurface drainage specifications, and provide detailed design for fill placement and excavation.</p> <p>Program G1-2: The City will discourage any grading beyond that which is necessary to create adequate and safe building pads. The City Geologist and Geotechnical Engineer shall conduct regular inspection of grading operations to maximize site safety and compatibility with community character.</p>		



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Program G1-3: In the hillside or mountainous areas of Pasadena, the City will discourage excessive grading of slopes greater than 3:1 (horizontal: vertical), and will encourage varied slope ratios on design slopes to reduce the visual impact of grading.</p> <p>Program G-1.4: The City shall prohibit cut or fill slopes steeper than 2:1.</p> <p>Policy G-2: The City will continue to participate in regional programs designed to protect the groundwater resources of the Raymond Basin while protecting the area from the hazard of regional ground subsidence.</p> <p>Program G-2.1: The City will continue to encourage water conservation through public education.</p> <p>Program G-2.2: The City will participate in a technical group consisting of representatives from various cities in the Raymond Basin brought together to evaluate the feasibility of implementing artificial recharge programs, protecting groundwater quality, monitoring the ground water, and publishing annual reports on basin conditions.</p>		
Pico Rivera	<p>Safety Element:</p> <p>Goal 9.1: Standards, improvements and actions that minimize risks posed by geologic and seismic hazards.</p> <p>Policy 9.1-2 Geotechnical Studies. Require that geotechnical studies be prepared for development in areas where geologic or seismic hazards may be present, such as liquefaction in the central portion of the city and in the Whittier Narrows Dam area.</p>	<p>Municipal codes related to geology and soils relevant to the Plan Area can be found in Chapter 17.32 (Improvements), Section 17.32.130 (Flood or geological hazard protection), and Division IV (Water Conservation), Section 13.90.060 (Soil and grading requirements).</p> <p>Title 15 (Buildings and Construction), Section 15.08.220 (Chapter 38 added—Grading and excavation) includes amendments to Chapter 38 of the California Building Code, included as an attachment to this title.</p> <p>Under Section 13.90.060 (Soil and grading requirements):</p> <p>A. Soil testing shall be performed after mass grading if applicable, prior to landscape installation to ensure the selection of appropriate plant material that is suitable for the site, and reported in a soil management plan. The soil management plan shall include:</p> <ol style="list-style-type: none">1. Determination of soil texture, indicating the available water holding capacity;2. An approximate soil infiltration rate measure or derived from soil texture/infiltration rate tables. A range of infiltration rates shall be noted where appropriate;3. Measure of pH and total soluble salts;4. For landscape installations, compost at a rate of minimum of four cubic yards per one thousand square feet of permeable area shall be incorporated to a depth of six inches into the soil. Soils with greater than six percent organic matter in the top six inches of soil are exempt from adding compost and tilling.5. For landscape installations, a minimum three-inch layer of mulch shall be applied on all exposed soil surfaces of planting areas except in turf areas, creeping or rooting groundcovers, or direct seeding applications where mulch is contraindicated. To provide habitat for beneficial insects and other wildlife up to five percent of the landscape area may be left without mulch. Designated insect habitat must be included in the landscape design plan as such.6. Organic mulch materials made from recycled or post-consumer materials shall take precedence over inorganic materials or virgin forest products unless the recycled post-consumer organic products are not locally available. Organic mulches are not required	<p>A Pico Rivera Hazard Mitigation Plan has been submitted in a draft form as of early 2024; no final plan has been certified/approved.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>where prohibited by local fuel modification plan guidelines or other applicable local ordinances.</p> <p>7. Recommended amendments.</p> <p>B. Grading on-site shall be designed to minimize unnecessary soil compaction, erosion and water waste. Grading plans must satisfy all other applicable laws related to grading and be submitted as part of the landscape documentation package.</p> <p>C. Where slopes exceed 10 percent, a grading plan drawn at the same scale as the planting plan that accurately and clearly identifies finished grades, drainage patterns, pad elevations, spot elevations, and stormwater retention improvements.</p> <p>(Ord. 1061 § 1, 2010; Ord. 1150 § 3, 2021)</p> <p>Under Section 17.32.130 (Flood or geological hazard protection), the city council may require such structures to be installed as are necessary for the proper functioning and maintenance of the improvements required to remove a flood or geological hazard and as are necessary for the protection of property adjacent to the division of land.</p> <p>(Prior code § 9108.11; Ord. 855 § 3, 1994)</p>	
Pomona	<p>Noise and Safety Element:</p> <p>Goal 7G.G10: Avoid exposure to hazards, minimize losses to existing property and reduce the potential for damage to future development.</p> <p>Goal 7G.G11: Protect Pomona’s unique character and values from being compromised by seismic events.</p> <p>Policy 7G.P26: Limit development in high-risk seismic and landslide hazard areas.</p> <p>Policy 7G.P27: Provide educational materials about structural hazards to all property owners and renters in areas at risk of liquefaction.</p> <p>Policy 7G.P28: Make available at reasonable cost City building inspectors to review and identify vulnerabilities in structures in areas at risk of liquefaction and make cost-efficient rehabilitation recommendations to mitigate ground shaking and liquefaction hazards. Provide public funds to lower and moderate-income homeowners, and to landlords that rent to lower and moderate income households, to subsidize the enactment of the City inspectors’ recommendations.</p> <p>Policy 7G.P30: Continue to regularly update building and fire codes to provide for seismic safety design.</p> <p>Policy 7G.P32: Require that unreinforced masonry buildings be retrofitted during remodels to minimize damage in the event of seismic or geologic hazards. (A similar policy is also in the City’s Natural Hazards Mitigation Plan, adopted November 2004.)</p> <p>Policy 7G.P35: Review and amend the extent of property subject to the Zoning Ordinance’s Hillside Overlay District to ensure that all potential landslide areas are included.</p> <p>Policy 7G.P36 Require new development located above or below areas of potential landslide to include risk mitigation measures, such as barriers to moving earth or strategic placement of parking lots, which will lessen the risk of injury or death from landslides.</p>	<p>Municipal codes related to geology and soils relevant to the Plan Area can be found in Section .58010 (Development for hillside property).</p> <p>Section .58010 (Development for hillside property) establishes the requirements for developments within the City’s hillsides. Policies specific to excavations and grading include the following (1) when required by the building code, a grading plan based on an accompanying report from a soils engineer and a geologist who is licensed by the state of California shall be submitted for approval as part of the application for site plan approval for a hillside development and said plan shall be approved by the advisory review board, (2) no excavation shall be permitted on any hillside area prior to the approval of a site plan and a grading plan excepting to drill holes and exploratory trenches for purposes of collecting geological and soils data, and (3) no hillside development shall be approved if a geology report prepared by a geologist who is licensed by the state of California states that construction should be prohibited.</p>	<p>City of Pomona Natural Hazards Mitigation Plan Part II (Pomona 2012):</p> <p><i>Protect Life and Property</i></p> <p>Goal 1.3: Minimize losses to existing property and reduce potential for damage to future development.</p> <p>Objective 1.3.2: Coordinate land use plans and regulations to direct development away, or buffer development from, area and site-specific natural hazards.</p> <p>Objective 1.3.3: Encourage insurance coverage for earthquake events.</p> <p>Objective 1.3.6: Avoid localized hazards and associated risks to property and people by implementing appropriate improvements, such as construction of stormwater drainage improvements for localized flooding and slope stabilization measures for localized landslide conditions.</p> <p><i>Natural Systems</i></p> <p>Goal 3.1: Balance natural resource management, and land use planning with natural hazard mitigation to protect life, property, and environment.</p> <p>Objection 3.1.1: Preserve, rehabilitate, and enhance natural systems to serve natural hazard mitigation functions where possible, recognizing the built-out character of the City.</p> <p>Goal 5.1: Ensure continued operations when the City is impacted by natural hazard events (Objective 5.1.1).</p> <p>Mitigation Action 5.8: Stabilizing Ganesha Park Slopes</p>
Rosemead	Public Safety Element:	No applicable ordinances were identified.	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 1: The City of Rosemead will act in cooperation with federal, State, and County agencies responsible for the enforcement of planning statutes, environmental laws, and building codes to minimize, to the extent practical, risks to people and property damage, risks related economic and social disruption, and other impacts resulting from 1) geologic and soil hazards, 2) seismic hazards including primary and secondary effects of seismic shaking, fault rupture, and other earthquake-induced ground deformation in Rosemead, and 3) dam failure-induced flood and inundation hazards, while reducing the disaster recovery time due to hazard incidents in Rosemead. The City of Rosemead will continue using a HAZUS-based loss estimation analysis to more fully quantify potential physical damage, economic loss, and social impacts from these events.</p> <p>Policy 1.1: Geology and Soil Hazards</p> <ul style="list-style-type: none">a) Encourage development in low hazards areas and implement actions that minimize changes to the natural topography and drainages, while protecting public safety and reducing potential property damage due to geologic and soil hazards through the use of proper design and construction techniques.b) Assure that all aspects of the geotechnical and engineering geology evaluation process (planning, investigation, analysis, reporting, review, construction, and operations) for new development and redevelopment are conducted, and independently reviewed, by qualified professionals. <p>Policy 1.2: Earthquake and Fault Hazards</p> <ul style="list-style-type: none">a) Minimize the exposure of people and property to primary and secondary earthquake-related hazards, while allowing properly designed projects to be developed in appropriate locations.b) Assure that all aspects of the earthquake, fault rupture, liquefaction, and related seismic hazard evaluation process (planning, investigation, analysis, reporting, review, construction, and operations) for new development and redevelopment are conducted, and independently reviewed, by qualified professionals. <p>Action 1.7: Encourage only the minimum grading necessary to create suitably sized and safe building areas.</p> <p>Action 1.8: Avoid grading and development that requires filling natural drainages or changing natural surface water flow patterns.</p> <p>Action 1.9: As required by law and statute, the City shall implement applicable federal, State, and County regulations related to geologic and soils investigations, analyses, designs, and construction, including but not limited to implementing the most up-to-date California Building Code (CBC) provisions regarding lateral forces (Chapter 23) and grading (Chapter 70), and incorporate and adopt Los Angeles County amendments to the CBC.</p> <p>Action 1.10 Require proper geotechnical and engineering geological investigations and reports that address and evaluate necessary analyses of (for example) soil foundation conditions (i.e., expansivity, collapse, seismic settlement), slope stability, surface and subsurface water, and provide necessary design recommendations for grading and site stability, such as excavation, fill placement, and stabilization or remediation measures.</p> <p>Action 1.11: Require routine inspection of grading operations by properly qualified City representatives to assure site safety and compatibility with approved plans and specifications.</p>		



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Action 1.12: Regularly review the technical data on public safety, seismic safety, and flooding safety for use in the planning process and undertake revisions or updates to the Public Safety Element as needed.</p> <p>Action 1.14: Required geological studies shall be conducted by California Certified Engineering Geologists following the guidelines published by the California Geological Survey and the State Mining and Geology Board, and geotechnical studies shall be conducted by California Registered Geotechnical Engineers.</p> <p>Action 1.15: Required liquefaction assessment studies shall be conducted in accordance with (a) the California Geological Survey’s Special Publication 117: Guidelines for Evaluating and Mitigating Seismic Hazards in California, (b) the Southern California Earthquake Center’s (1999 or subsequent document, as amended) procedures to implement Special Publication 117.</p> <p>Liquefaction Hazards, and (c) the Earthquake Engineering Research Center’s Report No. EERC-2003-6; Recent Advances in Soil Liquefaction Engineering: A Unified and Consistent Framework. Required slope stability analyses shall be conducted in accordance with California Geological Survey’s Special Publication 117: Guidelines for Evaluating and Mitigating Seismic Hazards in California, and the Southern California Earthquake Center’s (2002 or subsequent document, as amended) guidelines for evaluating and mitigating landslide hazards.</p> <p>Action 1.16: As required by law and statute, the City shall implement applicable federal, State, and County regulations related to earthquake hazard investigations, analyses, designs, and construction, including but not limited to the adoption of applicable sections of the current California Building Code and the County of Los Angeles Geotechnical Guidelines, and compliance with the State Alquist-Priolo Earthquake Fault Zoning Act and the Seismic Hazards Mapping Act requirements.</p> <p>Action 1.18: Encourage most new construction in areas with a minimum of identified earthquake-related and flood-related hazards.</p> <p>Action 1.22 Require routine and special inspection of investigation sites (e.g., fault exploration trenches) and grading operations by properly qualified City representatives to assure scientifically adequate methods, site safety, and compatibility with approved plans and specifications.</p>		
San Dimas	<p>Safety Element:</p> <p>Goal S-1: To maintain San Dimas safe from natural, seismic, and public safety hazards.</p> <p>Objective 1.1: Manage development of San Dimas to protect areas subject to geologic hazards.</p> <p>Policy 1.1.1: Continue to adopt updated versions Uniform Building Code and require all new private and public construction to conform to its earthquake resistant design provisions.</p> <p>Policy 1.1.2: Review and update, as appropriate, the Multi-Hazard Functional Planning Guidance document.</p> <p>Policy 1.1.3: Require that adequate soils, geologic and structural evaluation reports be prepared, by registered soils engineers, engineering geologists, and/or structural engineers, as appropriate, for all new development.</p> <p>Policy 1.1.4: Require that geological reports, building plans and the appropriate sections of environmental impact reports be reviewed by registered engineering geologists and/or structural engineers.</p>	<p>Municipal codes related to geology and soils relevant to the Plan Area can be found in Section 15.04.010 (Adoption), Section 8.16.020 (Nuisances designated – Definition), Section 18.164.040 (Development Plan – Submission), and Section 18.124.020 (Uses permitted).</p> <p>Section 15.04.010 (Adoption), states that the City of San Dimas has adopted the California Building Code, 2022 Edition, Volumes 1 and 2, including Appendix Dhapters “C,” Agricultural Buildings “F,” Rodent proofing “I,” Patio Covers and “J,” Grading based on the 2021 International Building Code as published by the International Code Council as the City building code for regulating the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal and demolition of every buildings and/or structures or any appurtenances connected or attached to such buildings or structures throughout the City. The amendments in this chapter and referenced appendices are necessary due to the unique geology and topography and climate of San Dimas that can produce, significant lateral movement due to earthquakes as well as the climate that can produce high wind loads. (Ord. 1295 § 1, 2022)</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 1.1.5: Evaluate disaster plans and potential effectiveness in light of various earthquake intensities.</p> <p>Policy 1.1.6: Encourage the creation of countywide systematic review of emergency preparedness organizations, schools, police departments and programs.</p> <p>Policy 1.1.7: Establish a volunteer citizens Disaster Group to help during emergencies.</p> <p>Policy 1.1.8: Locate facilities that are necessary for post-disaster emergency services in areas of low geologic hazard risk.</p> <p>Implementation Measure a: Grading Ordinance and Erosion Control Ordinance: Continued enforcement to minimize risks associated with seismic hazards.</p> <p>Implementation Measure b: Geology and Soils Reports: Prior to hillside and flay land development these reports will be required.</p>	<p>Section 8.16.020 (Nuisances designated – Definition) describes unlawful maintenance of premises that result in injurious or potentially injurious to the public health, safety and welfare or to adjacent properties. The following is considered unlawful (E) land, topography, geology or configuration of which, whether in natural state or as a result of grading operations, excavation or fill, causes erosion, subsidence or surface water drainage problems of such magnitude to be injurious or potentially injurious to the public health, safety and welfare or to adjacent properties. (Ord. 1170 § 5, 2007; Ord. 1012 § 1, 1994)</p> <p>Section 18.164.040 (Development Plan – Submission) states the requirements for submitting development plans for hillside development. Among the requirements are data describing the existing topographic, soils, geologic, seismic and drainage conditions at the proposed site. (Ord. 754 § 1, 1981; Ord. 463 § 1, 1974; Ord. 37 § 703.06, 1961)</p> <p>Section 18.124.020 (Uses permitted) describes the general uses permitted in areas of the City zoned Open Space. General uses include (4) open space for public health and safety including, but not limited to, areas which require special management or regulations because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, floodplains, watershed, areas presenting high fire risk, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality. Specific areas include the following:</p> <ol style="list-style-type: none">1. Apiaries;2. Aquariums;3. Arboretums;4. Botanical gardens;5. Country clubs and golf courses;6. Cultural centers;7. Field crops, horticulture;8. Fisheries;9. Flood control channels, spreading grounds and settling basins;10. Forest reserves;11. Orchards and vineyards;12. Outdoor recreation areas;13. Scenic reserves;14. School sites;15. Transportation corridors and freeway rights-of-way;16. Tree farms, horticulture;17. Utility easements;18. Wildlife reserves;19. Zoological gardens;20. Living quarters of caretakers or managers of those uses set forth in this section;21. Accessory structures and uses necessary or incidental to the above uses. <p>(Ord. 565 § 1, 1977; Ord. 449 § 1, 1973; Ord. 37 § 200.1, 1961)</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
San Gabriel	<p>Public and Environmental Safety:</p> <p>Goal 5.1: Minimize the potential for loss of life and property from geologic and seismic hazards.</p> <p>Target 5.1.1: Ensure that the buildings and structures are adequately retrofitted and maintained for seismic shaking in accordance with State regulations.</p> <p>Action 5.1.1.1: Maintain a database of buildings and structures already retrofitted from past earthquakes and create a list of buildings to be retrofitted from seismic hazards.</p> <p>Action 5.1.1.2: Establish programs to encourage retrofit including reduced permit fees, grants to offset retrofit costs, or loan programs.</p> <p>Action 5.1.1.3: Provide information to the public on ways to reinforce buildings to reduce damage from earthquakes.</p> <p>Target 5.1.2: Protect life, safety and essential lifelines; reduce the potential for property damage from liquefaction; and promote the collection of more complete information on liquefaction susceptibility throughout the City.</p> <p>Action 5.1.2.1: Provide public information on awareness of liquefaction effects and ways to minimize property damage from its impacts.</p> <p>Action 5.1.2.2: Collect information every six months from the Department of Interior United States Geological Survey on liquefaction susceptibility and its potential impacts within the San Gabriel Valley.</p> <p>Action 5.1.2.3: Relate land use regulations regarding potential liquefaction zones to the importance or criticality of the use, size of the facility, and relative ease of evacuation of occupants if the building is damaged by liquefaction.</p> <p>Target 5.1.3: Protect life safety, substantially reduce the damage from fault rupture, and help ensure orderly evacuation of building occupants following an earthquake.</p> <p>Action 5.1.3.1: Promote and maintain the collection of relevant data from the Department of Interior United States Geological Survey, including FEMA maps showing faults within the San Gabriel Valley.</p> <p>Action 5.1.3.2: Provide public information via the City’s internet home page to community residents and businesses regarding the City’s Multihazard Functional Plan that will help improve the orderly evacuation of occupants following an earthquake.</p> <p>Goal 5.6: Attain a high level of emergency preparedness.</p> <p>Target 5.6.1: Maintain and update the City’s Multihazard Functional Plan, as required by State law, to minimize the risk to life and property of seismic and geologic hazards, flooding, hazardous materials and waste, fire, and consequences of a terrorist attack.</p> <p>Seismic Implementation Measures:</p> <ul style="list-style-type: none">• Earthquake prediction response plans should be developed, including procedures for protecting occupants of hazardous buildings, appropriate warning announcements and public education procedures, and other short-term preparations.• Cooperation of the business community should be enlisted for public education and mutual assistance through the Chamber of Commerce. Businesses should develop their own disaster response plans and have provisions for food, water, first aid and shelter of employees who may not be able to return home for several days following a major earthquake.	<p>Municipal codes related to geology and soils relevant to the Plan Area can be found in Section 100.062 (Backfilling).</p> <p>Section 100.062 (Backfilling) describes the requirements for backfilling excavation sites in public places. Among the requirements is the furnishing of soil tests certified by a registered professional specializing in soils engineering. Prior to resurfacing, tests when required must show that the backfill material meets the minimum requirements as prescribed by the Administrative Authority. The permittee may be required to bear the expense of such tests.</p> <p>(‘65 Code, § 7-3.19) (Ord. 349-C.S., passed)</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 8.7: Minimize the harmful effects of seismic and geological hazards to people and property.</p> <p>Target 8.7.1: Reduce injuries and death due to earthquakes.</p> <p>Target 8.7.2: Reduce the potential damage caused by liquefaction.</p> <p>Action 8.6.2.1: Educate staff, local architects, builders, and property owners about how projects designed to be located in liquefaction areas should be built.</p> <p>Action 8.6.2.2: Require buildings in these areas to undergo an investigation that is more stringent, to reduce the potential for injury or loss of life.</p> <p>Enhanced Seismic and Geological Safety Implementation Measures:</p> <ul style="list-style-type: none">• Provide additional points to Community Development Block Grant projects and Redevelopment projects that incorporate seismic retrofitting.• Create a seminar for local architects, designers, and builders on the issues surrounding new construction in liquefaction areas.• Create a standard condition on all new construction for projects within the liquefaction zone that requires the construction to conform to the recommendations found in a geological technical study.• Avoid construction within any designated fault zone that exists within, or subsequently found to exist within, an Alquist-Priolo Special Studies Zone (lands specified by State law as being restricted because of recent seismological activity).• The City shall work with the County of Los Angeles, surrounding cities, local non-profit organizations, school districts, and other like agencies to help improve San Gabriel’s environment.		
San Marino	<p>Safety Chapter</p> <p>Flood and Seismic Safety</p> <p>Goal 1: Reduce to a minimum the loss of life, disruption of services and destruction of property associated with seismic activity.</p> <p>Objective S.5 Ensure that the City’s development related ordinances and policies reflect state laws.</p> <p>Policy 1.6: Prohibit the location of new critical, sensitive, and high occupancy facilities on or in proximity to active and potentially active faults.</p> <p>Objective S.6 Enhance the preparedness of City agencies and the community to respond to and recover from a major earthquake.</p> <p>Policy 1.6: Maintain a multi-hazard emergency preparedness plan that includes seismic safety.</p> <p>Objective S.7 Maximize seismic safety in residential structures.</p> <p>Emergency Preparedness</p> <p>Goal 1: Reduce life safety risks in the community.</p> <p>Policy 1.1: Implement an emergency response strategy in the event that public services are disrupted by seismic or other natural hazards.</p>	<p>Municipal codes related to geology and soils relevant to the Plan Area can be found in Article 07 (Seismic Retrofit of Unreinforced Masonry Buildings), Section 25.07.01 (Seismic Safety Commission Draft Model Ordinance Adopted)</p> <p>Under Article 07 (Seismic Retrofit of Unreinforced Masonry Buildings), Section 25.07.01 (Seismic Safety Commission Draft Model Ordinance Adopted) the State of California Seismic Safety Commission Draft Model Ordinance, February 1990 Edition, as amended and in effect on November 1, 1990, is hereby adopted by reference as the Seismic Safety Ordinance of the City. The Draft Model Ordinance was recommended by the Seismic Safety Commission for local government consideration as a model for an earthquake hazard mitigation program for unreinforced masonry.</p> <p>(Ord. 984, 2-13-91)</p> <p>Article 15 (Water Efficient Landscaping), 23.16.10 (Grading Design Plan) provides soil/grading requirements for the efficient use of water, grading of a project site shall be designed to minimize soil erosion, runoff, and water waste. A grading plan shall be submitted as part of the landscape documentation package. A comprehensive grading plan prepared by a civil engineer for other city permits satisfies this requirement.</p> <p>1. The project applicant shall submit a landscape grading plan that indicates finished configurations and elevations of the landscape area including:</p> <p>a. Height of graded slopes;</p> <p>b. Drainage patterns;</p>	<p>The city of San Marino is preparing a 2024 update to the existing 2019 Local Hazard Mitigation Plan (LHMP) with a preliminary completion deadline of Winter 2024. The following are relevant Earthquake Mitigation Action Items:</p> <p>Long Term -Earthquake #4: Non-Structural Hazard Mitigation: Encourage reduction of nonstructural and structural earthquake hazards in homes, schools, businesses, and government offices. Provide information to government building and school facility managers and teachers on securing bookcases, filing cabinets, light fixtures, and other objects that can cause injuries and block exits. Explore partnerships to provide retrofitting classes for homeowners, renters, building professionals, and contractors.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>c. Pad elevations;</p> <p>d. Finish grade; and</p> <p>e. Stormwater retention improvements, if applicable.</p> <p>2. To prevent excessive erosion and runoff, it is highly recommended that project applicants:</p> <p>a. Grade so that all irrigation and normal rainfall remains within property lines and does not drain onto nonpermeable hardscapes;</p> <p>b. Avoid disruption of natural drainage patterns and undisturbed soil; and</p> <p>c. Avoid soil compaction in landscape areas.</p> <p>3. The grading design plan shall contain the following statement: “I have complied with the criteria of the ordinance and applied them accordingly for the efficient use of water in the grading design plan” and shall bear the signature of a licensed professional as authorized by law.</p> <p>(Ord. 0-16-1308, 12-14-2016)</p>	
South El Monte	<p>Public Health, Safety, and Environmental Justice Element</p> <p>Goal 1: Minimize risks, such as loss of life, injury, property damage, and natural resource destruction from natural hazards.</p> <p>Policy 1.2: Enforce Development Standards to Reduce Geologic Risk.</p> <p>Action 1.2b: Require liquefaction studies to be prepared for new development proposed to be located in areas of South El Monte with high susceptibility to liquefaction hazards.</p> <p>Goal 4: Strengthen regional systems and fortify critical infrastructure. Policy Policy 4.2: Advance Seismic Safety, Prioritizing the Most Vulnerable Buildings, Infrastructure, and Systems.</p> <p>Action 4.2b: Seek funding to conduct seismic strength evaluations of critical and essential facilities in South El Monte to identify vulnerabilities for mitigation of public infrastructure and critical facilities to meet current seismic standards.</p> <p>Action 4.2c: Integrate new earthquake hazard mapping data for the City of South El Monte and improve technical analysis of earthquake hazards.</p>	<p>Chapter 17.25 (Water Efficient Landscaping), Section 17.25.050 (Water efficient landscaping criteria).</p> <p>Section 17.25.050 (Water efficient landscaping criteria) requires a landscape design plan, prepared by a licensed landscape architect, meeting the following requirements shall be submitted as part of the landscape documentation package. The following specifications to geologic requirements under this section are as follows:</p> <p>Plant species and grouping: Plants shall be selected appropriately based upon their adaptability to the climatic, geological and topographical conditions of the site. Protection and preservation of native species and natural areas is encouraged. The planting of trees is encouraged wherever it is consistent with the other provisions of this chapter.</p>	No other applicable ordinances were identified.
Temple City	<p>Hazards Element:</p> <p>Goal H 8: Seismic Impacts. Adverse effects to life, property, and essential public facilities caused by geologic and seismic hazards are minimized.</p> <p>Policy H 8.1 Safety Standards. Enforce state and local seismic and geologic safety laws, standards, and guidelines, including the Alquist-Priolo Earthquake Fault Zoning Act, Seismic Hazard Mapping Act and the California Building Code throughout Temple City.</p> <p>Policy H 8.2 Existing Essential Public Facilities. Work with Los Angeles County to upgrade and/or retrofit existing essential public facilities (e.g., fire stations, sheriff stations, etc.) that do not meet current building and safety code standards as resources are available.</p> <p>Policy H 8.3 Geotechnical Investigations. Require geotechnical investigations prior to approval of development in areas where the potential for geologic or seismic hazards exists, addressing ground shaking, landslides, liquefaction, expansive soils, subsidence, and erosion and incorporate recommended mitigation measures to reduce or avoid hazards, as appropriate.</p>	<p>Municipal codes related to geology and soils relevant to the Plan Area can be found in Section 110.2 (Geotechnical Hazards), Section 111 (Engineering Geology and Soils Engineering Reports), Section 112 (Earthquake Fault Maps), Section 113 (Earthquake faults), and Section 7-1-2 (Building Code Modified) of Title 7 (Building Code), and Section 4-2C-2 (Prohibited Public Nuisance Conditions).</p> <p>Section 110.2 (Geotechnical Hazards) establishes the conditions for refusal and granting of building and grading permits in areas of a geotechnically hazardous condition. Permits my be issues in the following cases (110.2.3.1) the applicant has submitted an engineering geology and/or soils engineering report or reports complying with the provisions of section 111 such that said reports show to the satisfaction of the building official that the hazard will be eliminated prior to the use or occupancy of the land or structures, (110.2.3.2) the applicant has submitted an engineering geology and/or soils engineering report or reports that comply with the provisions of section 111, and that demonstrate, to the satisfaction of the building official, that the site is safe for the intended use, Section 110.2.3.3 – 110.2.3.8 describes the process specific</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy H 8.4 Unreinforced Structures. Maintain an inventory of and retrofit unreinforced masonry, soft-story, and other structures susceptible to seismic-induced damage in Temple City.</p> <p>Policy H 8.5 Education and Coordination. Establish a public relations and education program to increase community awareness for seismic preparedness, including Community Emergency Response Teams (CERTs).</p> <p>Policy H 8.6 Multi-Agency Seismic and Geologic Information. Establish cooperative partnerships with federal, state, and local agencies to promote sharing of educational information regarding seismic and geologic hazards and safety.</p> <p>Policy H 8.7 Major Utility Coordination. Coordinate and cooperate with public and quasi-public agencies to ensure that major utility systems and roadways have continued functionality in the event of a major earthquake or other seismic or geologic hazard.</p>	<p>to the erection or alteration of structures, (110.2.3.9) notwithstanding any other provisions of this section, the building official may, at his or her discretion, deny a permit for any building, structure, or grading subject to hazard from landslide, settlement, or slippage, which cannot be mitigated and may endanger the health or safety of the occupants, adjoining property, or the public, (110.2.3.10) when the proposed work involves the repair and restoration of a slope. Before a permit may be issued pursuant to this section, the owner shall submit an engineering geology and/or soils engineering report or reports.</p> <p>Section 111 (Engineering Geology and Soils Engineering Reports) establish that the building official may require an engineering geology or soils engineering report, or both, where in the building official’s opinion, such reports are essential for the evaluation of the safety of the site. The engineering geology or soils engineering report or both shall contain a finding regarding the safety of the site of the proposed work against hazard from landslide, settlement or slippage and a finding regarding the effect that the proposed work will have on the geotechnical stability of the area outside of the proposed work. Any engineering geology report shall be prepared by a certified engineering geologist licensed in the state of California. Any soils engineering report shall be prepared by a civil engineer licensed in the state of California, experienced in the field of soil mechanics, or a geotechnical engineer licensed in the state of California. When both an engineering geology and soils engineering report are required for the evaluation of the safety of a building site, the two reports shall be coordinated before submission to the building official.</p> <p>Section 112 (Earthquake Fault Maps) adopts earthquake fault zone maps within the city prepared under sections 2622 and 2623 of the California Public Resources Code which show traces of earthquake faults on the date of official issues as a part of the City code. Earthquake fault zone maps revised under the above sections of the California Public Resources Code shall, on the date of their official issue, supersede previously issued maps which they replace.</p> <p>Section 113 (Earthquake faults) establishes the rules and regulations around the construction of buildings or structures near a known active earthquake fault. The provisions of this section apply only to permits for buildings or structures on individual lots or parcels and are not intended to be supplementary to geologic investigations required to qualify divisions of land as set forth in title 9 chapter 2 (Subdivision Regulations) the city of Temple City municipal code.</p> <p>Section 4-2C-2 (Prohibited Public Nuisance Conditions) establishes public nuisances within the City and declares it is a public nuisance and unlawful for any person to allow, cause, create, maintain, or suffer, or permit others to cause, create, or maintain any real property or premises in the city in such a manner that any (1) Land, the topography, geology or configuration of which whether in natural state or as a result of the grading operations, excavation or fill, causes erosion, subsidence, or surface water drainage problems of such magnitude as to be injurious or potentially injurious to the public health, safety and welfare, or to adjacent properties.</p> <p>Section 7-1-2 (Building Code Modified) describes the sections of the Los Angeles County Code adopted into the Building Code of the City of Temples and elects to amend, delete, or add thereto. Section J 105.12 is amended in its entirety to read;</p> <p>Section J 105.12 (Completion of Work). Upon completion of the rough grading work and at the final completion of the work, the following reports and drawings and</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>supplements thereto are required for engineered grading or when professional inspection is otherwise required by the Building Official:</p> <ol style="list-style-type: none">1. A certification by the Field Engineer that to the best of his or her knowledge, the work within the Field Engineer’s area of responsibility was done in accordance with the final approved grading plan.2. A report prepared by the Soils Engineer retained to provide such services in accordance with Section J105.4, including locations and elevations of field density tests, summaries of field and laboratory tests, other substantiating data, and comments on any changes made during grading and their effect on the recommendations made in the approved soils engineering investigation report. The report shall include a certification by the Soils Engineer that to the best of his or her knowledge, the work within the Soils Engineer's area of responsibility is in accordance with the approved Soils Engineering report and applicable provisions of this chapter. The report shall contain a finding regarding the safety of the completed grading and any proposed structures against hazard from landslide, settlement, or slippage.3. A report prepared by the Engineering Geologist retained to provide such services in accordance with Section J105.5, including a final description of the geology of the site and any new information disclosed during the grading and the effect of such new information, if any, on the recommendations incorporated in the approved grading plan. The report shall contain a certification by the Engineering Geologist that, to the best of his or her knowledge, the work within the Engineering Geologists area of responsibility is in accordance with the approved engineering geology report and applicable provisions of this Chapter. The report shall contain a finding regarding the safety of the completed grading and any proposed structures against hazard from landslide, settlement. Or slippage. The report shall contain a final as-built geologic map and cross-sections depicting all the information collected prior to and during grading,4. The grading contractor shall certify, on a form prescribed by the Building Official that the grading conforms to the approved plans and specifications. <p>(Ord. 16-1020; amd. Ord. 19-1037; Ord. 22-1066)</p>	
Walnut	<p>Public Safety Element:</p> <p>Goal PS-3: Minimized risks associated with seismic and geologic hazards.</p> <p>Policy PS-3.1: Earthquake Preparedness. Conduct earthquake preparedness education campaigns in coordination with regional and State agencies, as well as local school districts and colleges. Education campaigns should engage with the whole community and target public behavior changes around earthquake preparedness.</p> <p>Policy PS-3.2: Geotechnical Evaluation. As appropriate, require geotechnical evaluation and recommendations prior to new development. Such geotechnical evaluation shall analyze the potential hazards from landslides, liquefaction, expansive soils, and mud and debris flow. Recommendations will include mitigation to avoid or minimize the identified hazards.</p> <p>Policy PS-3.3: Landslide Hazards. Require that any site with a slope exceeding 10 percent be reviewed against current Landslide Hazard Potential Zone maps of the State of California to determine the need for geotechnical and structural analysis.</p>	<p>Municipal codes related to geology and soils relevant to the Plan Area can be found in Section 2.04.040 (Appendix Dchapter J of said Los Angeles County Building Code supplemented by development grading standards) of Title 2 (Building and Building Regulations), and Section 3.36.060 (Public Nuisance).</p> <p>Section 2.04.040 (Appendix Dchapter J of said Los Angeles County Building Code supplemented by development grading standards) establishes complementary grading standards of the City to provisions set forth in Appendix Dchapter J of the Los Angeles County Building Code. The design standards include (1) minimizing the effects of mass grading of hillside areas and to provide the most natural appearance and to preserve natural terrain, (2) design complete landscaping plans for mitigation of grading, (3) proposed grading shall be designed to minimize adverse environmental effects on surrounding property or the permitted use thereof, (4) the proposed grading plan, when compared to possible alternative plans which would serve the same function, will result in the most natural appearance and preservation of natural terrain and water courses possible, (5) no cut or fill slopes shall be created which exceed 30 feet in vertical height. The Planning Commission may permit slopes exceeding this dimension</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy PS-3.4: Seismic Building Codes. Require that all new development comply with the most recent State of California seismic building codes and the Seismic Hazards Mapping Act. As appropriate, require mitigation of potentially adverse impacts of geologic and seismic hazards.</p> <p><i>Development Review and Entitlement:</i> Action IA.C.3 The City will require all building permits to comply with all current State and Federal requirements which include, but are not limited to, seismic hazards.</p>	<p>where the slopes will be the result of earth contouring or which the Planning Commission finds will result in a natural appearance and will create no geological or erosion hazards, (6) all manufactured slopes adjoining the natural topography shall be contour graded so as to present a natural appearance and blend with the natural topography. This contour grading shall be designed and constructed in such a manner that the final earth form has a natural appearance. This is to be accomplished by rounding and smoothing sharp, angular forms, and avoiding flat, two-dimensional surfaces, (7) cut or fill slopes rising from public streets shall be designed to vary in form and magnitude so as to avoid long segments of uniform configuration, (8) areas adjacent to major natural drainage swales shall be kept in their natural state as much as practical, consistent with the need to minimize flood and erosion hazards. Open greenbelt swales and adequate setbacks for development are a preferred alternative to undergrounding or open concrete lined channels. Natural drainageways shall be stabilized sufficiently to minimize channel erosion. Here channelization projects are found necessary, they shall be part of a larger open space system, be landscaped to blend with the surroundings, and include trails and linear parks along their banks as part of the overall open space system, (9) Sediment catchment basins and/or other erosion/siltation control devices shall be constructed and maintained in accordance with an overall erosion control plan, (10) the overall drainage system shall be completed and made operational at the earliest practical time during construction, (11) roadway design should reflect rural rather than urban character and have sensitive alignments which preserve the natural topography and avoid environmentally sensitive areas, (12) grading plans shall include mitigating measures which will reduce to acceptable safety levels of any underground water seepage problems which may occur because of increased irrigation, rainfall, or alteration of the natural contours (13) development which borders permanent open space shall provide for fire hazard reduction zones in accordance with fire protection guidelines. Responsibility for maintenance of these buffer areas shall be provided for in the project proposal, (14) modifications of these standards may be permitted by the Planning Commission where it can be demonstrated that strict interpretation of such standards will prove to be impractical due to the nature of the terrain and such modification will not be detrimental to the environment.</p> <p>Specific requirements and procedures for grading specific to geology and soils include (4) where deemed necessary by the City Engineer, construction fencing will be placed so as to protect adjacent properties from slope sluffing, (7) erosion control planting shall be installed at the earliest practical date following rough grading, or as directed by the City Engineer, (10) verification of a complete soil and geologic analysis is required, (11) the following reports shall be submitted for staff and Planning Commission review:</p> <p>a. An engineering geologic investigation based on the proposed grading plan and including adequate description of the geology of the site and conclusions and recommendations regarding the effect of geologic conditions on the development;</p> <p>b. A soils engineering investigation based on the proposed grading plan and including data regarding the nature, distribution, and strength of soils, conclusions and recommendations for grading procedures, and design criteria for corrective measures.</p> <p>(Ord. 22-10, § 8; Ord. 19-11, § 8)</p> <p>Section 3.36.060 (Public Nuisance) establishes public nuisances within the City and prohibits (6) to maintain the property, the topography or configuration of which, whether in natural state or as a result of grading operations, in a manner which causes</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		or will cause erosion, subsidence, or surface water runoff problems which will, or may, be injurious to the public health, safety and welfare or to adjacent properties. (Ord. 20-01 § 1)	
West Covina	<p>Our Healthy and Safe Community:</p> <p>Policy P6.15: Limit the exposure to potential natural hazards through adoption and enforcement of appropriate building standards, land use controls, and environmental review.</p> <p>Action A6.15a: Require all development to comply with the provisions of the latest California Building Code, including provisions related to design and engineering to mitigate potential impacts from seismic events, fires, and other hazards.</p> <p>Action A6.15b: Review Zoning Ordinance and subdivision requirements, make recommendations to the City Council and Planning Commission on the implications of the Safety Element, and make any necessary changes.</p> <p>Action A6.15c: Require CEQA environmental reviews to analyze and as necessary mitigate potential natural hazards on a site-specific basis.</p> <p>Action A6.15d: Require Specific Plans to recognize the findings of this Safety Element as critical land use guidelines are developed for specific areas.</p> <p>Policy P6.16: Take actions to reduce the potential for loss of life or property in areas of high seismic risk and areas subject to landslide and liquefaction hazards.</p> <p>Action A6.16: Require geological and soils engineering investigations in areas of moderate or high landslide risk, potential liquefaction and subsidence areas, and critical seismic zones such as Alquist-Priolo fault zones or areas where potential ground acceleration values exceed applicable standards of the California Building Code.</p>	<p>Municipal codes related to geology and soils relevant to the Plan Area can be found in Section 26-699 (Procedure), Section 15-200 (Nuisance Defined), and Section 9-7 (Erosion Control).</p> <p>Section 26-699 (Procedure) establishes procedures for developing lands designated as being within the hillside overlay zone. Among other requirements for division of lands within the hillside overlay zone, the following is specific to geology and soils:</p> <p>(d) the following reports shall be submitted for staff and planning commission review when a development site falls within a hazardous geologic area as defined by the adopted seismic safety element of the general, plan:</p> <p>(1) An engineering geologic investigation based on the most recent grading plan and including adequate description of the geology of the site and conclusions and recommendations regarding the effect of geologic conditions on the development.</p> <p>(2) A soils engineering investigation based on the most recent grading plan and including data regarding the nature, distribution, and strength of soils, conclusions, and recommendations for grading procedures, and design criteria for corrective measures.</p> <p>(Code 1960, § 11202.02a; Ord. No. 1333, § 1, 4-25-77; Ord. No. 1358, § 1, 10-24-77; Ord. No. 2030, § 4, 4-20-99)</p> <p>Section 15-200 (Nuisance Defined) defines public nuisances for any person owning, leasing, occupying or having charge or possession of any premises in the city to maintain such premises in such a manner that any of the following conditions exist thereon: (j) Land or property which because of conditions on site (whether its natural state or as a result of grading, surface water drainage or acts of nature such as earthquakes, rain, subsidence and so forth) presents problems of such magnitude as to be injurious or potentially injurious to the public health, safety and welfare, including to adjacent property owners.</p> <p>(Ord. No. 1926, § 1, 11-2-93)</p> <p>Section 9-7 (Erosion Control) adopts and amends Sections J110.1 Erosion Control and Section J110.2 Other Devices to read as follows:</p> <p>Section J110.1.1. All construction sites are subject to the latest requirements of the City of West Covina enforced National Pollution Discharge Elimination System (NPDES), Best Management Practices (BMPs) and applicable pollution control and erosion protection measures pursuant to Chapter 9, Article II, Stormwater and Urban Run-off Pollutions Control, and Article III, Flood Drain Management, of the City of West Covina Municipal Code.</p> <p>The following section is added to Section J110 (Erosion Control) to read as follows:</p> <p>Section J110.3 The following subsection have been added to read as follows:</p> <p>a. Where slopes are planted for erosion control, the slope shall be watered by a designed automatic irrigation system approved by the City Engineer. The irrigation system and landscaping shall have their own plans and specifications. Landscaping shall have a minimum ninety-day plant establishment period prior to calling for final approval.</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<div><div><div>b.</div><div>The manner(s) of erosion control shall be specifically addressed in the report required by section 3309.5 of the Title 26 Los Angeles County Building Code.</div></div><div><div>c.</div><div>The owner of any property on which grading has been performed pursuant to a permit issued under the provisions of this Code, or any other person or agent in control of such property, shall maintain in good condition and repair all drainage structures and other protective devices including burrowing rodent control when shown on the grading plans filed with the application for grading permit and approved as a condition precedent to the issuance of such permit.</div></div></div> <div>(Ord. No. 2463, § 6, 1-7-20; Ord. No. 2466, § 7, 12-17-19)</div>	

3.7.3 Impact Assessment

3.7.3.1 Significance Criteria

Appendix G of the State CEQA Guidelines was reviewed to determine if the Plan would result in significant impacts related to geology and soils. These guidelines serve as the threshold of significance for determining impacts to geology and soils and consider if the Plan would:

- 7(a) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*
 - i. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*
 - ii. *Strong seismic ground shaking?*
 - iii. *Seismic-related ground failure, including liquefaction?*
 - iv. *Landslides?*
 - v. *Result in substantial soil erosion or the loss of topsoil?*
- 7(b) *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?*
- 7(c) *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?*
- 7(d) *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?*
- 7(e) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

3.7.3.2 Methodology

This analysis qualitatively evaluates the construction and operations impacts of the Plan on geologic, soils, and paleontological resources based on desktop review of geologic and soils conditions within and adjacent to the Plan Area. The impacts were assessed on a programmatic level based on the relevant regulatory framework. Impacts to geology, soils and paleontological resources are dependent on the resources present at a proposed project location and may result from ground-disturbing activities. Where the potential impacts of Plan components would be the same, these are combined into a single statement. Because future project-specific locations, details, and footprints have not been established the PEIR analyzes impacts according to the impact driver (for example excavation, erosion) and the potential for an environmental impact in a non-site specific manner; specifies project-specific assessments specific to resource areas with a potential for significant impact that would be conducted

for all future proposed projects under the Plan, and provides for mitigation measures when regulatory compliance does not reduce the impact to less than significant levels.

3.7.3.3 Plan Impacts

- 3.7.3.3.1 7(a). Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
 - ii. Strong seismic ground shaking?
 - iii. Seismic-related ground failure, including liquefaction?
 - iv. Landslides?
- 3.7.3.3.1.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant. The Plan Area is located in a seismically active area due to the various active and potentially active faults in the region (Figure 3.7-2). Seismic events from one or more of these faults could result in strong ground shaking in the San Gabriel River area; therefore, it is possible that greenway paths and amenities as well as any other Plan components could be affected by strong ground shaking, particularly during construction when the design is not yet fully installed.

Fault and landslide prone areas exist in the Plan Area (Figure 3.7-2 and Figure 3.7-3). Fault zones are described by CGS as regulatory zones surrounding the surface and traces of active faults. If a future project is constructed in these zones, it would be subject to fault zone regulations. Prior to a new project with load-bearing structures being permitted in a fault zone (e.g., a new restroom or a safe crossing design that includes a bridge), cities and counties require geologic investigation to demonstrate that proposed structures would be designed according to California Building Code standards.

Much of the Plan Area falls within liquefaction zones (Figure 3.7-3). Liquefaction zones identify where the stability of foundation soils must be evaluated and where site mitigation must be applied. Projects proposed within liquefaction zones would be subject to liquefaction zone mitigation recommendations by the County or applicable city.

There are landslide hazard areas within the Plan Area (Figure 3.7-3). Mapped landslide hazard areas identify where the evaluation of the stability of hillslopes is required by existing regulations and countermeasures undertaken in design and construction as part of regulatory compliance.

Construction of any structures associated with future projects would be consistent with prevailing building codes and relevant regulations and permits, which would minimize risk from seismic activity. The California Building Code considers these geologic hazards and requires geotechnical studies as part of regular plan review in areas where hazards are known to exist. The result of the studies with respect to geological hazards would be incorporated into the construction plan and design element. Therefore,

regulatory compliance ensures that impacts from strong i) seismic shaking, ii) fault rupture, iii) liquefaction, and iv) landslides would be less than significant.

Operations

Less than Significant. Potential projects implemented under the Plan would increase the availability of public space and public amenities (e.g., shade, water, restrooms, seating) and are likely to attract visitors to the Plan Area. As such, visitors could be exposed to strong seismic shaking, fault rupture, and secondary seismic activity (e.g., landslides, liquefaction). Any development occurring in fault zones, liquefaction zones, or landslide hazard areas would require evaluation, implementation of appropriate construction measures to avoid exacerbating existing hazard seismic and soil conditions, as necessary, and compliance with the California Building Code which addresses these seismic and soil hazards and would minimize the potential geologic hazard risk to visitors. Proposed projects under the Plan could result in the exposure of people or structures to risks associated with seismic phenomena including fault rupture, seismic ground shaking, ground failure, liquefaction hazards, and landslide hazards. Uses would typically include recreation. Visitors would not be permanent occupants as none of the greenway amenities include human occupancy in their design. However, any proposed restroom or structure expected to have a human occupancy rate of more than 2,000 person-hours per year is considered a structure for human occupancy and the appropriate seismic hazards would be addressed during the construction phase. The operation of greenway paths and amenities, and all other potential Plan components would not cause or exacerbate major geologic phenomena (e.g., strong seismic shaking, fault rupture) or secondary phenomena (e.g., liquefaction, landslides). The potential project elements would be designed according to the California Building Code, which addresses these issues. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Construction and operation impacts would be less than significant. No mitigation is required.

3.7.3.3.2 7(b). Result in substantial soil erosion or the loss of topsoil?

3.7.3.3.2.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant. Erosion could adversely affect any proposed construction site and any of the Plan components. Construction activities could exacerbate erosion conditions by exposing soils to rainfall, adding water to the soil from irrigation and runoff from new impervious surfaces. The construction of greenways and amenities could disturb up to 5 miles of District ROW up to 24 feet wide. Inclusion of any of the other potential Plan components with the greenway path would result in additional ground disturbance area. Any proposed project involving grading an area greater than 1 acre would be required to obtain NPDES coverage under the NPDES Construction General Permit, Order No. 2022-0057-DWQ (State Water Resources Control Board 2022). Construction activities covered under the Construction

General Permit include demolition and pre-development site preparation, grading and land development, streets and utilities, vertical construction, and final landscaping and site stabilization.

The Construction General Permit would require the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP), which includes BMPs to regulate stormwater runoff, including measures to prevent soil erosion and loss of topsoil. The Construction General Permit requires that all SWPPPs be site-specific and are written, amended, and certified by a Qualified SWPPP Developer (QSD) and includes the information needed to demonstrate compliance with all requirements of the General Permit to ensure that water quality is being protected. Typical construction BMPs include silt fences, straw waddles, sediment traps, gravel sandbag barriers, etc. Erosion management would be implemented during and after construction, as exposed slopes would be treated to avoid dust and sediment erosion. Erosion management is also discussed in Section 3.10, Hydrology and Water Quality. Proposed projects that would involve less than one acre of soil disturbance may be required to comply with County (or city's, depending on where the project is located within the Plan Area) LID standards (summarized above in Section 3.7.2.3.2) and stormwater pollution control activities for construction projects (these specific requirements are discussed in Section 3.10, Hydrology and Water Quality). Additionally, the *Design Guidelines and Standards* provide guidance for the implementation of stormwater quality control measures and the recommended design methodology to manage stormwater. Accordingly, all projects would be implemented in a manner that minimizes erosion and the discharge of pollutants offsite. Compliance with permit requirements and implementation of appropriate BMPs such as berms and covers would minimize erosion potential during construction.

Additionally, the *Design Guidelines and Standards* include design considerations for various BMPs that address sediment capture and soil stability. Per the *Design Guidelines and Standards*, implementation of any infiltration-reliant stormwater BMPs require subsurface geologic characterizations that must be conducted before construction to ensure geologic conditions are considered. Site investigation, infiltration testing, and geotechnical reports are required components of infiltration stormwater design. Geologic considerations are meant to ensure infiltration BMP implementation is both feasible and does not pose undue adverse impacts to the built and natural environment. Per the *Design Guidelines and Standards*, a stormwater infiltration project shall not put existing soils, existing structures, and sub-surface utilities at risk of failure. Further, site filtration rate must be sufficient to infiltrate water onsite and pollutants shall not be mobilized. Therefore, adherence to the *Design Guidelines and Standards* as well as regulatory compliance would ensure that construction impacts are less than significant. Therefore, construction impacts to topsoil and erosion would be less than significant.

Operations

Less than Significant. Operations of greenway paths, amenities, and other Plan components would not include any activities that would cause or exacerbate conditions leading to substantial erosion or loss of topsoil. As described above for construction, per the *Design Guidelines and Standards*, stormwater BMPs would be a required element whenever impervious surfaces are built. These BMPs would treat all surface runoff associated with storm events and filter sediments, further reducing the likelihood of significant amounts of sediments leaving the project site. Human foot and bike traffic as well as animal traffic (e.g., horses) could use the paths and could disturb trail materials and increase potential for erosion. These paths would be paved with concrete, asphalt, stone fines, decomposed granite, compacted earth, or permeable paving, depending on the particular site and the intended use. Soil

erosion during operation of greenway paths and amenities would be minimized through site drainage design and maintenance practices. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation Measures

Construction and operation impacts would be less than significant. No mitigation is required.

3.7.3.3.2.2 Greenway Paths + Pocket Parks and Greenspaces

Construction

Less than Significant. Erosion could adversely affect any proposed site and any of the plan components. Construction activities could exacerbate erosion conditions by exposing soils, adding water to the soil from irrigation and runoff from new impervious surfaces. The construction of greenways and pocket parks and greenspaces could disturb up to 5 miles of District ROW up to 24 feet wide as well as adjacent parcels up to 25 acres in size. Any proposed project involving grading an area greater than 1 acre would be required to obtain NPDES coverage under the NPDES Construction General Permit, Order No. 2022-0057-DWQ (State Water Resources Control Board 2022). Construction activities covered under the Construction General Permit include demolition and pre-development site preparation, grading and land development, streets and utilities, vertical construction, and final landscaping and site stabilization.

The Construction General Permit would require the development and implementation of a SWPPP, which includes BMPs to regulate stormwater runoff, including measures to prevent soil erosion and loss of topsoil. The Construction General Permit requires that all SWPPPs be site-specific and are written, amended, and certified by a QSD and includes the information needed to demonstrate compliance with all requirements of the General Permit to ensure that water quality is being protected. Typical construction BMPs include silt fences, straw waddles, sediment traps, gravel sandbag barriers, etc. Erosion management would be implemented during and after construction, as exposed slopes would be treated to avoid dust and sediment erosion. Proposed projects that would involve less than 1 acre of soil disturbance would still be required to comply with County LID code requirements (summarized above in Section 3.7.2.3.2) and stormwater pollution control activities for construction projects. If a City has local requirements that exceed the County LID standards, these would also be addressed in construction plans in accordance with the County's MS4 permit under Section 402 of the CWA and any applicable local requirements from incorporated cities that are also covered by the County MS4 permit (discussed in Section 3.10, Hydrology and Water Quality). Accordingly, all projects would be implemented to minimize erosion and the discharge of pollutants offsite. Compliance with permit requirements and implementation of appropriate BMPs would minimize erosion potential during construction. Construction impacts from greenway paths and pocket parks and greenspaces to topsoil would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance after Mitigation Measures

Impacts would be less than significant. No mitigation is required.

Operations

Less than Significant. Operations activities associated with the greenway paths and pocket parks would not include any activities that would cause or exacerbate conditions leading to substantial erosion or loss of topsoil. Stormwater BMPs would be a required element.

3.7.3.3.3 7(c). Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

3.7.3.3.3.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant. The Plan Area covers a large geographic area primarily consisting of soils classified as Urban Land by NRCS. Urban Land typically consists of soils in areas of high population density in the built environment. These soils can contain human-transported composite materials, altered materials, or intact native soils. Soils could exhibit a wide range of conditions and properties, and soil instability could be a factor (NRCS 2019). Soil instability can lead to lateral spreading, liquefaction, or collapse.

Much of the Plan Area falls within liquefaction zones (Figure 3.7-3). Liquefaction zones identify where the stability of foundation soils must be evaluated and where site mitigation must be applied. Projects proposed within liquefaction zones could be subject to liquefaction zone mitigation recommendations. There are landslide hazard areas within the Plan Area (Figure 3.7-3). Mapped landslide hazard areas identify where the stability of hillslopes must be evaluated, and countermeasures undertaken in design and construction.

Construction of greenways paths, amenities, and other Plan components, specifically any projects that entail construction of physical structures such as restrooms, shade structures, or bridges (for safe crossing) would be consistent with prevailing building codes and relevant regulations and permits, which would minimize risk of landslide, lateral spreading, subsidence, liquefaction, or collapse from placement in a geologic unit or soil that is unstable or might become unstable. California Building Code considers these geologic hazards and requires geotechnical studies as part of regular plan review in areas where hazards are known to exist. The result of the studies with respect to geological hazards would be incorporated into the construction plan and design element.

Additionally, the *Design Guidelines and Standards* include design considerations for various BMPs that address sediment capture and soil stability. Per the *Design Guidelines and Standards*, implementation of any infiltration-reliant stormwater BMPs require subsurface geologic characterizations that must be conducted before construction to ensure geologic conditions are considered. Site investigation, infiltration testing, and geotechnical reports are required components of infiltration stormwater design. Geologic considerations are meant to ensure infiltration BMP implementation is both feasible and does not pose undue adverse impacts to the built and natural environment. A stormwater infiltration project shall not put existing soils, existing structures, and sub-surface utilities at risk of failure. Further, site

filtration rate must be sufficient to infiltrate water onsite and pollutants shall not be mobilized. Therefore, adherence to the *Design Guidelines and Standards* as well as regulatory compliance ensures that construction impacts from projects implemented under the Plan would be less than significant.

Operations

No Impact. Due to the nature of the components of the potential projects under the Plan, operational impacts associated with future projects would not include activities that would contribute significantly to soil instability. Operations activities associated with projects implemented under the Plan would primarily include recreation and social and cultural opportunities, as well as ongoing maintenance of the facilities, and would not include any activities that would cause or exacerbate soil instability including landslide, lateral spreading, subsidence, liquefaction, or collapse. Further, all projects would be required to incorporate stormwater management into their design and such features would actively contribute to greater soil stability by treating stormwater and preventing soil runoff. A discussion of landslide and liquefaction hazards during construction and operation is provided above in Section 3.7.3.3.1, Impact (a) for the Plan. There would be no impact from operations associated with the Plan.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Construction impacts would be less than significant. No mitigation is required.

Operations would result in no impacts. No mitigation is required.

3.7.3.3.4 7(d). Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

3.7.3.3.4.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant. Vertisols, which have expansive properties, have been mapped in the Plan Area along Puente Creek and San Jose Creek (Figure 3.7-1). Expansive soils expand when they get wet and shrink as they dry. Additionally, the urban soils units underlying the Plan Area can exhibit a wide variety of conditions and properties, including expansive potential. Urban soils can contain fine-grained soils such as silts or clays that may contain expansive minerals. Upward pressure can increase when these expansive soils swell which may result in detrimental effects on structures and surface improvements if not properly addressed in the construction design.

The construction of greenway paths, and other Plan components, particularly those that involve construction of structures such as restrooms, shade structures, or bridges for safe crossings, would be required to be consistent with all applicable building codes and permit requirements, thereby minimizing the potential for substantial direct or indirect expansive soil impacts on structures and visitors. Visitors would not be present during construction.

The *Design Guidelines and Standards* include design considerations for various BMPs that address soil stability. Per the *Design Guidelines and Standards*, implementation of any infiltration-reliant stormwater BMPs require subsurface geologic characterizations that must be conducted before construction to ensure geologic conditions are considered. Site investigation, infiltration testing, and geotechnical reports are required components of infiltration stormwater design. Geologic considerations are meant to ensure infiltration BMP implementation is both feasible and does not pose undue adverse impacts to the built and natural environment. The presence of expansive soils would be addressed by adhering to the *Design Guidelines and Standards* and regulatory requirements. Construction impacts from projects implemented under the Plan would be less than significant.

Operations

Less than Significant. Operation activities primarily would include recreation, social, and cultural opportunities, as well as ongoing maintenance of facilities. No greenway amenities included in the Plan would be designed for permanent human occupancy and visitors would be on site on a temporary basis. However, any proposed restroom or structure expected to have a human occupancy rate of more than 2,000 person-hours per year is considered a structure for human occupancy and the appropriate measures to address expansive soils would be addressed during the construction phase. Operations impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Construction and operation impacts would be less than significant. No mitigation is required.

3.7.3.3.5 7(e). Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

3.7.3.3.5.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction and Operations

No Impact. There are no septic tanks or alternative wastewater disposal systems being proposed as part of the Plan. No impacts would occur.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

No impacts would occur. No mitigation is required.

3.7.3.3.6 7(f). Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

3.7.3.3.6.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant with Mitigation. The entire Plan Area could contain deposits considered sensitive for containing significant unrecorded paleontological vertebrate fossils or other unique geological features. Sensitive paleontological deposits likely exist at various depths below the current ground surface within the Plan Area. The County has identified two significant fossil localities in the vicinity of the Plan Area. Both are within the Puente Formation: one in the Hacienda Heights and the other in the Diamond Bar areas of Puente Hills.

Construction of the greenway paths and greenway amenities and other Plan components would generally involve site disturbance, movement of construction equipment, and import and export of materials. Ground disturbance would include site clearing and excavation. Construction of greenway paths and greenway amenities could destroy, remove, disturb, and alter surface-exposed and buried paleontological resources or other unique geological features, resulting in potentially significant impacts. Since future project-specific locations, details, and footprints have not been established the PEIR analyzes impacts according to the impact driver (for example excavation, erosion) and the potential for an environmental impact in a non-site specific manner; specifies project-specific assessments specific to resource areas with a potential for significant impact that would be conducted for all future proposed projects under the Plan, and provides for mitigation measures when regulatory compliance does not reduce the impact to less than significant levels. Future project sites that include excavation in the Hacienda Heights or the Diamond Bar areas of Puente Hills have potential for significant impacts to paleontological resources. With implementation of **MM GEO-1: Pre-Construction Paleontological Resources Investigation** and **MM GEO-2: Avoid or Monitor/Curate Paleontological Resources**, the site-specific conditions of paleontological and other unique geological features would be identified, and if necessary either the area would be avoided, or monitored during construction and if paleontological or other unique geological features are encountered, they will be curated. Therefore, these impacts would be less than significant with mitigation.

Operations

Less than Significant with Mitigation. Operation activities related to projects implemented under the Plan could include new single-story structures, such as shade structures and restrooms and lower-profile infrastructure (e.g., trails, signs, lighting, benches, gardens, etc.) which may introduce activities that could directly affect significant paleontological resources. Operation could result in minor increased erosion as described previously under Section 3.7.3.3.2, Impact (b) for the Plan. Increased recreational use at new facilities operated under the Plan near an area with exposed deposits that are sensitive for significant paleontological resources could directly affect any undiscovered resources through exposure and removal from unanticipated disturbance and increased public use. For project sites that include excavation in the Hacienda Heights or Diamond Bar areas of Puente Hills, there is the potential for significant impacts to paleontological resources. If significant impacts on a newly exposed or existing significant paleontological resource cannot be avoided, then **MM GEO-3: Avoid/Minimize Impacts on**

Paleontological Resources During Operations would be implemented to reduce impacts to less than significant.

Mitigation Measures

MM GEO-1: Pre-Construction Paleontological Resources Investigation. During design of individual proposed projects with excavation in the Hacienda Heights or the Diamond Bar areas of Puente Hills, and prior to construction, the project proponent shall contract with a qualified paleontologist or registered geologist to conduct paleontological resource investigation consistent with Society of Vertebrate Paleontology Guidelines. If sensitive deposits are identified and could be affected by the proposed project in the Plan Area, **MM GEO-3** shall be implemented.

MM GEO-2: Avoid or Monitor Paleontological Resources. If sensitive deposits are identified in excavations in the Hacienda Heights or the Diamond Bar areas of Puente Hills and could be affected by the proposed project, the implementing agency will redesign the subsequent project to avoid sensitive paleontological resources and deposits that could potentially contain these resources. If avoidance and/or project redesign is not feasible, then paleontological monitoring will be implemented.

If sensitive deposits are identified and avoidance and/or project redesign is not feasible, prior to ground-disturbing activities, the project proponent shall retain a qualified paleontologist to be available “on-call” during excavation and ground-disturbing activities that occur in undisturbed deposits below ground surface, the extent of which will be determined based on review of the geotechnical report/paleontological resource investigation, and to inspect exposures for contained fossils. In the event that paleontological resources are discovered, work will be halted, the lead implementing agency will be notified immediately, and the implementing agency will consult with the qualified paleontologist to assess the significance of the find according to Section 15064.5 of the CEQA Guidelines. If any find is determined to be significant, the implementing agency and the paleontologist will determine appropriate avoidance measures or other appropriate mitigation. The implementing agency will make the final determination. All significant paleontological materials recovered will be reviewed, evaluated, and documented according to current professional standards by the consulting paleontologist and discussed with the implementing agency. The implementing agency will make the final determination. Based on observations, monitoring may be reduced or discontinued if the qualified paleontologist determines that the possibility of encountering fossiliferous deposits is low.

MM GEO-3: Avoid/Minimize Impacts on Paleontological Resources During Operations. If significant paleontological resources or sensitive deposits with the potential to contain significant paleontological resources are identified within a proposed project area with excavation in the Hacienda Heights or the Diamond Bar areas of Puente Hills in the Plan Area during design/planning of individual projects (**MM GEO-1: Pre-Construction Paleontological Resources Investigation** and **MM GEO-2: Avoid or Monitor Paleontological**), and sensitive deposits remain exposed at or near the ground surface, the project proponent, in coordination with the qualified paleontologist, shall prepare an avoidance and minimization plan to avoid and/or minimize potential impacts during operations. This plan may include, but not be limited to:

- Preparing an operations and maintenance plan to minimize degradation and exposure of sensitive deposits

- Designing and developing interpretive exhibits to provide education and understanding of the importance of avoiding and protecting sensitive deposits and paleontological resources
- Create Environmentally Sensitive Areas around the paleontological resources. Generally, the Environmentally Sensitive Area would be secured using some combination of exclusionary fencing or monitoring as an alternative to excavation/removal.

Significance After Mitigation

For construction, implementation of **MM GEO-1: Pre-Construction Paleontological Resources Investigation** and **MM- GEO-2: Avoid or Monitor Paleontological** would ensure that any as-yet-undiscovered paleontological resources are identified and protected during ground disturbing activities, and construction impacts would be reduced to less than significant with mitigation.

If impacts during construction cannot be avoided by implementation of **MM GEO-1: Pre-Construction Paleontological Resources Investigation** and **MM GEO-2: Avoid or Monitor Paleontological**, then implementation of **MM GEO-3: Avoid/Minimize Impacts on Paleontological Resources During Operations** would ensure that exposed paleontological resources are protected from potentially disturbing activities during operations. Impacts during operations would be less than significant with mitigation.

3.7.3.4 Impacts of Example Conceptual Designs

This section discusses potential impacts from the 10 conceptual designs.

- 3.7.3.4.1 7(a). Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
 - ii. Strong seismic ground shaking?
 - iii. Seismic-related ground failure, including liquefaction?
 - iv. Landslides?

Construction and Operations

Less than Significant. The components proposed for all 10 conceptual design projects are within the maximum extent limits as described for the Plan in Section 2, Project Description. Some are located near fault lines or in landslide hazard or liquefaction zones as described in Table 3.7-3 below. Regulatory compliance would ensure that impacts would be less than significant during construction and operation. There would be no additional impacts or impacts of greater severity than those already addressed in Section 3.7.3.3.1.1. Impacts would be less than significant.

Table 3.7-3. Analysis of Conceptual Design Examples for Construction and Operations Impacts from Risk of Loss, Injury, or Death Involving Seismic Hazards.

Conceptual Design Project	<i>7(a). 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?</i>
Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i>	Less than Significant. This conceptual design project is not located on a known active fault line or in a mapped liquefaction zone. Nevertheless, future design and construction of this project would be subject to regulations ensuring that impacts from strong seismic shaking, fault rupture, liquefaction, and landslides would be less than significant.
Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i>	Less than Significant. This conceptual design project is not located on a known active fault line or in a mapped liquefaction zone (Figure 3.7-3). Nevertheless, future design and construction of this project would be subject to regulations ensuring that impacts from strong seismic shaking, fault rupture, liquefaction, and landslides would be less than significant.
Eaton Wash Greenway at Spreading Ground Site <i>City of Pasadena</i>	Less than Significant. This conceptual design project is not located on a known active fault line; however, it is within a mapped liquefaction zone (Figure 3.7-3). Future design and construction of this project would be subject to regulations ensuring that impacts from strong seismic shaking, fault rupture, liquefaction, and landslides would be less than significant.
Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i>	Less than Significant. This conceptual design project is not located on a known active fault line; however, it is near a mapped liquefaction zone (Figure 3.7-3). Future design and construction of this project would be subject to regulations ensuring that impacts from strong seismic shaking, fault rupture, liquefaction, and landslides would be less than significant.
San Dimas Wash at Arrow High School <i>City of Glendora</i>	Less than Significant. This conceptual design project is not located on a known active fault line or in a mapped liquefaction zone (Figure 3.7-3). Nevertheless, future design and construction of this project would be subject to regulations ensuring that impacts from strong seismic shaking, fault rupture, liquefaction, and landslides would be less than significant.
San Dimas Wash at Hollenbeck Park <i>City of Covina</i>	Less than Significant. This conceptual design project is not located on a known active fault line or in a mapped liquefaction zone (Figure 3.7-3). Nevertheless, future design and construction of this project would be subject to regulations ensuring that impacts from strong seismic shaking, fault rupture, liquefaction, and landslides would be less than significant.
San Jose Creek at Pocket Park <i>City of Industry and the unincorporated LA County community of Avocado Heights</i>	Less than Significant. This conceptual design project is not located on a known active fault line; however, it is near a mapped liquefaction zone and a mapped landslide hazard zone (Figure 3.7-3). Future design and construction of this project would be subject to regulations ensuring that impacts from strong seismic shaking, fault rupture, liquefaction, and landslides would be less than significant.

Conceptual Design Project	7(a). 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?
Thompson Creek at the Fairplex <i>Cities of Pomona, La Verne, and Claremont</i>	Less than Significant. This conceptual design project is not located on a known active fault line; however, it is in a mapped liquefaction zone and near a mapped landslide hazard zone (Figure 3.7-3). Future design and construction of this project would be subject to regulations ensuring that impacts from strong seismic shaking, fault rupture, liquefaction, and landslides would be less than significant.
Walnut Creek at Syhre Park <i>Cities of Baldwin Park West Covina</i>	Less than Significant. This conceptual design project is not located on a known active fault line or in a mapped liquefaction zone (Figure 3.7-3). Nevertheless, future design and construction of this project would be subject to regulations ensuring that impacts from strong seismic shaking, fault rupture, liquefaction, and landslides would be less than significant.
Walnut Creek at Pocket Park <i>City of West Covina</i>	Less than Significant. This conceptual design project is not located on a known active fault line; however, it is within a mapped liquefaction zone (Figure 3.7-3). Future design and construction of this project would be subject to regulations ensuring that impacts from strong seismic shaking, fault rupture, liquefaction, and landslides would be less than significant.

3.7.3.4.2 7(b). Result in substantial soil erosion or the loss of topsoil?

Construction and Operations

Less than Significant. The components proposed for all 10 conceptual design projects are within the maximum extent limits as described for the Plan in Section 2. Most conceptual design projects would require NPDES coverage under the NPDES Construction General Permit as well as development and implementation of a SWPPP. If the final design of a conceptual design project includes ground disturbance less than one acre in size, a SWPPP would not be required, but construction BMPs would be implemented in accordance with the *Design Guidelines and Standards*. Following completion of construction activity, the design of the facilities would ensure regular operations and maintenance would not result in substantial soil erosion. There would be no additional impacts or impacts of greater severity than those already addressed in Sections 3.7.3.3.2. Impacts would be less than significant.

3.7.3.4.3 7(c). Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Construction and Operations

Less than Significant. The components proposed for all 10 conceptual design projects are within the maximum extent limits as described for the Plan in Section 2. Some are located in landslide hazard or liquefaction zones as described in Table 3.7-4 below. Regulatory compliance ensures that impacts would be less than significant during construction and operation. There would be no additional impacts or

impacts of greater severity than those already in Section 3.7.3.3.3. Impacts would be less than significant.

Table 3.7-4. Analysis of Conceptual Design Examples for Potential Construction and Operations to Cause Impacts from Being Located on Unstable Soils

Conceptual Design Project	7(c). Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i>	Less than Significant. This conceptual design project is not in a mapped liquefaction zone or landslide hazard zone (Figure 3.7-3). Nevertheless, construction and operation of this conceptual design project would be consistent with prevailing building codes and relevant regulations and permits, which would minimize risk of landslide, lateral spreading, subsidence, liquefaction, or collapse from placement in a geologic unit or soil that is unstable or might become unstable, resulting in less than significant impacts.
Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i>	Less than Significant. This conceptual design project is within a mapped liquefaction zone (Figure 3.7-3). Construction and operation of this conceptual design project would be consistent with prevailing building codes and relevant regulations and permits, which would minimize risk of landslide, lateral spreading, subsidence, liquefaction, or collapse from placement in a geologic unit or soil that is unstable or might become unstable, resulting in less than significant impacts.
Eaton Wash Greenway at Spreading Ground Site <i>City of Pasadena</i>	Less than Significant. This conceptual design project is within a mapped liquefaction zone (Figure 3.7-3). Construction and operation of this conceptual design project would be consistent with prevailing building codes and relevant regulations and permits, which would minimize risk of landslide, lateral spreading, subsidence, liquefaction, or collapse from placement in a geologic unit or soil that is unstable or might become unstable, resulting in less than significant impacts.
Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i>	Less than Significant. This conceptual design project is not in a mapped liquefaction zone or landslide hazard zone (Figure 3.7-3). Nevertheless, construction and operation of this conceptual design project would be consistent with prevailing building codes and relevant regulations and permits, which would minimize risk of landslide, lateral spreading, subsidence, liquefaction, or collapse from placement in a geologic unit or soil that is unstable or might become unstable, resulting in less than significant impacts.
San Dimas Wash at Arrow High School <i>City of Glendora</i>	Less than Significant. This conceptual design project is not in a mapped liquefaction zone or landslide hazard zone (Figure 3.7-3). Nevertheless, construction and operation of this conceptual design project would be consistent with prevailing building codes and relevant regulations and permits, which would minimize risk of landslide, lateral spreading, subsidence, liquefaction, or collapse from placement in a geologic unit or soil that is unstable or might become unstable, resulting in less than significant impacts.
San Dimas Wash at Hollenbeck Park <i>City of Covina</i>	Less than Significant. This conceptual design project is within a mapped liquefaction zone and a landslide hazard area (Figure 3.7-3). Construction and

Conceptual Design Project	7(c). Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
	operation of this conceptual design project would be consistent with prevailing building codes and relevant regulations and permits, which would minimize risk of landslide, lateral spreading, subsidence, liquefaction, or collapse from placement in a geologic unit or soil that is unstable or might become unstable, resulting in less than significant impacts.
San Jose Creek at Pocket Park <i>City of Industry and the unincorporated LA County community of Avocado Heights</i>	Less than Significant. This conceptual design project is within a mapped liquefaction zone and near a landslide hazard area (Figure 3.7-3). Construction and operation of this conceptual design project would be consistent with prevailing building codes and relevant regulations and permits, which would minimize risk of landslide, lateral spreading, subsidence, liquefaction, or collapse from placement in a geologic unit or soil that is unstable or might become unstable, resulting in less than significant impacts.
Thompson Creek at the Fairplex <i>Cities of Pomona, La Verne, and Claremont</i>	Less than Significant. This conceptual design project is not in a mapped liquefaction or landslide hazard zone (Figure 3.7-3). Nevertheless, construction and operation of this conceptual design project would be consistent with prevailing building codes and relevant regulations and permits, which would minimize risk of landslide, lateral spreading, subsidence, liquefaction, or collapse from placement in a geologic unit or soil that is unstable or might become unstable, resulting in less than significant impacts.
Walnut Creek at Syhre Park <i>Cities of Baldwin Park West Covina</i>	Less than Significant. This conceptual design project is within a mapped liquefaction zone (Figure 3.7-3). Construction and operation of this conceptual design project would be consistent with prevailing building codes and relevant regulations and permits, which would minimize risk of landslide, lateral spreading, subsidence, liquefaction, or collapse from placement in a geologic unit or soil that is unstable or might become unstable, resulting in less than significant impacts.
Walnut Creek at Pocket Park <i>City of West Covina</i>	Less than Significant. This conceptual design project is not located in a mapped liquefaction zone or landslide hazard zone (Figure 3.7-3). Construction and operation of this conceptual design project would be consistent with prevailing building codes and relevant regulations and permits, which would minimize risk of landslide, lateral spreading, subsidence, liquefaction, or collapse from placement in a geologic unit or soil that is unstable or might become unstable, resulting in less than significant impacts.

3.7.3.4.4 7(d). Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Construction and Operations

Less than Significant. The components proposed for all 10 conceptual design projects are within the maximum extent limits as described for the Plan in Section 2. All 10 conceptual design projects are primarily located on soils classified as Urban by NRCS. Compliance with permit requirements and implementation of appropriate BMPs would minimize risks from expansive soils to less than significant.

There would be no additional impacts or impacts of greater severity than those already addressed in Section 3.7.3.3.4.1. Impacts would be less than significant.

3.7.3.4.5 7(e). Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Construction and Operations

No Impact. There are no septic tanks or alternative wastewater disposal systems being proposed as part of the 10 conceptual design projects. No impacts would occur.

3.7.3.4.6 7(f). Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Construction and Operations

Less than Significant with Mitigation. No previously recorded or as-yet-unrecorded paleontological resources have been identified at any of the sites; however, the locations of the 10 conceptual design projects could contain currently unknown deposits considered sensitive for containing significant unrecorded paleontological vertebrate fossils. Sensitive paleontological deposits could exist at various depths below the current ground surface at the conceptual design sites. There would be no additional impacts or impacts of greater severity than those already addressed in Sections 3.7.3.3.6.1 and **MM GEO-1: Pre-Construction Paleontological Resources Investigation** and **MM GEO-2: Avoid or Monitor Paleontological** would apply during construction. **MM GEO-3: Avoid/Minimize Impacts on Paleontological Resources During Operations** would apply during operations should a conceptual design project be pursued. Impacts would be less than significant with mitigation.

3.8 Greenhouse Gas Emissions

This section provides a discussion of GHG emissions as they relate to climate change, evaluates GHG emissions associated with the Plan, describes the applicable laws and policies relating to GHG emissions, and analyzes compliance with applicable regulations. Consideration of the Plan's consistency with applicable plans, policies, and regulations, as well as the introduction of new sources of GHGs is included in this section. GHG technical data is included as Appendix C.

Table 3.8-1. Summary of Potential Impacts on GHG Emissions.

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
<i>Would the Plan:</i>			
8(a). Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			
Greenway Paths + Greenway Amenities	Less than Significant with Mitigation	Less than Significant with Mitigation	Construction: MM AQ-1: Emissions Reduction Measure
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant with Mitigation	Less than Significant with Mitigation	MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies
Greenway Paths + Safe Crossings	Less than Significant with Mitigation	Less than Significant with Mitigation	Operations: MM AQ-1: Emissions Reduction Measures
Greenway Paths + Stormwater Management	Less than Significant with Mitigation	Less than Significant with Mitigation	MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies
8(b). Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			
Greenway Paths + Greenway Amenities	Less than Significant with Mitigation	Less than Significant with Mitigation	Construction MM AQ-1: Emissions Reduction Measures
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant with Mitigation	Less than Significant with Mitigation	MM GHG-1: Implement Section-Specific Operations

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
			GHG Emissions Reduction Strategies
Greenway Paths + Safe Crossings	Less than Significant with Mitigation	Less than Significant with Mitigation	Operations: MM AQ-1: Emissions Reduction Measures
Greenway Paths + Stormwater Management	Less than Significant with Mitigation	Less than Significant with Mitigation	MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies

3.8.1 Environmental Setting

Recent significant changes in global climate patterns have been associated with global warming, an average increase in the temperature of the atmosphere near Earth's surface. Global warming has been attributed to the accumulation of GHG emissions in the atmosphere. GHGs trap heat in the atmosphere, which in turn heats the surface of the Earth. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities. The emission of GHGs through the combustion of fossil fuels (i.e., fuels containing carbon) in conjunction with other human activities appears to be closely associated with global warming.

The standard state definition of GHG includes six substances: CO₂; methane (CH₄); nitrous oxide (N₂O); hydrofluorocarbons (HFCs); perfluorocarbons (PFCs); and sulfur hexafluoride (SF₆) (CARB 2014). Tropospheric O₃ (a short-lived, not-well-mixed gas) and black carbon are also important climate pollutants. CO₂ is the most abundant GHG, and collectively CO₂, CH₄, and N₂O amount to 80percent of GHG effects.

3.8.1.1 GHG Global Warming Potential

The Global Warming Potential (GWP) was developed to allow comparisons of the global warming impacts of different gases. Individual GHG compounds have varying GWPs and atmospheric lifetimes. The GWP of a GHG is a measure of how much a given mass of a GHG is estimated to contribute to global warming, relative to CO₂, which is assigned a GWP of 1.0. The GWP is used to determine the carbon dioxide equivalent (CO₂e) mass of each GHG. The calculation of CO₂e is the accepted methodology for comparing GHG emissions because it normalizes various GHG emissions to a consistent reference gas, CO₂. For example, CH₄'s GWP of 25 indicates that the global warming effect of CH₄ is 25 times greater than that of CO₂ on a unit mass basis. CO₂e is the mass emissions of an individual GHG multiplied by its GWP. The physical properties and sources of GHGs are described in Table 3.8-2.

Table 3.8-2. Global Warming Potential, Properties, and Sources for Selected GHGs

Pollutant	GWP	Description and Physical Properties	Sources
CO ₂	1	CO ₂ is an odorless, colorless, naturally occurring GHG.	CO ₂ is emitted from natural and anthropogenic (human) sources. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic out gassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood.
CH ₄	25	CH ₄ is an organic, colorless, naturally occurring, flammable gas. Its atmospheric concentration is less than CO ₂ and its lifetime in the atmosphere is brief (10-12 years) compared to other GHGs.	CH ₄ has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of CH ₄ . Other anthropogenic sources include fossil-fuel and biomass combustion, as well as landfilling and wastewater treatment.
N ₂ O	298	N ₂ O, commonly referred to as "laughing gas," is a colorless, nonflammable GHG. It is a powerful oxidizer and breaks down readily in the atmosphere.	Nitrous oxide is produced by microbial processes in soil and water, including those reactions that 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 as an aerosol spray propellant, e.g., in whipped cream bottles. It is also used in potato chip bags to keep chips fresh. It is used in rocket engines and in race cars.
HFCs	92 - 14,900	HFCs are synthetic man-made chemicals that form one of the GHGs with the highest GWP	HFCs are man-made for applications such as automobile air conditioners and refrigerants.
PFCs	6,288 - 17,700	PFCs are colorless, non-flammable, dense gasses that have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years.	The two main sources of PFCs are primary aluminum production and semiconductor manufacture.
SF ₆	22,800	SF ₆ is an inorganic, odorless, colorless, nontoxic, 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.
NF ₃	17,200	NF ₃ is an inorganic, colorless, odorless, nonflammable gas.	NF ₃ is used primarily in the plasma etching of silicon wafers

Source: CARB 2023

There is growing concern about GHG emissions and their adverse impacts on the world's climate and environment. These concerns relate to the change in the average weather of the earth that may be measured by changes in wind patterns, storms, precipitation, and temperature.

Throughout history, climate has been changing due to forces unrelated to human activity, including solar energy input variation, volcanic activity, and changing concentrations of key atmospheric constituents such as CH₄ and CO₂. These climate changes resulted in ice ages and warm interglacial periods, accompanied by large differences in snow and ice cover and associated changes in ecological systems.

Large-scale combustion of fossil fuels (i.e., coal, oil, and natural gas) by humans beginning in the 19th century resulted in significant increases in CO₂ emissions. Simultaneously, average surface temperatures have been increasing at many locations around the world. Multiple lines of evidence confirm that human activities are the primary cause of global warming of the past 50 years. Natural factors, such as variations in the sun's output, volcanic activity, the Earth's orbit, the carbon cycle, and others, also affect Earth's radiative balance. However, beginning in the late 1700s, the net global effect of human activities has been a continual increase in GHG concentrations (Intergovernmental Panel on Climate Change [IPCC] 2021).

3.8.1.2 GHG Emissions Inventory

Emissions inventories identify and quantify the primary human-generated sources and sinks of GHGs. This section summarizes information on global, national, and state GHG emissions inventories. CARB is responsible for developing the California GHG Emission Inventory. The GHG inventory estimates the volume of GHGs emitted to and removed from the atmosphere by human activities within California and supports the AB 32 Climate Change Program. CARB's current GHG emission inventory covers the years 2000 through 2022, and is based on fuel use, equipment activity, industrial processes, and other relevant data (e.g., housing, landfill activity, and agricultural land area).

- Global Net Anthropogenic GHG Emissions. Worldwide emissions of GHGs in 2019 totaled 59 billion ± 6.6 billion MTCO₂e (IPCC 2022). Global estimates are based on country inventories developed as part of the programs of the United Nations Framework Convention on Climate Change (UNFCCC).
- United States Emissions. In 2019, the United States emitted approximately 6.5 billion MTCO₂e. Of the six major sectors - electric power industry, transportation, industry, agriculture, commercial, and residential - the electric power industry and transportation sectors combined account for approximately 55 percent of the GHG emissions; the majority of the electric power industry and all of the transportation emissions are generated from direct fossil fuel combustion (UNFCCC 2023).
- State of California Emissions. According to CARB emission inventory estimates, California emitted approximately 369.2 million MT CO₂e emissions in 2020 (CARB 2022a). GHG emissions from the transportation and electricity sectors are approximately 36.8 percent and 16.1 percent of California's emission inventory, respectively. The industrial sector contributes approximately 19.9 percent. The remaining sources of GHG emissions are high GWP gases at 5.8 percent, residential and commercial activities at 10.5 percent, agriculture at 8.6 percent, and recycling and waste at 2.4 percent.

3.8.1.3 Global Climate Change

"Global climate change" refers to change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms, lasting for decades or longer. The term "global climate change" is often used interchangeably with the term "global warming," but "global climate change" is preferred by some scientists and policy makers to "global warming" because it helps convey the notion that in addition to rising temperatures, other changes in global climate may occur. Climate change may result from the following influences:

- Natural factors, such as changes in the sun’s intensity or slow changes in the earth’s orbit around the sun;
- Natural processes within the climate system (e.g., changes in ocean circulation); and/or
- Human activities that change the atmosphere’s composition (e.g., through burning fossil fuels) and the land surface (e.g., deforestation, reforestation, urbanization, and desertification).

The likely range of total human-caused global surface temperature increase from 1850–1900 to 2010–2019 is 33.4°F to 34.3°F, with a best estimate of 33.9°F (IPCC 2021). GHGs have been the main driver of tropospheric warming since 1979 and according to the IPCC, it is extremely likely that human-caused stratospheric ozone depletion was the main driver of cooling of the lower stratosphere between 1979 and the mid-1990s (IPCC 2021). Climate change modeling shows that further warming could occur, which could induce additional changes in the global climate system during the current century. Changes to the global climate system, ecosystems, and the environment of California could include higher sea levels, drier or wetter weather, changes in ocean salinity, changes in wind patterns or more energetic aspects of extreme weather (e.g., droughts, heavy precipitation, heat waves, extreme cold, and increased intensity of tropical cyclones). Specific effects from climate change in California may include a decline in the Sierra Nevada snowpack, erosion of California’s coastline, and seawater intrusion in the Sacramento-San Joaquin River Delta. According to the 2006 California Climate Action Team Report, several climate change effects can be expected in California over the course of the next century (CalEPA 2006). These are based on trends established by the IPCC and are summarized below.

- A diminishing Sierra snowpack declining by 70 percent to 90 percent, threatening the state’s water supply.
- A rise in sea levels, resulting in the displacement of coastal businesses and residences. During the past century, sea levels along California’s coast have risen about seven inches. If emissions continue unabated and temperatures rise into the higher anticipated warming range, sea level is expected to rise an additional 22 to 35 inches by the end of the century. Sea level rises of this magnitude would inundate coastal areas with salt water, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats.
- An increase in temperature and extreme weather events. Climate change is expected to lead to increases in the frequency, intensity, and duration of extreme heat events and heat waves in California. More heat waves can exacerbate chronic disease or heat-related illness.
- Increased risk of large wildfires if rain increases as temperatures rise. Wildfires in the grasslands and chaparral ecosystems of southern California are estimated to increase by approximately 30 percent toward the end of the 21st century because more winter rain will stimulate the growth of more plant fuel available to burn in the fall. In contrast, a hotter, drier climate could promote up to 90 percent more northern California fires by the end of the century by drying out and increasing the flammability of forest vegetation.
- Increasing temperatures from 8 to 10.4°F under the higher emission scenarios, leading to a 25 percent to 35 percent increase in the number of days that O₃ pollution levels are exceeded in most urban areas.
- Increased vulnerability of forests due to forest fires, pest infestation, and increased temperatures.
- Reductions in the quality and quantity of certain agricultural products. The crops and products likely to be adversely affected include wine grapes, fruit, nuts, and milk.
- Exacerbation of air quality problems. If temperatures rise to the medium warming range, there could be 75 to 85 percent more days with weather conducive to ozone formation in Los Angeles and the San Joaquin Valley, relative to today’s conditions. This is more than twice the increase expected if

rising temperatures remain in the lower warming range. This increase in air quality problems could result in an increase in asthma and other health-related problems.

- A decrease in the health and productivity of California’s forests. Climate change can cause an increase in wildfires, an enhanced insect population, and establishment of non-native species.
- Increased electricity demand, particularly in the hot summer months.
- Increased ground-level ozone formation due to higher reaction rates of ozone precursors.

In addition, at the local level, Los Angeles County Department of Public Health has noted that, all across Los Angeles, the effects of climate change have been evident in more very hot days and heat waves later in the summer. Scientists predict that climate change will continue to cause even more extreme heat in the future. Coastal areas and central Los Angeles will experience three times more days of temperatures over 95°F, and the San Fernando and San Gabriel Valleys will have even more extremely hot weather (LA DPH 2025).

3.8.2 Regulatory Setting

3.8.2.1 Federal

3.8.2.1.1 Clean Air Act

In *Massachusetts v. Environmental Protection Agency*, 127 S. Ct. 1438 (2007), the U.S. Supreme Court ruled that CO₂ and other GHGs are pollutants under the CAA, which the USEPA must regulate if it determines they pose an endangerment to public health or welfare. On December 7, 2009, the USEPA issued an “endangerment finding” under the CAA, concluding that current and projected GHG emissions threaten the public health and welfare of current and future generations and that motor vehicles contribute to GHG pollution (USEPA 2009). These findings provide the basis for adopting new national regulations to mandate GHG emission reductions under the CAA.

Under the Consolidated Appropriations Act of 2008 (HR 2764), Congress established mandatory GHG reporting requirements for some emitters of GHGs. In response to the requirements established under HR 2764 and under the authority of the CAA, on September 22, 2009, the USEPA issued the Final Mandatory Reporting of Greenhouse Gases Rule. The rule requires annual reporting to the USEPA of GHG emissions from large sources and suppliers of GHGs, including facilities that emit 25,000 MTCO₂e or more a year of GHGs.

3.8.2.1.2 Federal Vehicle Standards

In response to the *Massachusetts v. Environmental Protection Agency* ruling discussed above, the Bush Administration issued an Executive Order on May 14, 2007, directing the USEPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. On October 10, 2008, the NHTSA released a final environmental impact statement analyzing proposed interim standards for passenger cars and light trucks in model years 2011 through 2015. The NHTSA issued a final rule for model year 2011 on March 30, 2009 (NHTSA 2009), and the USEPA and the NHTSA issued a final rule for model years 2012–2016 on May 7, 2010 (USEPA and NHTSA 2010). On May 21, 2010, the President issued a memorandum to the Secretaries of Transportation and Energy, and the Administrators of the USEPA and

the NHTSA calling for the establishment of additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure (Government Publishing Office 2010).

In response to this directive, USEPA and NHTSA issued a Supplemental Notice of Intent announcing plans to propose stringent, coordinated federal GHG and fuel economy standards for model year 2017-2025 light-duty vehicles (Government Publishing Office 2011). The agencies proposed standards projected to achieve 163 grams per mile of CO₂ in model year 2025, on an average industry fleet wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. California has announced its support of this national program (CARB 2011). The final rule was adopted in October 2012, and NHTSA intends to set standards for model years 2022-2025 in future rulemaking (USEPA and NHTSA 2012; NHTSA 2012).

3.8.2.1.3 Heavy-Duty Engines and Vehicles Fuel Efficiency Standards

On August 9, 2011, the USEPA and the NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks, which apply to vehicles from model years 2014 through 2018 (USEPA and NHTSA 2016). The USEPA and the NHTSA adopted standards for CO₂ emissions and fuel consumption, respectively, tailored to each of three main vehicle categories: (1) combination tractors, (2) heavy-duty pickup trucks and vans, and (3) vocational vehicles. According to the USEPA, this program will reduce GHG emissions and fuel consumption for affected vehicles by 6 percent to 23 percent. In August 2018, the USEPA and NHTSA issued a proposed ruling to roll back some of the fuel economy and GHG standards for medium- and heavy-duty trucks. The new ruling proposed by the USEPA and NHTSA, the Safer Affordable Fuel-Efficient Vehicle Rules, would replace the Corporate Average Fuel Economy standards set for model year 2022-2025 passenger car and light trucks, while the 2021 model year vehicles will maintain the Corporate Average Fuel Economy standards. On September 27, 2019, EPA and NHTSA published the “Safer Affordable Fuel-Efficient Vehicles Rule Part One: One National Program” (Part One Rule; 84 FR 51,310), which became effective November 26, 2019. Part One Rule revokes California’s authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On March 31, 2020, the USEPA and NHTSA issued Part Two of the Safer Affordable Fuel-Efficient Rule (Part Two Rule), which went into effect 60 days after being published in the Federal Register. Part Two Rule sets CO₂ emissions standards and corporate average fuel economy standards for passenger vehicles and light duty trucks for model years 2021 through 2026. California and 22 other states, as well as the District of Columbia and four cities, filed suit against the USEPA and a petition for reconsideration of the rule on November 26, 2019. The litigation is ongoing.

3.8.2.2 State

3.8.2.2.1 Executive Order S-3-05

On June 1, 2005, Executive Order S-3-05 set the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. The Secretary of CalEPA is responsible for coordination of State agencies and progress reporting.

3.8.2.2.2 Executive Order B-30-15

In April 2015, Governor Edmund Brown issued an Executive Order establishing a statewide GHG reduction goal of 40 percent below 1990 levels by 2030. The emission reduction target acts as an interim goal between the AB 32 goal (i.e., achieve 1990 emission levels by 2020) and Governor Brown's Executive Order S-03-05 goal of reducing statewide emissions 80 percent below 1990 levels by 2050. In addition, the Executive Order aligns California's 2030 GHG reduction goal with the European Union's reduction target (i.e., 40 percent below 1990 levels by 2030) that was adopted in October 2014.

3.8.2.2.3 Executive Order S-01-07

With Executive Order O S-01-07, Governor Schwarzenegger set forth the low carbon fuel standard (LCFS) for California in 2007. Under this Executive Order, the carbon intensity of California's transportation fuels is to be reduced by at least 10percent by 2020. In September 2018, the LCFS regulation was amended to increase the statewide goal to a 20percent reduction in carbon intensity of California's transportation fuels by 2030.

3.8.2.2.4 Assembly Bill 32

In September 2006, the California Global Warming Solutions Act of 2006, also known as AB 32, was signed into law. AB 32 focuses on reducing GHG emissions in California and requires CARB to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020. CARB initially determined that the total statewide aggregated GHG 1990 emissions level and 2020 emissions limit was 427 million MT CO₂e. The 2020 target reduction was estimated to be 174 million MT CO₂e.

To achieve the goal, AB 32 mandates that CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved.

3.8.2.2.5 Senate Bill 32

SB 32, signed September 8, 2016, updates AB 32 to include an emissions reduction goal for the year 2030. Specifically, SB 32 requires the state board 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.

3.8.2.2.6 Senate Bill 375

Acknowledging the relationship between land use planning and transportation sector GHG emissions, SB 375 was passed by the State Assembly on August 25, 2008, and signed by the Governor on September 30, 2008. This legislation links regional planning for housing and transportation with the GHG reduction goals outlined in AB 32. Reductions in GHG emissions would be achieved by, for example, locating employment opportunities close to transit.

Under SB 375, each Metropolitan Planning Organization would be required to adopt a Sustainable Community Strategy to encourage compact development that reduces passenger VMT and trips so that the region will meet a target, created by CARB, for reducing GHG emissions. If the Sustainable

Community Strategy is unable to achieve the regional GHG emissions reduction targets, then the Metropolitan Planning Organization is required to prepare an alternative planning strategy that shows how the GHG emissions reduction target could be achieved through alternative development patterns, infrastructure, and/or transportation measure.

3.8.2.2.7 Senate Bill 743

The California Office of Planning and Research (OPR) published its proposal for the comprehensive updates to the State CEQA Guidelines in November 2017, which included proposed updates related to analyzing transportation impacts pursuant to SB 743. These updates indicated that VMT be the primary metric used to identify transportation impacts. In December of 2018, OPR published the most recent version of the *Technical Advisory on Evaluating Transportation Impacts* (2018a), which provides guidance for VMT analysis. The Office of Administrative Law approved the updated State CEQA Guidelines, and lead agencies were required to implement the updated guidelines by July 1, 2020.

3.8.2.2.8 Senate Bill 1383

SB 1383, adopted in 2013, requires CARB to develop and implement a Short-Lived Climate Pollutant Strategy with the following 2030 goals: 40 percent reduction in CH₄, 40 percent reduction in HFC gases, and 50 percent reduction in anthropogenic black carbon below 2013 levels. Per its directive, CARB adopted the Short-Lived Climate Pollutant Strategy, establishing a path to decrease Short-Lived Climate Pollutants from various sectors of the economy. Strategies span from wastewater and landfill practices and CH₄ recovery to reducing natural gas leaks and consumption. The Short-Lived Climate Pollutant Strategy also identifies measures that can reduce HFC emissions through incentive programs and limitations on the use of high-GWP refrigerants in new refrigeration and air-conditioning equipment.

3.8.2.2.9 Assembly Bill 1279

AB 1279 was passed on September 16, 2022 and declares the state would achieve net zero GHG emissions as soon as possible, but no later than 2045. In addition, AB 1279 mandates that the state achieve and maintain net negative GHG emissions and ensure that statewide anthropogenic GHG emissions are reduced to at least 85 percent below the 1990 levels by 2045. The bill requires updates to the scoping plan (once every five years) to implement various policies and strategies that enable carbon dioxide removal solutions and carbon capture, utilization, and storage technologies.

3.8.2.2.10 Assembly Bill 1493

AB 1493 (known as the Pavley standards) requires CARB to develop and implement regulations to reduce automobile and light-truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with model year 2009. Additional strengthening of the Pavley standards (referred to previously as Pavley II and now referred to as the Advanced Clean Cars measure) was adopted for vehicle model years 2017–2025 in 2012. Together, the two standards are expected to increase average fuel economy to roughly 54.5 miles per gallon in 2025.

3.8.2.2.11 Climate Change Scoping Plan

In 2008, CARB approved the original *Climate Change Scoping Plan* as required by AB 32. Subsequently, CARB approved updates to the *Climate Change Scoping Plan* in 2014 (First Update) and 2017 (2017 Update), with the 2017 Update considering SB 32 (adopted in 2016) in addition to AB 32. The original *Climate Change Scoping Plan* proposed a “comprehensive set of actions designed to reduce overall carbon GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health.” The original *Climate Change Scoping Plan* identified a range of GHG reduction actions that included direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms, such as a cap-and-trade system, and an AB 32 implementation fee to fund the program (CARB 2008).

The original *Climate Change Scoping Plan* called for a “coordinated set of solutions” to address all major categories of GHG emissions. Transportation emissions were addressed through a combination of higher standards for vehicle fuel economy, implementation of the LCFS, and greater consideration to reducing trip length and generation through land use planning and transit-oriented development. Buildings, land use, and industrial operations were encouraged and, sometimes, required to use energy more efficiently. Utility energy providers were required to change to include more renewable energy sources through implementation of the Renewables Portfolio Standard. Additionally, the original *Climate Change Scoping Plan* emphasized opportunities for households and businesses to save energy and money through increasing energy efficiency. It indicated that substantial savings of electricity and natural gas would be accomplished through “improving energy efficiency by 25 percent.”

On November 16, 2022, CARB adopted California’s 2022 Scoping Plan for Achieving Carbon Neutrality (referred to as the 2022 Scoping Plan Update, CARB 2022b). The 2022 Scoping Plan Update builds upon the framework established by the original Climate Change Scoping Plan (2008) and the First Update (2014) while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health. The 2022 Scoping Plan Update includes policies to require direct GHG emissions reductions at some of the state’s largest stationary sources and mobile sources. These policies include the use of lower GHG fuels, efficiency regulations, and the cap-and-trade program, which constrains and reduces emissions at covered sources.

3.8.2.2.12 Title 24 Energy Efficiency Standards

The California Building Energy Efficiency Standards serve to reduce wasteful, uneconomical, and unnecessary uses of energy for the state. They include requirements in the California Energy Code (California Code of Regulations, Title 24, Part 6) and energy efficiency provisions in the CALGreen Code, which went into effect on January 1, 2017. While the scope of the California Energy Code is focused on reducing energy consumption, the CALGreen Code is focused on improving public health, reducing environmental impacts, and encouraging sustainable construction in residential and nonresidential buildings.

The California Energy Code (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. Compliance with Title 24 is enforced through the building permit process.

CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The 2019 CALGreen code updates were published July 1, 2019, with an effective date of January 1, 2020.

3.8.2.3 Regional

3.8.2.3.1 Southern California Association of Governments

To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS) on September 3, 2020. The 2020–2045 RTP/SCS reaffirms the land use policies that were incorporated into the 2016–2040 RTP/SCS. The 2020–2045 RTP/SCS describes how the region can attain the GHG emission-reduction targets set by CARB by achieving a 19 percent reduction by 2035 compared to the 2005 level on a per capita basis. Compliance with and implementation of 2020 RTP/SCS policies and strategies would have co-benefits of reducing per capita criteria air pollutant emissions associated with reduced per capita VMT.

3.8.2.3.2 SCAQMD Interim CEQA GHG Thresholds

The SCAQMD adopted a “Policy on Global Warming and Stratospheric Ozone Depletion” on April 6, 1990. The policy commits the SCAQMD to consider global impacts in rulemaking and in drafting revisions to the AQMP. In March 1992, the SCAQMD Governing Board reaffirmed this policy and adopted amendments to the policy.

On December 5, 2008, SCAQMD adopted a staff proposal for an interim GHG significance threshold of 10,000 MTCO₂e per year for industrial permitting projects where SCAQMD is lead agency. In September 2010, SCAQMD proposed a tiered efficiency target approach to evaluate potential GHG impacts from various uses. This tiered approach allowed for flexibility when analyzing GHG emissions based on project size, land use type, or other characteristics. The various tiers include: (1) potential CEQA exemptions for certain projects; (2) compliance with a qualified GHG reduction strategy; (3) comparison with separate screening level thresholds for industrial (10,000 MTCO₂e/year), commercial (1,400 MTCO₂e/year), residential (3,500 MTCO₂e/year), and mixed-use (3,000 MTCO₂e/year) projects or comparison against a single numerical screening threshold of 3,000 MTCO₂e/year for all non-industrial projects; (4) consistency with compliance options, including a performance-based reduction analysis (i.e., compare with a Business-As-Usual level), compliance with AB 32, and/or comparison with efficiency-based thresholds (i.e., quantitative thresholds that are based on a per capita efficiency metric; 4.8 MTCO₂e/service population/year for project-level analysis and 6.6 MTCO₂e/ service population/year for plan level analysis relative to the 2020 target date under AB 32); and/or (5) implement offsite mitigation

to reduce GHG emission impacts to a less-than-significant level. The draft GHG guidance is included as part of the periodic updates to SCAQMD's Air Quality Handbook; however, the SCAQMD draft interim guidance was never officially adopted, and the proposed thresholds were not designed for versatile application to unique project types such as the Plan.

3.8.2.3.3 Los Angeles County Climate Action Plan

The 2020 Los Angeles County CAP, adopted in 2015, was a component of the County's General Plan Air Quality Element until it expired in 2020. To reduce impacts of climate change, the 2020 CAP set a target to reduce GHG emissions from community activities in the unincorporated areas of Los Angeles County by at least 11 percent below 2010 levels by 2020 (Los Angeles County Department of Regional Planning 2020b). The 2020 CAP contained 26 local actions related to green buildings and energy; land use and transportation; water conservation and wastewater; waste reduction, reuse, and recycling; and land conservation and tree planting. It also included 17 reduction strategies from the following areas: transportation; stationary energy; waste; industrial process and product use; agriculture, forestry, and other land use.

The LA County Board of Supervisors approved the 2045 CAP on April 16, 2024, which is an update to the 2020 CAP and sets new GHG emissions reduction targets for 2030 and 2035, consistent with state goals, and sets a long-term aspirational goal for carbon neutrality by 2045 (Los Angeles County Department of Regional Planning 2023a). The 2045 CAP includes five categories for GHG emissions reductions: (1) energy supply, (2) transportation, (3) building energy and water, (4) waste, and (5) agriculture, forestry, and other land uses. Under these categories, there are various strategies, measures, and actions which will achieve the GHG emissions reductions outlined in the 2045 CAP such as decarbonizing the energy supply, increase densities and diversity of land uses near transit, reducing single occupancy vehicle trips, improve efficiency of existing building energy use, conserving water, and others.

The 2045 CAP sets new GHG emission reduction targets for 2030 and 2035, consistent with state goals, and sets a long-term aspirational goal for carbon neutrality by 2045, similar to the 2022 Scoping Plan Update. The Los Angeles County 2045 CAP was adopted on April 16, 2024, and therefore, can be used as a qualified GHG reduction plan for CEQA tiering for projects within unincorporated Los Angeles County.

3.8.2.3.4 OurCounty: The Los Angeles Countywide Sustainability Plan

OurCounty: The Los Angeles Countywide Sustainability Plan was adopted by the LA County Board of Supervisors on August 6, 2019. As a strategic plan, the *OurCounty Sustainability Plan* does not supersede land use plans that have been adopted by the Regional Planning Commission and Board of Supervisors, including the County General Plan. The document serves as a regional sustainability plan for the County with the following 12 goals to help guide decision-making in the County's unincorporated areas and provide a model for decision-making in the 88 incorporated cities:

- Goal 1: Resilient and healthy community environments where residents thrive in place. The County will protect vulnerable communities from pollution, reduce health and economic inequalities, ensure access to safe, clean, and affordable water, and support more resilient and inclusive communities.
- Goal 2: Buildings and infrastructure that support human health and resilience. Old and new buildings and infrastructure will utilize more efficient technologies and practices that reduce resource use, improve health, and increase resilience.

- Goal 3: Equitable and sustainable land use and development without displacement. Utilize policy tools, such as anti-displacement measures, so existing community members can remain in and strengthen their neighborhoods and networks while accepting new residents through more compact, mixed-use development. Pursue outcomes that are inclusive, safe, healthy, accessible, and transit oriented.
- Goal 4: A prosperous LA County that provides opportunities for all residents and businesses and supports the transition to a green economy. Support the growth of green economy sectors through procurement practices, land use authority, and various economic and workforce development incentives.
- Goal 5: Thriving ecosystems, habitats, and biodiversity. Ensure that our ecosystems, including urban habitats, thrive even as our region becomes increasingly urbanized through careful planning.
- Goal 6: Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery, and cultural activities. Make parks and public lands more accessible and inclusive and manage them so that all residents may enjoy their benefits.
- Goal 7: A fossil fuel-free LA County. Move towards a zero-carbon energy system that reduces GHG emissions by eliminating fossil fuel production in the County. By addressing sources of pollution, air will be cleaner for the residents and the imminent dangers from the magnitude of climate change will be limited.
- Goal 8: A convenient, safe, clean, transportation system that enhances mobility and quality of life while reducing car dependency. Provide a modern transportation system for all ages and abilities to access reliable, safe, affordable, and varied mobility choices that reduce pollution. Develop programs that focus on reducing the number of vehicle miles traveled, including transit systems, walking, biking, e-scooters, and zero-emission car-share services.
- Goal 9: Sustainable production and consumption of resources. Improve our ability to promote integrative and collaborative solutions at the local and regional levels to effectively manage the County's waste, water, energy, and material resources into the future.
- Goal 10: A sustainable and just food system that enhances access to affordable, local, and healthy food. Improve access to healthy food within County boundaries while optimizing purchasing power and business services to make food production more sustainable through leveraging of capital assets, public services, and regulatory authority.
- Goal 11: Inclusive, transparent, and accountable governance that encourages participation in sustainability efforts, especially by disempowered communities. Build stronger communities and better-informed policy and programs by creating a more inclusive and accountable governance structure. This will ensure equity in sustainability policies and programs by having diverse representation in development, implementation, and management.
- Goal 12: A commitment to realize OurCounty sustainability goals through creative, equitable, and coordinated funding and partnerships. Work with partners across the public, private, and nonprofit sectors for a more sustainable future through funding opportunities and leveraging of purchasing power.

3.8.2.3.5 Los Angeles County General Plan

The General Plan is an applicable guiding policy document for the unincorporated Plan Area. The General Plan is intended to provide policy framework for development within the County through the year 2035. The General Plan provides the fundamental basis for the County's land use and development policy, and represents the basic community values, ideals, and aspirations to govern a shared environment through 2035. The County does not have a General Plan Element specific to climate change

and GHG emissions. However, the following goals and policies from the General Plan Air Quality and Mobility Elements would also lead to GHG emission reductions:

- Goal AQ 3 Implementation of plans and programs to address the impacts of climate change.
 - Policy AQ 3.2: Reduce energy consumption in County operations by 20 percent by 2015.
 - Policy AQ 3.3: Reduce water consumption in County operations.
 - Policy AQ 3.4 Participate in local, regional, and state programs to reduce greenhouse gas emissions.
 - Policy AQ 3.5 Encourage energy conservation in new development and municipal operations.
 - Policy AQ 3.6 Support rooftop solar facilities on new and existing buildings.
- Goal M 4 An efficient multimodal transportation system that serves the needs of all residents.
 - Policy M 4.15 Reduce vehicle trips through the use of mobility management practices, such as the reduction of parking requirements, employer/institution-based transit passes, regional carpooling programs, and telecommuting.
 - Policy M 4.16 Promote mobility management practices, including incentives to change transit behavior and using technologies, to reduce VMTs.

3.8.2.3.6 Los Angeles County Code

The County has adopted, by reference, Sections 102 through 119 of Chapter 1 of Title 26 of the Los Angeles County Code as Title 31 Green Building Standards Code of the Los Angeles County Code. The Green Building Code increases energy and water efficiency and reduces waste generation. The Green Building Code has co-benefits of reducing criteria pollutant emissions through the increase in energy efficiencies, which reduces building energy demand and the combustion of natural gas within buildings.

As part of state and regional efforts towards water conservation, Titles 11 and 12 of the Los Angeles County Code include requirements for water conservation and sustainability. The code requires recirculating water required for water fountains and decorative water features and the use of recycled or approved non-potable water for construction purposes. It is recommended that large, landscaped areas such as parks, cemeteries, golf courses, school grounds, and playing fields use irrigation systems with rain sensors that automatically shut off such systems during periods of rain or irrigation timers that automatically use information such as evapotranspiration sensors to set an efficient water schedule.

Title 20 of the Los Angeles County Code contains provisions that implement the source reduction and recycling programs and other measures to achieve per capita waste generation for disposal in accordance with state programs.



3.8.2.4 Incorporated Cities Within the Plan Area

The table below presents the policies related to GHG emissions from each of the incorporated cities within the Plan Area that would be applicable to projects implemented under the Plan within the boundaries of any incorporated city.

Table 3.8-3. Applicable Local City Policies Related to Greenhouse Gas Emissions

Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Alhambra	<p>Resources Element:</p> <p>Goal R-3: Minimization of energy use and its associated impacts to air quality and climate change.</p> <p>Policy R-3A: Work with energy providers to ensure adequate, dependable energy supplies to support existing and future land uses.</p> <p>Policy R-3B: Encourage the use of energy saving designs, systems, and innovations in public and private building construction.</p> <p>Policy R-3C: Promote using renewable energy, such as solar panels and biomethane.</p> <p>Goal R-5: Minimization of Alhambra’s contribution to global climate change by reducing GHG emissions to the degree feasible.</p> <p>Policy R-5A: Facilitate compact development patterns that minimize motor vehicle trips and VMT while maintaining community character.</p> <p>Policy R-5B: Collaborate with local transit agencies to develop programs that promote mass transit ridership.</p> <p>Policy R-5C: Encourage the use of green building technology for building retrofits and pursue Leadership in Energy and Environmental Design (LEED) certification for new development.</p> <p>Policy R-5D: Incorporate GHG reduction strategies into urban design and planning.</p> <p>Policy R-5E: Provide community outreach to educate the public about climate change and efforts that residents can make to reduce GHG emissions.</p> <p>Mobility Element:</p> <p>Goal M-2: A circulation system that accommodates and encourages the use of alternative modes of transportation, including walking, bicycling, and transit.</p> <p>Policy M-2A: Ensure that new development accommodates, and does not have a negative impact on, alternative transportation modes.</p> <p>Policy M-2B: Improve transportation infrastructure and services in a way that will increase the utility, safety, and attractiveness of alternative modes of transportation.</p> <p>Policy M-2C: Improve connectivity for alternative transportation modes throughout and beyond the City.</p> <p>Policy M-2F: As feasible, implement improvements to the City's bike network. The bikeway system should connect to the regional system and may need to be adjusted over time as conditions change. The bike network will include, as appropriate, enhancements to bicyclist safety and bike parking.</p>	No applicable municipal codes were identified.	No other applicable ordinances were identified.
Arcadia	<p>Resource Sustainability Element:</p> <p>Goal RS-1: Continued improvement in local and regional air quality.</p> <p>Policy RS-1.1: Reduce local contributions of airborne pollutants to the air basin.</p>	No applicable municipal codes were identified.	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy RS-1.4: Lower the emissions caused by motor vehicles through Transportation Demand Management strategies and land use patterns that reduce vehicle miles traveled.</p> <p>Policy RS-1.5: Promote the reduction of vehicular traffic and improved efficiency of the City’s circulation system (i.e. roadways) as a means to improving air quality.</p> <p>Policy RS-1.7: Promote energy-efficient building construction and operation practices that reduce emissions and improve air quality.</p> <p>Goal RS-2: Reducing Arcadia’s carbon footprint in compliance with SB 375 and AB 32.</p> <p>Policy RS-2.1: Cooperate with the state to implement AB 32, which calls for reducing greenhouse gas emissions to 1990 levels by 2020, and Executive Order S-3-05, which calls for 1990 levels by 2020 and 80 percent below 1990 levels by 2050.</p> <p>Policy RS-2.2: Reduce per capita greenhouse gas emissions to 15 percent below 2005 levels by 2020, and total municipal greenhouse gas emissions to 15 percent below 2005 levels by 2020.</p> <p>Policy RS-2.3: Participate in regional strategies and plan to implement SB 375, and in particular, use the legislatively authorized incentives, such as grants and transportation funding and waivers to environmental assessments, to encourage infill and transit-oriented development.</p> <p>Policy RS-2.4: Pursue the strategies in the Land Use and Community Design Element to encourage transit-oriented development in established focused areas.</p> <p>Policy RS-2.5: Pursue the enhancement of bicycle and pedestrian infrastructure set forth in the Circulation and Infrastructure Element to help decrease vehicle miles traveled and vehicle trips.</p> <p>Policy RS-2.6: Coordinate land use, circulation, and infrastructure improvement efforts with the West San Gabriel Valley Planning Council, regional planning agencies, and surrounding municipalities.</p> <p>Goal RS-3: Promoting and utilizing clean forms of transportation to reduce Arcadia’s carbon Footprint.</p> <p>Policy RS-3.1: Develop a City fleet that to the extent feasible uses clean, alternative fuel and consists of energy-efficient vehicles.</p> <p>Policy RS-3.2: Incorporate energy-efficient vehicles into the City’s transit system.</p> <p>PolicyRS-3.3: Educate residents on methods of sustainable driving techniques such as: reducing excessive speeding, preventing car idling, regular car maintenance for maximizing fuel efficiency, and car pooling.</p> <p>Policy RS-3.4: Promote residents’ and business owners’ awareness and education of traffic congestion’s effect on air pollution and help create voluntary programs that reduce traffic throughout the City.</p>		
Azusa	<p>Chapter 3: The Built Environment:</p> <p>Transportation Choices:</p> <p>Goal 3: Provide a connected, balanced, and integrated transportation system that enables Azusans to walk, bike, and take transit, rather than using their car.</p> <p>Policy 3.1: Develop and maintain a citywide pedestrian network of both on-street and off-street walkways. Network shall link new neighborhoods with existing neighborhoods, connect neighborhood centers, schools, parks, commercial centers,</p>	No applicable municipal codes were identified.	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>and citywide destinations such as Downtown, the San Gabriel River, and Civic Center. (M8)</p> <p>Policy 3.2: Coordinate the provision and maintenance of the non-motorized circulation network with adjacent jurisdictions. (M4)</p> <p>Policy 3.3 Provide pedestrian amenities (such as benches, seats, water fountains, shady street trees, etc.) and conditions that enhance the pedestrian experience along the pedestrian network. (M9 and M10)</p> <p>Policy 3.4 Develop and maintain a citywide bicycle network of both on-street bike lanes and off -street bike paths in accordance with the Bicycle Routes (Figure M-2). The network provides for off -street paths along the San Gabriel River, railroad rights-of way, alongside flood control channels, and within existing and new neighborhoods, where feasible. The network improves connections between residential neighborhoods, schools and commercial centers, as well as providing connections to citywide destinations such as Downtown, the University District, the San Gabriel River, and Civic Center. (M6 and M11)</p> <p>Policy 3.5 Provide bicycle amenities (bicycle parking spaces, bike lockers, etc.) on/near the bicycle network. (M6 and M12)</p> <p>Land Use Compatibility:</p> <p>Goal 10 Ensure the compatibility among various types of land uses.</p> <p>Policy 10.6: Work with public and private organizations and individuals to minimize the land use impacts in and around the river, the canyons, and foothills, such impacts may include but not be limited to noise generation, natural resources encroachment, air quality degradation, aesthetic degradation, etc. (LU11)</p> <p>Land Use Implementation Program:</p> <p>LU12 Local Compliance: The City of Azusa is responsible for complying with and executing local actions with a number of regional environmental regulations. These include but are not limited to:</p> <ul style="list-style-type: none">• South Coast Air Quality Management Plan and South Coast Air Quality Management District; <p>Chapter 5: Natural Environment</p> <p>Air Quality Goals and Policies</p> <p>Goal 1: Improve air quality in Azusa and reduce exposure to air pollutants.</p> <p>Policy 1.1 Integrate air quality concerns into land use planning decisions (AQ1 through AQ4, and AQ8).</p> <p>Policy 1.2 Integrate air quality concerns into site design review (AQ1 and AQ5).</p> <p>Policy 1.3 Reduce pollutant emissions from quarry operations, off -road vehicles use areas, industrial uses, and vehicular traffic (AQ4, and AQ6 through AQ8).</p> <p>Policy 1.4 Participate in regional air quality planning strategies (AQ8).</p>		
Baldwin Park	<p>Air Quality Element:</p> <p>Goal 2: Improve air quality by reducing the amount of vehicular emissions through planning for alternative forms of travel.</p> <p>Policy 2.4: Create the maximum possible opportunities for bicycles as an alternative transportation mode and recreational use.</p>	No applicable municipal codes were identified.	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 2.5: Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways.</p> <p>Health and Sustainability Element:</p> <p>Goal HS-7. Reduce greenhouse gas emissions citywide by reducing energy use and reliance on fossil fuels.</p> <p>Policy 7.02: Support the use of energy-efficient design and renewable energy technologies in public and private development projects.</p> <p>Policy 7.04: Increase public awareness about climate change, and encourage residents and businesses to become involved in improvement projects and lifestyle changes that help reduce greenhouse gas emissions.</p> <p>Action HS-7.1: Implement an Energy Efficient City Plan that evaluates and prioritizes best practices for increasing the energy efficiency of City operations.</p> <p>Action HS-7.2: Perform energy audits of existing City operations and maintenance practices on a regular basis to identify and implement energy savings measures.</p> <p>Action HS-7.3: Continue to replace City operating systems as needed with energy efficient alternatives.</p> <p>Action HS-7.4: Continue to explore opportunities to generate energy on City properties, including installation of solar panels.</p> <p>Action HS-7.6: Adopt the Energy Action Plan prepared in conjunction with the San Gabriel Valley Council of Governments. Implement identified actions and strive to meet performance targets identified in the Energy Action Plan.</p> <p>Goal HS-11. Be a local leader in reducing greenhouse gas emissions and managing climate change.</p> <p>Policy 11.01: Support local, regional, and statewide efforts to reduce emissions of greenhouse gases linked to climate change.</p> <p>Action HS-11.1: Every five years, update the Greenhouse Gas Emissions Inventory developed as part of the Energy Action Plan.</p> <p>Action HS-11.2: Sign the Mayor’s Climate Protection Agreement.</p> <p>Action HS-11.3: Analyze and mitigate increases in greenhouse gas emissions during development project review, pursuant to the California Environmental Quality Act.</p> <p>Action HS-11.4: Collaborate with climate science experts on local climate change impacts, mitigation, and adaptation to inform public policy decisions.</p>		
Claremont	<p>Open Space, Parkland, Conservation, and Air Quality Element:</p> <p>Goal 5-13: Maximize energy conservation throughout all segments of the community to reduce air pollutant emissions, and to reduce consumption of natural resources and fossil fuels.</p> <p>Policy 5-13.1 Promote the use of energy-saving designs and devices in all new construction and reconstruction.</p> <p>Goal 5-14: Incorporate green building and other sustainable building practices into development projects.</p> <p>Policy 5-14.1: Facilitate the use of green building standards and Leadership in Energy and Environmental Design (LEED) in both private and public projects.</p>	<p>Municipal codes related to greenhouse gas emissions relevant to the Plan Area can be found in Chapter 16.154 (Environmental Protective Standards) Section 16.154.040 (Environmental Development Standards).</p> <p>Under Chapter 16.154 (Environmental Protective Standards) Section 16.154.040 (Environmental Development Standards) the following standards apply:</p> <p>A. Air Contaminants</p> <p>The emission of any air contaminants shall not exceed the requirements of the South Coast Air Quality Management District or the requirements of any Air Quality Plan adopted by the City of Claremont.</p>	<p>City of Claremont Sustainable City Plan (City of Claremont 2021). The Sustainable City Plan provides goals for seven topic areas including resource conservation, environmental public health and local agriculture, transportation, sustainable built environment, open space and biodiversity, housing and economic development, and public outreach and education.</p> <p>The following goals and polies are relevant to the Plan:</p> <p>Goal 1.1. Energy (Electrical and Gas)</p> <ul style="list-style-type: none">Promote energy efficiency and conservation technologies and practices to reduce the use of nonrenewable resources by both City government and the community. Technologies include solar energy systems, co-generation systems for larger facilities, next generation lighting technologies, energy efficient appliances and HVAC systems, and electric and other low emitting vehicles.



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			<ul style="list-style-type: none">• Promote community-wide energy awareness with energy audit information and implementation of programs such as Community Home Energy Retrofit Project (CHERP) and similar programs. Identify and promote Energy Efficient technologies and techniques that have a positive return on investment.• Educate the community regarding incentives (special financing, grants, rebates, exchanges, etc.) available for energy conservation and renewable energy projects.• Promote local installation of solar energy systems (electric power generation and water heating).• Seek innovative lighting technologies that might be implemented with the cooperation of the manufacturer. <p>Goal 1.2. Water and Wastewater</p> <ul style="list-style-type: none">• Minimize waste of water resources by advocating and implementing wise use and conservation measures.• Maximize recharge of local water resources and minimize pollution at local beaches by minimizing storm water runoff and eliminating dry weather runoff.• Build public awareness of water issues and support for wise water management.• Support efforts of Sustainable Claremont, the City, Three Valleys Municipal Water District and Golden State Water Company to establish local wastewater reclamation plants to supply major water users in Claremont with irrigation water.• Support efforts by Sustainable Claremont, the City, Three Valleys Municipal Water District, and Golden State Water Company to promote water-wise landscaping.• Support the proposed Thompson Creek Spreading Grounds Project to achieve a significant increase in groundwater recharge. <p>Goal 1.3. Solid Waste</p> <ul style="list-style-type: none">• Reduce the total amount of waste being generated, especially the amount being sent to landfills.• Replace commonly held ideas and practices of our current disposable society to become a resource-efficient and sustainable one. Decrease negative impacts related to the production and disposal of consumable products and packaging (greenhouse gas emissions, toxics, depletion of resources, need for landfills, and environmentally harmful waste).• Encourage development and use of products that consist of components that can be recycled or reused with no loss of quality or are composed of biological nutrients which can be composted or otherwise consumed.• Develop local programs to recycle food scraps, unused produce, and other biodegradable products so that these materials can be used for local soil regeneration or other useful purposes. Spreading mulch or amending soil with composted, dehydrated, or digested food scraps helps plants, increases biodiversity, sequesters carbon, and can help conserve water.• Advocate use of high-capacity, low-shelf-discharge rechargeable batteries (e.g., LSD Ni-MH) in place of disposable (alkaline) batteries.• Encourage proper disposal of environmentally harmful materials such as motor oil, surplus medications, electronic equipment, and spent batteries. <p>Goal 2.2. Air Quality</p>



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			<ul style="list-style-type: none">• Help achieve and maintain air quality standards that will protect public health and the environment, promote and participate in cooperative efforts with agencies and communities in the South Coast Air Basin to achieve clean air, and comply with AQMD requirements. Reduce air pollution due to residential and commercial lawn and garden maintenance equipment. <p>Goal 3.1. Transportation Mode Share</p> <ul style="list-style-type: none">• Decrease vehicle miles traveled (VMT) by increasing per vehicle ridership and decreasing number of single trips by autos and trucks. <p>Goal 3.2. Pedestrian Enhancements</p> <ul style="list-style-type: none">• Increase pedestrian activity by adding improvements that make walking more safe, convenient, and enjoyable. Improvements should include sidewalks, accessibility ramps, benches, bulb-outs at intersections, landscaping, and convenient transit stops. Streets should be viewed from a complete streets perspective where all modes of transportation (auto, transit, bicycle and walking) and people with all abilities are considered and accommodated. <p>Goal 3.3. Micro-Mobility Enhancement and Education</p> <ul style="list-style-type: none">• Increase bicycling by adding improvements that make bicycling more safe, convenient, and enjoyable. Improvements should include bike route wayfinding, additional protected bicycle lanes and paths, and additional bicycle racks. Education efforts should include outreach to schools and the broader community with periodic bicycle training classes at all schools regarding cycling safety. <p>Goal 3.4. Congestion Management</p> <ul style="list-style-type: none">• Decrease congestion on local and regional roadways to improve safety, reduce emissions, and maintain mobility. Actions should include signal synchronization and optimization. <p>Goal 3.6. Alternatives to Driving</p> <ul style="list-style-type: none">• Create incentives/develop programs that reduce the need for parking by encouraging walking, bike riding, taking the bus or train, or carpooling. Explore developing a parking management plan for the Claremont Village. Make changes that would reduce the amount of required parking in transit-oriented, mixed-use, or other developments. <p>Goal 4.1. City Facilities</p> <ul style="list-style-type: none">• Apply sustainable design and construction standards to all new and renovated City facilities. Implement best sustainable practices for operation and maintenance of existing City facilities and landscapes. <p>Goal 4.2. Privately-Owned Facilities</p> <ul style="list-style-type: none">• Apply sustainable design and construction standards to all new and renovated facilities community-wide. Incentivize adoption of best sustainable practices for the operation and maintenance of existing privately-owned facilities and landscapes. <p>Goal 4.3. Infrastructure</p> <ul style="list-style-type: none">• Apply sustainable development standards and operation and maintenance practices to all City infrastructure projects. Continue to implement a “Complete Streets” policy to create streets that minimize runoff of toxins, capture more



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			<p>storm water, utilize sustainable landscaping, reduce the frequency of required street maintenance, and minimize the urban heat island effect.</p> <p>Goal 4.5. Sustainable Land Use and Smart Growth</p> <ul style="list-style-type: none">• Apply sustainable practices in all Community Development activities that impact the built environment, and in all City Capital Improvement planning and construction. <p>Goal 5.1. Protect and Expand Natural Open Space</p> <ul style="list-style-type: none">• Expand, improve, and protect natural open space resources throughout Claremont (see list at end of Indicator section). Take an active role in the protection and use of all nearby natural areas, including the San Gabriel Mountains Monument. Focus on protecting the natural environment and limiting potential damage to biodiversity and to the local watershed and groundwater basins. <p>Goal 5.2. Expand and Improve Constructed Open Spaces</p> <ul style="list-style-type: none">• Develop and maintain a constructed open space system diverse in services, uses, and opportunities which conserves natural resources; provides passive and active recreation; offers a fair distribution of parks, treed pathways, and public gathering places throughout the community; and increases the aesthetic quality of the community. Encourage parking lot landscaping that provides shade, drainage to allow percolation, and the use of solar/shade structures. <p>Goal 5.3. Maintain Diversity of Local Native Organisms</p> <ul style="list-style-type: none">• Maintain natural areas. Increase local native organisms in constructed landscapes. Prevent spread of invasive species. Work to create new viable natural areas in areas that are currently undeveloped or occupied by invasive plants, unsustainable plant communities, or plants that pose a danger to wildlife. Increase ability to monitor changes in species number, abundance, and distribution, and changes in ecosystem composition. Increase number of citizens involved in maintaining natural areas. <p>Goal 5.4. Protect the Urban Forest</p> <ul style="list-style-type: none">• Protect, improve, and expand our urban forest. Educate City staff, contractors, and property owners on proper trimming practices and watering techniques. Work to prevent damage to existing trees when irrigation patterns change due to conversion to drought-tolerant landscaping.
Covina	<p>Natural Resources and Open Space Element:</p> <p>Goal: A setting in which a high environmental quality is achieved through the bona fide conservation and protection of existing natural resources.</p> <p>Policy o: Comply with applicable portions of Federal, State, regional, and County plans and programs pertaining to air pollution mitigation/air quality enhancement by following, in a manner that recognizes local needs, issues, views, and policy and financial constraints, various vehicular emissions-reducing and traffic congestion-reducing land use and transportation control and energy conservation measures, proposals, and policies outlined in the Land Use and Circulation Elements, to the greatest extent feasible and practical.</p> <p>Policy r: Encourage bikeways, where feasible, to provide an alternative mode of transportation.</p>	No applicable municipal codes were identified.	<p>City of Covina Energy Action Plan Update (City of Covina 2019). The City of Covina Energy Action Plan identifies goals and policies for reducing electricity use within the community. Goals and policies relevant to the Plan are listed below:</p> <p>Goal 1: Maximize Energy Efficiency at Existing City Facilities and Infrastructure</p> <p>Policy 1.2: Enhance the energy efficiency of City buildings and structures through retrofits.</p> <p>Policy 1.5: Become a water conservation leader in the San Gabriel Valley and lead other municipalities by example.</p> <p>Policy 1.6: Incorporate energy efficiency as a key element in designing and building new City structures and facilities.</p> <p>Goal 2: Ensure that Energy Efficiency Practices are Incorporated into Municipal Operations.</p>



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	<p>Policy s: Separate sensitive areas and uses (e.g., parks, schools, childcare centers, and nursing homes) from significant sources of air pollution, to the greatest extent possible.</p> <p>Policy t: Preclude the development of land uses and land use practices that would contribute significantly to air quality degradation.</p>		<p>Goal 4: Demonstrate a Commitment to Realizing the Energy Action Plan Goals Through Creative, Equitable, and Coordinated Partnerships.</p> <p>Policy 4.1: Maximize the benefits from regional partners to enhance energy efficiency projects at the City.</p>
El Monte	<p>Public Health and Safety Element:</p> <p>Goal PHS-8: Effective adaptation to increase the community’s resilience to climate change impacts.</p> <p>Policy PHS-8.7 Adaptation Programs. Design adaptation initiatives and programs to provide multiple co-benefits, including the reduction of greenhouse gas emissions, support for the local economy, enhancements to the natural environment, or alleviating underlying health inequities.</p> <p>Health and Wellness Element:</p> <p>Goal HW-12: Land use patterns reduce driving, enhance air quality, and improve respiratory health.</p> <p>Policy HW-12.1 Walking, Cycling, and Transit Use. Promote land use patterns that reduce driving rates and promote walking, cycling and transit use.</p> <p>Policy HW-12.2 Truck Routes. Discourage locating truck routes on primarily residential streets.</p> <p>Policy HW-12.9 Air Quality Policies. Support policies that reduce emissions of pollutants from stationary and mobile sources such as industrial facilities, motor vehicles and trains.</p>	No applicable municipal codes were identified.	No other applicable ordinances were identified.
Glendora	<p>Air Quality Element:</p> <p>Goal AQ-1: Coordination with Regional, State and Federal Agencies.</p> <p>Policy AQ-1.3: Develop and adopt a policy to utilize federal Congestion Mitigation and Air Quality Improvement funds in coordination with regional agencies in a manner consistent with projects approved in the Air Quality Management Plan.</p> <p>Goal AQ-2: Reduction of vehicular trips.</p> <p>Policy AQ-2.1: Reduce mobile source emissions by encouraging a reduction in project related vehicle trips and vehicle miles traveled (VMT).</p> <p>Policy AQ-2.2: Reduce mobile source emissions by increasing population densities within one-half mile of transit nodes.</p> <p>Policy AQ-2.3: Encourage “walkable” neighborhoods with pedestrian walkways and bicycle paths in residential and other types of developments to encourage pedestrian rather than vehicular travel.</p> <p>Policy AQ-2.4: Promote and encourage ride-sharing activities throughout the community.</p>	No applicable municipal codes were identified.	No other applicable ordinances were identified.
Industry	<p>Resource Management Element:</p> <p>Goal RM2: Improved air quality and reduced greenhouse gas emissions.</p> <p>Policy RM2-1: Comply with state building codes relative to indoor air quality.</p> <p>Policy RM2-2: Support efforts to reduce pollutants to meet State and Federal Clean Air Standards.</p>	No applicable municipal codes were identified.	No other applicable ordinances were identified.



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	<p>Policy RM2-3: Collaborate with the CARB and other agencies within the South Coast Air Basin to improve regional air quality and achieve GHG reduction targets.</p> <p>Policy RM2-4: Prohibit siting of sensitive land uses within distances defined by CARB unless sufficient mitigation is provided.</p> <p>Implementation Measures:</p> <p>IMP-4: Address truck idling limits during the design review process, especially when adjacent to sensitive uses.</p> <p>IMP-5: Coordinate with SCAG and surrounding jurisdictions on infrastructure improvements intended to relieve congestion and thereby reduce air emissions.</p> <p>IMP-6: Strive to achieve the California Air Resources Board's Scoping Plan.</p>		
Irwindale	<p>Resource Management Element:</p> <p>Resource Management Element Policy 9. The City will continue to cooperate with the other agencies that are charged with improving air and water quality in the region.</p> <p>Resource Management Element Policy 10. The City of Irwindale will continue to cooperate with surrounding cities in the formulation and implementation of regional resource management plans and programs.</p> <p>Resource Management Element Policy 11. The City of Irwindale supports the ethic of conservation of non-renewable resources. This includes efforts to reduce the use of energy (in any form), greenhouse gas (GHG) emissions (consistent with AB 32) and efforts to find new and more energy efficient methods for delivering services. The City supports the development of building standards that enable the community to design energy saving features such as solar energy systems, water efficient landscaping, and sustainable, green, and energy efficient building standards.</p>	No applicable municipal codes were identified.	No other applicable ordinances were identified.
La Puente	<p>Community Resources Element:</p> <p>Goal 4: Conservation of La Puente’s natural resources, improvement of air quality, and energy conservation.</p> <p>Policy 4.2: Participate with the South Coast Air Quality Management District and neighboring cities in supporting local and regional projects that improve mobility on freeways and railways, reduce emissions, and improve air quality.</p> <p>Action CR-19: Improve Regional Air Quality: Continue to participate and coordinate with the South Coast Air Quality Management District (SCAQMD) and neighboring jurisdictions to identify and encourage projects that improve mobility and reduce congestion on freeways and major roads. Implement and interpret the General Plan in a manner consistent with SCAQMD’s Air Quality Management Plan.</p> <p>Policy 4.4: Encourage alternative modes of transportation, such as walking, bicycling, public transportation, and carpooling.</p>	No applicable municipal codes were identified.	No other applicable ordinances were identified.
La Verne	<p>Conservation and Natural Resources Element:</p> <p>Goal 5: Improve our air quality.</p> <p>Policy 5.1 – Reduce Vehicular Pollution.</p>	No applicable municipal codes were identified.	No other applicable ordinances were identified.
Monrovia	<p>Environmental Justice Element:</p> <p>Goal 4: Protect human and environmental health by restoring and improving potable water resources and protecting land uses and air quality from future contamination.</p> <p>Program 4.2.6: Preserve and enhance natural landscapes and tree canopies in and around the environmental justice community to minimize air pollution impacts and</p>	No applicable municipal codes were identified.	No other applicable ordinances were identified.



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	heat exposure. Promote the use of drought tolerant and native species in landscaped areas.		
Montebello	<p>Chapter 1: Our Natural Community</p> <p>Policy P1.3 Consider emission reduction goals in all major decisions on land use and investments in public infrastructure.</p> <p>Action A1.3a Reduce potential GHG emissions from development by encouraging electrification of new developments, promoting energy conservation in existing buildings, plan new development and redevelopment to reduce single-occupancy vehicle miles traveled, and consider green space during development.</p> <p>Action A1.3b Educate property owners and developers on greenspace inclusion through educational pamphlets, programs, and webpages.</p> <p>Policy P1.5 Coordinate initiatives and regulatory changes with local, regional, and state agencies to reduce motor vehicle emissions.</p> <p>Action A1.5a Develop incentives and adopt regulatory standards to reduce transportation emissions. In addition to reducing the number of miles driven, the fuel efficiency and emissions standards of vehicles must also improve. Working in collaboration with Local, Regional, and State agencies, Montebello will seek to increase use of clean fuels in public and private automobile fleets, consider new legislation, and implement educational programs.</p> <p>Action A1.5b Promote use of alternate modes of transportation in the City of Montebello, including pedestrian, bicycling, public transportation, car sharing programs and emerging technologies.</p> <p>Action A1.5c Invest in low-emission or zero-emission vehicles to replace the City’s gasoline powered vehicle fleet and transition to available clean fuel sources such as bio-diesel for trucks and heavy equipment.</p> <p>Action A1.5d Encourage the use of low or zero emission vehicles, bicycles, non-motorized vehicles, and car-sharing programs by supporting new and existing development that includes sustainable infrastructure and strategies such as vehicle charging stations, dropoff areas for ride-sharing services, secure bicycle parking, and transportation demand management programs.</p> <p>Chapter 4: Our Accessible Community</p> <p>P4.1 Support and promote walking, biking, and other nonvehicular modes as an alternative to driving within Montebello.</p> <p>Chapter 7: Our Active Community</p> <p>Policy P7.3 Promote, expand, and protect a green infrastructure that links the natural habitat.</p> <p>Action A7.3a Prepare a citywide Green Infrastructure Framework.</p> <p>Action A7.3b Use parks as functional landscapes that perform green stormwater infrastructure and flood mitigation roles to enhance resiliency, recreational use, and beauty. New parks will be designed with resiliency in mind with multi-benefit landscapes that protect against flooding, clean and filter stormwater, produce shade and prevent heat island effects, and promote not just environmental resiliency, but also social resiliency.</p> <p>Action A7.3c Encourage simple, small, and low-cost demonstration green infrastructure projects both in the public and private realm. Parks can be everywhere</p>	No applicable municipal codes were identified.	No other applicable ordinances were identified.



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	<p>humans can find a spot for peaceful reflection. The advent of green roofs is offering new opportunities to site innovative parks on roof tops.</p> <p>Action A7.3d Include an urban trails signage program that connects corridors and trails within the City to other regional trails.</p> <p>Policy P7.4 Identify and remove barriers to access parks. Encourage walking and biking as preferred way to get to and from parks.</p> <p>Action A7.4a Increase the number of entrances to existing parks to expand the number of residents within walking distance of a park.</p> <p>Action A7.4b Proactively plan entrances and access points for new parks to ensure the greatest number of residents are within walking distance.</p> <p>Action A7.4c Prioritize new access or entry points near existing mobility networks, including sidewalks, bike routes, trails, and transit.</p>		
Pasadena	<p>Open Space and Conservation Element:</p> <p>Goal: Establish Pasadena as a national and international leader on energy and water conservation and environmental stewardship efforts, including air quality protection, energy efficiency requirements, renewable energy standards, natural resource conservation, and greenhouse gas emission standards in the areas of energy, water, air and land.</p> <p>Objectives:</p> <ul style="list-style-type: none">• Preserve and plant trees that absorb carbon dioxide and pollutants• Encourage and provide incentives for the use of alternatives to single-occupancy vehicle use, including using public transit, carpooling, vanpooling, telecommuting, bicycling and walking.• Encourage the transition of municipal fleet to electric, hybrid and natural gas. Support the expansion of electric vehicle infrastructure throughout the City. <p>Mobility Element:</p> <p>Objective 1. Enhance Livability.</p> <p>Policy 1.9 Support local and regional air quality, sustainability, and GHG emission reduction goals through management of the City's transportation network.</p>	No applicable municipal codes were identified.	<p>The City of Pasadena CAP serves as a qualified CAP through year 2035 (City of Pasadena 2018). Pasadena CAP goals include a reduction of GHGs by 59 percent below 2009 levels by 2035. The CAP contains 27 measures to accomplish the reduction goals for the years 2020, 2030, and 2035. Relevant strategies from the CAP include the following:</p> <p>Measure T-1. Walking and Bicycling</p> <ul style="list-style-type: none">• T-1.1 Continue to expand Pasadena’s bicycle and pedestrian network.• T-1.2 Continue to improve bicycle and pedestrian safety• T-1.3 Continue to encourage bicycle and pedestrian travel <p>Measure T-2. Public Transit</p> <ul style="list-style-type: none">• T-2.1 Continue to enhance safe, reliable, and seamless transit services <p>Measure T-3. Transportation Demand Management</p> <ul style="list-style-type: none">• T-3.1 Decrease annual commuter miles traveled by single-occupancy vehicles• T-3.2 Improve the existing transportation system to smooth traffic flow, reduce idling, minimize bottlenecks, and encourage efficient driving techniques <p>Measure T-4. Alternative Fuel Vehicles</p> <ul style="list-style-type: none">• T-4.1 Expand the availability and use of alternative fuel vehicles and fueling infrastructure <p>Measure T-5. Transit-Oriented Development</p> <ul style="list-style-type: none">• T-5.1 Facilitate high-density, mixed-use, transit-oriented and infill development <p>Measure T-6. Construction Vehicles</p> <ul style="list-style-type: none">• T-6.1 Reduce GHG emissions from heavy-duty construction equipment and vehicles <p>Measure T-7. Lawn and Garden Equipment</p> <ul style="list-style-type: none">• T-7.1 Reduce GHG emissions from lawn and garden equipment <p>Measure E-1 Building Performance Standards for New Construction</p> <ul style="list-style-type: none">• E-1.1 Increase energy efficiency requirements of new buildings to perform better than 2016 Title 24 Standards• E-1.2 Encourage the use of energy conservation devices and passive design concepts that make use of the natural climate to increase energy efficiency



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			<p>Measure E-2 Energy Retrofits of Existing Buildings</p> <ul style="list-style-type: none">E-2.1 Facilitate energy efficient upgrades in existing homes and businesses <p>Measure E-3 Municipal Operations</p> <ul style="list-style-type: none">E-3.1 Increase municipal energy conservation efforts <p>Measure E-4 Residential and Commercial Carbon-Neutral Energy</p> <ul style="list-style-type: none">E-4.1 Increase city-wide use of carbon-neutral energy by encouraging and/or supporting carbon-neutral technologies <p>Measure E-5 City’s Energy Portfolio</p> <ul style="list-style-type: none">E-5.1 Continue to expand the City’s renewable and/or carbon-neutral energy portfolio <p>Measure WC-1. Potable Water</p> <ul style="list-style-type: none">WC-1.1 Reduce potable water usage throughout Pasadena <p>Measure WC-2 Non-Potable (Recycled) Water</p> <ul style="list-style-type: none">WC-2.1 Increase access to and use of non-potable water <p>Measure WC-3 Storm Water</p> <ul style="list-style-type: none">WC-3.1 Improve storm water systems to slow, sink, and treat run-off, recharge groundwater, and improve water quality <p>Measure WR-1 Solid Waste</p> <ul style="list-style-type: none">WR-1.1 Continue to reduce solid waste and landfill GHG emissions <p>Measure WR-2 Reuse and Recycling</p> <ul style="list-style-type: none">WR-2.1 Establish a “Preferred Procurement Plan” for sustainable, strategic sourcing for all City departments and facilitiesWR-2.2 Create an internal program for all City departments to recirculate unwanted goods <p>Measure WR-3 Composting and Food Recycling</p> <ul style="list-style-type: none">WR-3.1 Implement a city-wide composting program to limit the amount of organic material entering landfillsWR-3.2 Implement 3-bin compost systems, in addition to recycling and landfill bins, at public parks to compost all trimmings and waste on-site to divert organic materials from the landfill and increase locally available compost <p>Measure WR-4 Waste Collection System</p> <ul style="list-style-type: none">WR-4.1 Reduce the GHG impacts of the waste collection system <p>Measure UG-1 Greenspace</p> <ul style="list-style-type: none">UG-1.1 Continue to preserve, enhance, and acquire additional greenspace throughout Pasadena to improve carbon sequestration, reduce the urban heat-island effect, and increase opportunities for active recreation <p>Measure UG-2 Urban Forest</p> <ul style="list-style-type: none">UG-2.1 Continue to protect existing trees and plant new ones to improve and ensure viability of Pasadena’s urban forest
Pico Rivera	Land Use Element:	No applicable municipal codes were identified.	No other applicable ordinances were identified.



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	<p>Goal 3.6 Improve the community image by ensuring a consistent level of high quality design and ongoing maintenance and improvement of existing development.</p> <p>Policy 3.6-2 Sustainable Development. Promote land development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and disposal of waste materials incorporating such techniques as:</p> <ul style="list-style-type: none">• Concentration of uses and design of development to promote walking, bicycling, and use of public transit in lieu of the automobile;• Encourage development of transit-oriented development near public transit and residential areas; <p>Circulation Element:</p> <p>Goal 5.1 Promote active living, improve local air quality, and enhance the livability of the community through an integrated multimodal network that serves all users within the City and offers convenient mobility options, including vehicular travel, transit services, bicycle routes, and pedestrian paths.</p> <p>Policy 5.1-1 Multimodal Options. Make transportation mode shifts possible by designing, operating, and maintaining streets to enable safe and convenient access and travel for all users—pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers—and to foster a sense of place in the public realm.</p> <p>Goal 5.4 A balanced transportation system where bicycling and walking are alternative methods to the automobile.</p> <p>Policy 5.4-9 Regional System. Coordinate with surrounding jurisdictions, regional agencies, and non-profit groups to improve the Emerald Necklace Park Network, a loop trail system of parks and greenways which includes areas within the City of Pico Rivera.</p> <p>Community Facilities Element:</p> <p>Goal 6.4 A sustainable supply of water delivered through an efficient infrastructure system to meet existing and future needs.</p> <p>Policy 6.4-4 Energy Efficient Infrastructure. Employ best practices to maintain the highest feasible energy efficiency in the water infrastructure system to reduce costs and greenhouse gas emissions.</p> <p>Environmental Resources Element:</p> <p>Goal 8.1 A sustainable community where land use and transportation improvements are consistent with regional planning efforts and adopted plans to reduce dependence on the use of fossil fuels and decrease greenhouse gas emissions.</p> <p>Policy 8.1-1 Regional Efforts. Continue to work with the Gateway Cities COG and member agencies in regional planning efforts, and to implement regional plans and programs.</p> <p>Policy 8.1-2 Gateway Cities SCS. Continue to implement sustainable strategies identified in, and maintain consistency with, the Gateway Cities Council of Governments 2012 Subregional Sustainable Communities Strategy and updated versions incorporated into SCAG’s RTP/SCS.</p> <p>Policy 8.1-3 Environmental Integrity. Foster sustainable living by reducing community dependency of fossil fuels and other non-renewable resources, minimizing air pollutant and GHG emissions, retaining existing open space lands, and restoring habitat areas along the Rio Hondo and San Gabriel Rivers.</p>		



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 8.1-4 Efficient Land Use Patterns. Promote efficient land use patterns and compact development that supports widespread walkability and bicycle use, providing for a modest and incremental overall increase in community development intensity that complements the existing community fabric by:</p> <ul style="list-style-type: none">• Encouraging infill and redevelopment of vacant and underutilized sites;• Facilitating the development of engaging and livable streetscapes characterized by benches, vegetation-appropriate architecture, and pedestrian/bicycle linkages.• Providing opportunities for non-motorized transportation and linkages between new development and transit. <p>Policy 8.1-5 Energy Conservation. Promote energy conservation through:</p> <ul style="list-style-type: none">• Partnerships with Southern California Edison and Southern California Gas Company programs;• Improving the energy efficiency and increasing conservation in existing and new city buildings;• Improving energy efficiency of outdoor lighting, including upgrading of city owned street lights, as well as outdoor lighting within parks and municipal parking lots to more energy efficient models;• Increasing water efficiency and water conservation in existing city buildings and new development projects; and• Providing for renewable energy generation at city facilities with the aim of achieving five percent of city facilities’ energy needs with renewable energy generation by 2030. <p>Goal 8.2 Continued improvement in local and regional air quality with reduced greenhouse gas emissions to maintain the community’s health.</p> <p>Policy 8.2-1 Regional Efforts. Coordinate local air quality improvements and greenhouse gas emissions reduction efforts with surrounding communities, and regional agencies such as the South Coast Air Quality Management District, the Gateway Cities Council of Governments.</p> <p>Policy 8.2-2 GHG Reduction Measures. Reduce greenhouse gas emissions in the City and the region through the following measures including, but not limited to:</p> <ul style="list-style-type: none">• Encouraging the use of alternative modes of transportation by supporting transit facility and service expansion, expanding bicycle routes and improving bicycle facilities, and improving pedestrian facilities;• Increasing building energy efficiency through site design, building orientation, landscaping, and incentive/rebate programs;• Implementing water conservation measures;• Requiring the use of drought-tolerant landscaping; and• Increasing solid waste diversion through recycling efforts. <p>Policy 8.2-4 Operational Emissions. Require new development projects to incorporate feasible measures that reduce operational emissions through project and site design and use of best management practices to avoid, minimize, and/or offset their impacts consistent with South Coast Air Quality Management District requirements.</p> <p>Policy 8.3-8 City Facilities. Install energy-efficient lighting, appliances, and alternative-energy infrastructure (e.g., solar panels) in city facilities, where economically feasible.</p>		



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Pomona	<p>Mobility & Access Element:</p> <p>Goal 7D.G3: Support regional efforts to the extent feasible, to reduce greenhouse gas (GHG) emissions from cars and light trucks.</p> <p>Conservation Element:</p> <p>Goal 7E.G1: Achieve the City’s vision for Pomona Tomorrow without adverse environmental impacts that compromise the ability of future generations to meet their needs.</p> <p>Policy 7E.P1: Prepare a Green Plan focused on: 1) Energy Efficiency and Conservation; 2) Water and Wastewater Systems; 3) Green Building; 4) Waste Reduction and Recycling; 5) Climate-Friendly Purchasing; 6) Renewable Energy and Low-Carbon Fuels; 7) Efficient Transportation; 8) Land Use and Community Design; 9) Storing and Offsetting Carbon Emissions; and 10) Promoting Community and Individual Action.</p> <p>Goal 7E.G9: SB375: support regional efforts to reduce greenhouse gas emissions to the extent feasible.</p> <p>Goal 7E.G10: Incorporate air quality protection and improvement programs and policies into local planning and development activities, with a particular focus on subdivision, zoning and site design measures that reduce the number and length of single-occupant automobile trips.</p> <p>Policy 7E.P14: Prepare a Green Plan to guide the City in its efforts to reduce greenhouse gas emissions.</p> <p>Policy 7E.P15: As part of the Green Plan, prepare a greenhouse gas emissions inventory and monitor changes in the City’s greenhouse gas emissions bi-annually.</p> <p>Policy 7E.P17: Require large projects (exceeding 150,000 square feet of development) to incorporate Transportation Demand Management (TDM) techniques, such as promoting carpooling and transit use and providing bicycle parking and showers, as a condition of project approval.</p> <p>Policy 7E.P20: Coordinate air quality planning efforts with local, regional and state agencies. Support the South Coast Air Quality Management District’s efforts to monitor and control air pollutants from stationary sources.</p> <p>Policy 7E.P21: Require all large construction projects to mitigate diesel exhaust emissions through use of alternative fuels and control devices, as appropriate and cost effective.</p> <p>Policy 7E.P40: Prepare a Green Plan to guide the City’s efforts towards reduced energy use and increased energy efficiency, particularly in support of reducing greenhouse gas emissions.</p>	No applicable municipal codes were identified.	<p>The City of Pomona Energy Action Plan (City of Pomona 2012) demonstrates the City’s commitment to pursue energy efficiency and reduce GHG emissions. The purpose of this EAP is to identify the City of Pomona’s long-term vision and commitment to achieve energy efficiency in the community and in municipal operations.</p> <p>Implementation Policies:</p> <p>Implementation Policy 2: Regularly Review and Update The City’s GHG Inventory, Energy Profile, And EAP.</p> <ul style="list-style-type: none">• Conduct an annual review of electricity usage and associated GHG emissions.• Re-inventory community and municipal GHG emissions every three to five years.• Update the plan to incorporate new technology, programs, and policies as available to achieve electricity efficiency.• Consider updating and amending the plan, as necessary, should the City find that policies and actions are not meeting the intended electricity reductions.• When City resources are available, integrate the EAP into a comprehensive climate action plan or GHG reduction plan to incorporate GHG and energy/fuel reduction targets to address energy supply, natural gas demand, transportation, waste, wastewater, and other sectors as applicable.
Rosemead	<p>Resource Management Element:</p> <p>Goal 4: Effective contributions to regional efforts to improve air quality and conserve energy.</p> <p>Policy 4.1: Integrate air quality planning with City land use, economic development, and transportation planning efforts.</p> <p>Policy 4.2: Support programs that reduce air quality emissions related to vehicular travel.</p> <p>Policy 4.3: Support alternative transportation modes and technologies, and develop bike- and pedestrian friendly neighborhoods and districts to reduce emissions associated with automobile use.</p>	No applicable municipal codes were identified.	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 4.4: Encourage energy conservation efforts and the incorporation of energy-saving designs and features into new and refurbished buildings.</p> <p>Policy 4.6: Adopt a Climate Action Plan or Policy to address greenhouse gas mitigation.</p> <p>Action 4.9 The Climate Action Plan or policy should:</p> <ul style="list-style-type: none">require a baseline inventory of greenhouse gas emissions from all sources by a date certain, establish greenhouse gas emissions reduction targets and deadlines, and enforceable greenhouse gas emissions reduction measures.include mechanisms to ensure regular review of progress toward the emission reduction targets established by the Climate Action Plan, report progress to the public and responsible officials, and revise the plan as appropriate, using principles of adaptive management. <p>Action 4.12: In governmental construction, require or give preference to products that reduce or eliminate indirect greenhouse gas emissions, e.g., by giving preference to recycled products over those made from virgin materials.</p> <p>Action 4.13: Consider requiring government contractors to take action to minimize greenhouse gas emissions, e.g., by using low or zero-emission vehicles and equipment.</p> <p>Action 4.14: Consider providing public education and information about options for reducing greenhouse gas emissions through reduced automobile usage (including trip reduction/linkage, biking and walking, vehicle performance and efficiency, low or zero emission vehicles, car/ride sharing), responsible purchasing, conservation, and recycling.</p> <p>Action 4.15: Consider entering into partnerships to create and expand polluting vehicle buy-back programs to include vehicles with high greenhouse gas emissions.</p>		
San Dimas	<p>Conservation Element:</p> <p>Goal CN-5: Strive for air quality that is compatible with health, well-being and enjoyment of life for all citizens.</p> <p>Objective 5.1: Support the regional air quality goal to attain and maintain National Air Quality Standards while continuing economic growth and improvement in the quality of life afforded to the citizens of San Dimas and Los-Angeles County.</p> <p>Policy 5.1.2: The City shall coordinate with SCAQMD, SCAG, CARB and other local, state and national agencies in efforts to plan and implement clean air strategies for the South Coast Air Basin.</p> <p>Objective 5.2: Coordinate air quality planning and implementation efforts with other responsible agencies.</p>	No applicable municipal codes were identified.	No other applicable ordinances were identified.
San Gabriel	<p>Environmental Resources Element:</p> <p>Goal 8.6: Improve air quality within the City of San Gabriel.</p> <p>Target 8.6.1: Reduce the amount of emissions from vehicles in San Gabriel.</p> <p>Target 8.6.5: Encourage the planting of street trees and yard trees because of their air quality contribution.</p> <p>Target 8.6.8: Work with the South Coast Air Quality Management District to reduce emissions from stationary sources in San Gabriel.</p> <p>Target 8.6.9: Permit major indirect sources of air pollution only if they provide transportation measures to reduce their impacts to an insignificant level.</p>	No applicable municipal codes were identified.	<p>City of San Gabriel EAP (City of San Gabriel 2012) demonstrates the City’s commitment to pursue energy efficiency and reduce GHG emissions. The purpose of this EAP is to identify the City of San Gabriel’s long-term vision and commitment to achieve energy efficiency in the community and in municipal operations.</p> <p>Implementation Policy 1: Annually monitor and report the City’s progress toward achieving the reduction target.</p> <ul style="list-style-type: none">Facilitate implementation of policies and actions related to municipal operations.Prepare an annual progress report for review and consideration by the City Council, with the support of theSan Gabriel Valley Council of Governments Utilize the EAP monitoring and reporting tool to assist with annual reports.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
			<ul style="list-style-type: none">• Work with the San Gabriel Valley Council of Governments to identify key City staff responsible for annual reporting and monitoring. Implementation Policy 2: Regularly review and update the City’ GHG inventory, energy profile, and EAP. <ul style="list-style-type: none">• Conduct an annual review of electricity usage and associated GHG emissions.• Re-inventory community-wide and municipal GHG emissions every 5 years if there is financial support.• Update the Plan to incorporate new technology, programs, and policies as available to achieve electricity efficiency.• Consider updating and amending the Plan, as necessary, should the City find that policies and actions are not meeting the intended electricity reductions.• When City resources are available, integrate the EAP into a comprehensive climate action plan or greenhouse gas reduction plan to incorporate GHG and energy/fuel reduction targets to address energy supply, natural gas demand, transportation, waste, wastewater, and other sectors as applicable.
San Marino	No applicable General Plan policies were identified.	No applicable municipal codes were identified.	No other applicable ordinances were identified.
South El Monte	Public Health, Safety, and Environmental Justice Element: Goal 2: Promote a community safe from human-caused hazards. Policy 2.1: Reduce Localized Air Pollution Exposure Near Major Roads. Action 2.1a: Update the Zoning Code to protect residential uses and park uses from the impacts of industrial and roadway pollution. Resources Element: Goal 5.0 Improve air quality for future generations of South El Monte residents.	No applicable municipal codes were identified.	No other applicable ordinances were identified.
Temple City	Land Use Element: Goal LU 2: Land Use Mix. A complete community that is balanced with places for living, working, shopping, recreation, education, and arts and culture that reflect Temple City’s history, tradition, and diversity. Policy LU 2.5 Places to Live and Work. Provide for the development of projects integrating housing with commercial uses enabling residents to reduce automobile travel, air pollution, and greenhouse gas emissions. Goal LU 3: Neighborhoods, Centers, and Corridors. An urban pattern of distinct, compact, and walkable neighborhoods and districts that preserve Temple City’s small-town, friendly atmosphere; and contribute to residents’ health and quality of life, economic vitality, environmental sustainability, and reduction of greenhouse gas emissions. Goal LU 7: Sustainable Built Environment. A built environment that contributes to a sustainable environment, minimizes consumption of scarce environmental resources, and reduces greenhouse gas emissions. Policy LU 7.1 Sustainable Land Development. Promote land use and urban design development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and waste and noise generation. These should include practices described in the United States Green Building Council’s LEED-ND rating program such as concentrating development to promote walking in lieu of the	No applicable municipal codes were identified.	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>automobile, capturing and re-using stormwater onsite, managing and reusing wastewater, orienting buildings to maximize opportunities for solar energy use, use of drought tolerant and native landscapes, shading of exterior public spaces, and recycling and salvage for reuse of construction and demolition debris.</p> <p>Policy LU 7.5 Greenhouse Gas Reduction Plans. Require major development projects to prepare greenhouse gas reduction plans consistent with the targets defined in state statutory requirements.</p> <p>Natural Resources Element:</p> <p>Goal NR 1: Improved Air Quality. Air quality that enhances the health and well-being for all residents of Temple City.</p> <p>NR 1.1 Greenhouse Gas Emissions (GHG) Targets. Develop a Climate Action Plan (CAP) that defines transportation, land use, energy, area source, water, and solid waste reduction measures for Temple City, and establishes a target for GHG emission reductions.</p> <p>NR 1.2 Air Quality Assessment and Monitoring. Cooperate with the California Air Resource Board (CARB) and South Coast Air Quality Management District (SCAQMD) to measure air quality at emission sources and enforce the standards of the Clean Air Act for air quality and GHG emissions.</p> <p>Goal NR 3: Infrastructure. Reduced pollution and emissions from utility infrastructure.</p> <p>NR 3.1 Low Impact Infrastructure. Encourage utility service providers to adopt practices and implement improvements that reduce air pollution and GHG emissions.</p> <p>NR 3.3 Public Facilities. Reduce air pollution and GHG emissions through continued reduction of overall energy and water use of local public infrastructure, facilities, and programs for maintenance and efficiency.</p> <p>NR 3.5 Preference for Reduced-Emission Equipment. Give preference to contractors using reduced-emission equipment for City construction projects and contracts for services (e.g. garbage collection), as well as businesses that practice sustainable operations.</p> <p>Goal NR 4: Public Awareness. An informed public as to the importance of strategies to improve air quality and reduce GHG emissions.</p> <p>NR 4.1 Air Quality and Climate Change Education. Promote and disseminate information about state, federal, and regional standards; health effects; and efforts that Temple City’s residents and businesses can take to improve air quality and reduce GHG emissions.</p> <p>NR 4.2 Employer Education Programs. Encourage employers to participate in the Los Angeles County Metropolitan Transportation Authority (Metro) and Southern California Association of Governments (SCAG) public education programs to improve air quality and reduce GHG emissions.</p> <p>NR 4.3 Involvement of Schools and Organizations. Work with local schools, businesses, and organizations to increase citizens’ awareness and participation in efforts to reduce air pollution and GHG emissions.</p>		
West Covina	<p>Our Natural Community Chapter:</p> <p>Policy P1.1: Promote alternative transportation modes like walking, biking, and transit that reduce emissions related to vehicular travel.</p> <p>Action A 1.1: Continue to channel Federal, State and Local transportation funds to programs, and infrastructure improvements that reduce air pollution through the</p>	No applicable municipal codes were identified.	The City of West Covina Energy Action Plan (City of West Covina 2011) guides the City of West Covina toward attainable conservation goals that may also significantly reduce the impact of GHG within the community. The EAP includes the following policy goals to reduce energy consumption and promote energy efficiency throughout the City:



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>promotion of walking, biking, ride-sharing, public transit use, the use of alternative fuel vehicles or other clean engine technologies.</p> <p>Policy P1.2: Promote the use of energy-efficient vehicles.</p> <p>Action A1.2: Continue to control and reduce air pollution emissions from vehicles owned by the City and municipal operations and facilities by expanding the use of alternative fuel, electric, and hybrid vehicles in City fleets.</p> <p>Policy P1.3: Minimize the adverse impacts of growth and development on air quality and climate.</p> <p>Action A1.3: Prepare and adopt a plan to reduce greenhouse gases as part of the Environmental Impact Report (to be concurrently approved with the West Covina General Plan) to achieve compliance with State mandates, and consistency with the Regional Transportation Plan/Sustainable Community Strategy to facilitate development by streamlining the approval process, and to improve air quality.</p> <p>Our Well Planned Community Chapter:</p> <p>Land Use:</p> <p>Policy 3.6: Reduce West Covina’s production of greenhouse gas emissions and contribution to climate change and adapt to the effects of climate change.</p> <p>Action 3.6 Key land use adaptation strategies to reduce greenhouse gas emissions are:</p> <ul style="list-style-type: none">• Promoting transit-oriented infill development, and• Providing incentives for high-performance buildings and infrastructure.		<p>a. Surpass the energy efficiency standards of the California Building Code for proposed and existing municipal buildings and facilities.</p> <p>b. Provide on-line (Internet accessible) guidance and assistance to Homeowners and Builders to make compliance with new Title 24 energy requirements as effective and efficient as possible.</p> <p>c. Coordinate City Efficiency goals and programs with the efficiency projects and incentive programs of higher jurisdictional agencies. Expand the City’s Residential Solar Power permit-waiver program to include other alternative energy applications, Consider fee adjustments or rebates to local businesses and residents in support of those efforts.</p> <p>f. Promote energy and water conservation design features in all major renovation and development projects.</p> <p>h. Encourage the efficient use of water and reduce urban runoff through the use of natural drainage, drought tolerant landscaping, and efficient irrigation systems in major renovation and new development projects. Recommend the incorporation of these practices within the approval processes of other local and regional departments and jurisdictions.</p> <p>i. Promote the coordination of landscapers and residential Solar Power contractors to minimize heat buildup at existing and new homes through more effective shading design.</p>

3.8.3 Impact Assessment

3.8.3.1 Significance Criteria

Appendix G of the State CEQA guidelines was reviewed to determine if the Plan would result in significant impacts related to greenhouse gas emissions. The criteria listed below consider if the Plan would:

- 8(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*
- 8(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Generally, the evaluation of an impact under CEQA involves comparing a project's effects against a threshold of significance. The State CEQA Guidelines clarify that "when adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence." For GHG emissions and global warming, there is not one established, universally agreed-upon quantified threshold of significance for GHG impacts at this time, and the State CEQA Guidelines do not establish a quantified threshold of significance for GHG impacts. Instead, lead agencies have the discretion to establish significance thresholds for their respective jurisdictions. Therefore, this analysis relies on the following thresholds of significance to assess the environmental impacts associated with GHG emissions for the Plan:

- For projects implemented under the Plan within unincorporated LA County, a project would result in significant impacts if it would conflict with (and thereby be inconsistent with) the emissions reduction measures included within the LA County 2045 CAP Consistency Checklist.
- For projects implemented under the Plan within incorporated cities within the Plan Area, the project would result in significant impacts if it would generate GHG emissions exceeding 3,000 MTCO₂e/year or would conflict with (and thereby be inconsistent with) the applicable regulator plans and policies to reduce GHG Emissions, which include the emissions reduction measures included within AB/SB 32 and SB 375, the OPR and Climate Action Team recommendations, CARB's Climate Change Scoping Plan, and the General Plans, policies, regulations, and applicable action plans adopted by individual incorporated cities within the Plan Area.

As discussed above in Section 3.8.2.3.3, the Los Angeles County 2045 CAP is a qualified CAP because it was developed in conformance with State CEQA Guidelines Section 15183.5. LA County included a Consistency Checklist in the 2045 CAP that serves to apply the relevant emission reduction actions from the 2045 CAP for projects through a streamlined review process for proposed new development projects that are subject to discretionary review and that trigger environmental review under CEQA. Therefore, because the 2045 CAP constitutes as a qualified CAP, Plan components within unincorporated areas of LA County would result in less than significant impacts if the future projects implemented under the Plan would be consistent with the 2045 CAP Consistency Checklist. All future projects within unincorporated LA County must demonstrate consistency with the General Plan, the existing land use designation of the current Land Use Element, and the 2021–2029 Housing Element. If a project is not consistent with the General Plan, the land use designation of the Land Use Element, or the 2021–2029 Housing Element, then the 2045 CAP Consistency Checklist may not be used for CEQA

streamlining. While the 2045 CAP Consistency Checklist can be used for Plan components within unincorporated LA County, projects within incorporated communities cannot directly tier from it. Accordingly, the analysis of the Plan may only streamline its GHG impacts analysis for Plan components within unincorporated LA County by using the 2045 CAP's EIR. Table 3.8-4 shows the consistency of the Plan within unincorporated LA County with the Compliance Checklist items. Under the CAP Consistency Review Checklist, Tier 1 items are required to determine consistency, and Tier 2 items are strongly encouraged but not required. As shown in Table 3.8-4, the Plan is consistent with all Tier 1 items and therefore consistent with the CAP.

For future projects implemented under the Plan that have components located within incorporated communities that cannot directly tier from the LA County 2045 CAP, a comprehensive analysis of GHG emissions and impacts pursuant to CEQA has been conducted. The 2017 Climate Change Scoping Plan approved by CARB on December 14, 2017, sets the state on a course to reduce GHG emissions an additional 40 percent below 1990 levels by 2030 under SB 32 (CARB 2017). Under the 2017 Climate Scoping Plan, CARB recommends statewide efficiency targets of no more than 6.0 MTCO₂e/service population/year by 2030 and no more than 2.0 MTCO₂e/service population/year by 2050; however, it is important to note that these efficiency targets are intended to apply to sum of all sectors and are not appropriate for evaluating GHG emissions specific to the land use sector. Note that in comparison, the LA County 2045 CAP has established updated efficiency targets consistent with and more stringent than SB 32 for the 2030, 2035, and 2045 target years. Specifically, the LA County 2045 CAP targets are to reduce GHG emissions by 40 percent below 2015 levels by 2030, 50 percent below 2015 levels by 2035, and 83 percent below 2015 levels by 2045 in unincorporated LA County. The LA County 2045 CAP aspiration goal is to achieve carbon neutrality by 2045. These targets correspond with an efficiency target of 2.3 MTCO₂e/service population/year by 2030.

In addition to evaluation of a project impacts against a quantifiable significant threshold, per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can also be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions." Thus, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of non-significance for GHG emissions if a project complies with programs and/or other regulatory schemes to reduce GHG emissions. Accordingly, the project-level analysis of Plan projects in incorporated communities may rely on consistency with the plans, policies, and regulations adopted pursuant to achieving GHG reductions consistent with the adopted targets. Where applicable, guidance from CARB, OPR, and other agencies related to long-term emission reduction requirements is incorporated into the analysis. Specifically, projects that would the CARB 2022 Scoping Plan Update, AB 32/SB 32, AB 1279, and California Energy Efficiency Standards, as well as applicable regional plans including *OurCounty: Los Angeles Countywide Sustainability Plan*, the 2020–2045 RTP/SCS, and plans and policies adopted by local jurisdictions.

Table 3.8-4. LA County General Plan and 2045 CAP GHG Emissions Reduction Measures and Action Consistency Checklist

2045 CAP Consistency Requirement	Description of Project Measure(s) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
Step 1: Demonstrate Consistency with Los Angeles County General Plan		
<p>1. The Project is Consistent with the General Plan Land Use Element and Housing Element</p> <p>The growth projections included in the General Plan and the 2021–2029 Housing Element were used in the 2045 CAP to estimate unincorporated Los Angeles County GHG emissions over time.</p> <p>Therefore, projects must be consistent with the General Plan to be consistent with the 2045 CAP. To determine a project’s consistency with the General Plan, please answer the following question and provide an explanation with supporting documentation.</p> <p>Is the proposed project consistent with the existing land use designation of the Land Use Element and the 2021 Housing Element Update?</p> <p>If “Yes,” proceed to Step 2: 2045 CAP Consistency Screening Criteria below.</p> <p>If “No,” the proposed project may not streamline its GHG impacts analysis by using the 2045 CAP’s EIR and must prepare a comprehensive project-specific analysis of GHG emissions and impacts pursuant to CEQA and incorporate the measures in this 2045 CAP Checklist to the extent feasible.</p>	<p>Future projects implemented under the Plan that are located wholly within unincorporated LA County would be consistent with General Plan and land use designations and/or only within the District ROW.</p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>
Step 2: Determine Whether the Project Screens Out of Using the 2045 CAP Checklist		
<p>Certain projects may screen out of the 2045 CAP Checklist if they meet the following screening criteria.</p> <p>Does the project achieve zero GHG emissions compared to the existing on-site development at the project site? The project must conduct a comprehensive project-specific analysis of all GHG emissions, consistent with all CEQA guidelines and standard practice for modeling GHG emissions for projects, to demonstrate that the project achieves net zero.</p> <p>If “Yes,” the project is consistent with the 2045 CAP and no additional analysis is needed (no project-specific GHG impact analysis would be</p>	<p>Specific locations of future projects implemented under the Plan are currently unknown. Therefore, a comparison of project-related emissions to existing conditions cannot be conducted at the Plan-level. Accordingly, an analysis of 2045 CAP Consistency has been completed in Step 3 below.</p>	<p><input type="checkbox"/> Project Complies</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>

2045 CAP Consistency Requirement	Description of Project Measure(s) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
required). If “No,” proceed to Step 3: 2045 CAP Measure and Action Consistency Requirements below.		
Step 3: Demonstrate Consistency with the 2045 CAP GHG Emissions Reduction Measures and Actions		
Energy Supply		
1. TIER 1: Sunset Oil and Gas Operations For any project involving the decommissioning, replacement, retrofit, or redesign of infrastructure or facilities associated with the oil and gas industry, including energy generation (i.e., cogen), the project must: <ul style="list-style-type: none"> A) Comply with the Oil Well Ordinance (Title 22). B) Reduce fossil fuel–based emissions by at least 80 percent compared to existing conditions. C) If the project site includes existing active and abandoned oil wells, examine all wells for fugitive emissions of methane. Reduce such existing emissions by a minimum of 80 percent. D) To reduce any residual fossil fuel–based emissions generated by the project, incorporate carbon removal technologies including direct air capture and carbon and sequestration, as feasible. Supports 2045 CAP Measures (and Actions): ES1 (ES1.1, ES1.2, ES1.3)	The Plan does not involve the decommissioning, replacement, retrofit, or redesign of infrastructure or facilities associated with the oil and gas industry.	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply and Alternative Measures Proposed
2. TIER 1: Utilize 100 percent Zero-Carbon Electricity The project must utilize 100 percent zero-carbon electricity on-site. The project must comply with one of the following options: <ul style="list-style-type: none"> A) Install on-site renewable energy systems or participate in a community solar program to supply 100 percent of the project’s estimated energy demand to the maximum extent feasible. B) Participate in Southern California Edison at the Green Rate level (i.e., 100 percent carbon-free electricity) for all electricity accounts associated with the project until SCE provides 100 percent carbon-free electricity for all accounts by default. 	The Plan <i>Design Guidelines and Standards</i> specify solar-powered lighting to reduce electricity consumption associated with Plan components. Implementation of MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would further require that 100 percent of a project’s electricity consumption is supplied by zero-GHG emissions sources of power generation, whether by utilities or by on-site electricity generation, or both. Because specific project design and locations are currently unknown, it is not possible to provide the project’s anticipated electricity demand, the project’s participation and opt-out rates for SCE’s Green Rate and CPA’s Clean Rate electricity rate options	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply and Alternative Measures Proposed

2045 CAP Consistency Requirement	Description of Project Measure(s) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
<p>C) Participate in the Clean Power Alliance at the Clean Rate level (i.e., 100 percent carbon-free electricity) for all electricity accounts associated with the project until CPA provides 100 percent carbon-free electricity for all accounts by default.</p> <p>D) A combination of #1, #2, and #3 above such that 100 percent of the project's electricity consumption is supplied by zero-GHG emission sources of power generation, whether by utilities or by on-site electricity generation or both.</p> <p>Supports 2045 CAP Measures (and Actions): ES2 (ES2.1, ES2.2), ES3 (ES3.1, ES3.2, ES3.3, ES3.4, ES3.5, ES3.6)</p>	<p>used by tenants; and/or the total kW of solar PV panels installed at the project site.</p>	
Transportation		
<p>3. Meets Transportation Screening Criteria</p> <p>For <u>development projects</u>, does the project:</p> <p>A) have no retail component and generate a net increase of less than 110 daily vehicle trips?</p> <p>If "Yes," skip checklist items #3, #4, #5, #11, and #12 below. Please complete items #7 through #11 below. If "No," proceed to item (B) below.</p> <p>For <u>development projects</u>, does the project:</p> <p>B) have a retail component and contains retail uses that do not exceed 50,000 square feet of gross floor area?</p> <p>If "Yes," skip checklist items #3, #4, #5, #11, and #12 below. Please complete items #7 through #11 below. If the project contains retail and is mixed use, proceed to item (C) below.</p> <p>If "No," proceed to item (C) below.</p> <p>For <u>development projects</u>, does the project:</p> <p>C) have a residential component and 100 percent of the units, excluding manager's units, are set aside for lower income households?</p> <p>If "Yes," skip checklist items #3, #4, #5, #11, and #12 below. Please complete items #7 through #11 below. If the project contains retail and is mixed use, proceed to item (D) below.</p>	<p>The Plan does not include a retail component and would generate a net increase of less than 110 daily vehicle trips for construction and operation (i.e., construction activities would generate a maximum of 58 trips per day and operations would generate a maximum of 4 trips per day).</p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>

2045 CAP Consistency Requirement	Description of Project Measure(s) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
<p>If “No,” proceed to item (D) below. For development projects:</p> <p>D) Is the project located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor and:</p> <ul style="list-style-type: none"> i. has a Floor Area Ratio greater than 0.75? ii. provides less parking than required by the Los Angeles County Code? iii. is consistent with the Southern California Association of Governments (SCAG) Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)? iv. does not replace residential units set aside for lower income households with a smaller number of market-rate residential units? <p>If “Yes,” skip checklist items #3, #4, #5, #11, and #12 below. Please complete items #7 through #11 below.</p> <p>If “No,” proceed to checklist item #3 below.</p> <p>For <u>transportation projects</u>, does the project meet one of the following transportation screening criteria?</p> <p>A) The project would not include the addition of through traffic lanes on existing or new highways, including general-purpose lanes, high-occupancy vehicle (HOV) lanes, peak-period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than 1 mile in length designed to improve roadway safety).</p> <p>B) The project would reduce roadway capacity and VMT.</p> <p>If “Yes,” skip checklist items #3, #4, #5, #11, and #12 below. Please complete items #7 through #11 below.</p> <p>If “No,” proceed to checklist item #3 below.</p> <p>Supports 2045 CAP Measures (and Actions): T1 (T1.1, T1.2)</p>		
<p>4. TIER 1: Increase Density Near High-Quality Transit Areas</p>	<p>Skip per #3</p>	<p><input type="checkbox"/> Project Complies</p>

2045 CAP Consistency Requirement	Description of Project Measure(s) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
<p>If the project is located within a High Quality Transit Area (HQT), it must achieve a minimum of 20 dwelling units (DU) per acre, consistent with the Housing Element Rezoning Program.</p> <p>If the project is not located within an HQT, it must locate residential and employment centers within 1 mile of an HQT.</p> <p>Supports 2045 CAP Measures (and Actions): T1 (T1.1, T1.2)</p>		<p><input checked="" type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply and Alternative Measures Proposed</p>
<p>5. TIER 1: Incorporate Bicycle and Pedestrian Infrastructure</p> <p>The project must incorporate pedestrian and bicycle infrastructure into its design:</p> <p>A) Provide pedestrian facilities and connections to public transportation consistent with the Pedestrian Action Plan, Active Transportation Plans, and Vision Zero Action Plan, and any other relevant governing plan.</p> <p>B) Provide bicycle facilities consistent with the Bicycle Master Plan, Active Transportation Plans, and Vision Zero Action Plan, and any other relevant governing plan, and meet or exceed minimum standards for bicycle facilities in the Zoning Code and CALGreen Code.</p> <p>C) Increase sidewalk coverage to improve pedestrian access.</p> <p>D) Improve degraded or substandard sidewalks.</p> <p>E) Incorporate best practices to ensure pedestrian infrastructure is contiguous and links externally with existing and planned pedestrian facilities; best practices include high-visibility crosswalks, pedestrian hybrid beacons, and other pedestrian signals, mid-block crossing walks, pedestrian refuge islands, speed tables, bulb-outs (curb extensions), curb ramps, signage, pavement markings, pedestrian-only connections and districts, landscaping, and other improvements to pedestrian safety.</p> <p>F) Minimize barriers to pedestrian access and interconnectivity, such as walls, landscaping buffers, slopes, and unprotected crossings.</p>	<p>Skip per #3</p> <p>Note that the Plan is inherently consistent with CAP Measure T3.1 as the Plan's primary objective is to create a countywide network of interconnected multiuse community greenways for linear parks and open space for recreation, bike paths for active transportation, and trails for equestrian use. The Plan is also consistent with CAP Measure T3.2. There is significant overlap between the Los Angeles County Bicycle Master Plan's goals, geography, and analyses and those of the Plan. The Plan incorporates information from the Bicycle Master Plan where practical, particularly with regards to the overall goals of connectivity within Los Angeles County as well as when establishing existing environment and environmental impacts for similar scale and purpose projects (e.g., bikeways, greenways). The Plan would also enhance pedestrian and bicycle environments through energy efficient lighting and shading to promote active transportation consistent with CAP Measure T3.3.</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply and Alternative Measures Proposed</p>

2045 CAP Consistency Requirement	Description of Project Measure(s) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
<p>G) Provide bicycle facilities for new and expanded buildings, new dwelling units, change of occupancy, increase of use intensity, and added off-street vehicle parking spaces.</p> <p>H) Provide short- and long-term (secure) bicycle parking for at least 5 percent of motorized vehicle capacity and nothing less than CALGreen Code requirements, whichever is more restrictive.</p> <p>I) Support the County's goal to increase bikeway miles by 300 percent by 2030 (including Class I bike paths, Class II bike lanes, and Class III bike routes).</p> <p>Supports 2045 CAP Measures (and Actions): T3 (T3.1, T3.2, T3.3)</p>		
<p>6. TIER 1: Comply with the County Transportation Demand Management (TDM) Ordinance</p> <p>The Project must comply with the TDM ordinance at the time of project approval. This may include preferential carpool/vanpool parking, bicycle parking, and shower facilities and locker rooms; trip reduction plans; transit-supportive infrastructure development; and similar strategies.</p> <p>Comply with any applicable VMT reduction target and incorporate any required monitoring mechanisms for development, subject to the ordinance.</p> <p>Supports 2045 CAP Measures (and Actions): T4 (T4.5)</p>	<p>The Plan is inherently consistent with CAP Measure T4 as the Plan's primary objective is to create a countywide network of interconnected multiuse community greenways for linear parks and open space for recreation, bike paths and trails for active transportation and alternative modes of transportation. Plan objectives also include reducing vehicle miles traveled and associated greenhouse gas emissions by creating opportunities for alternative greenway transportation. Because specific project locations are currently unknown, it is not possible to estimate the total trips and VMT reduced via the implementation of the Plan. However, providing more connectivity and opportunities for residents to reach schools, parks, transit, jobs, shopping, and numerous other local points of interest will encourage alternative modes of transportation and consequently reduce overall VMT in the region.</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply and Alternative Measures Proposed</p>
<p>7. TIER 1: Comply with the County's Transportation Impact Guidelines</p> <p>The project must comply with the County's current Transportation Impact Analysis (TIA) Guidelines. Projects may screen out if they meet certain criteria, such as being located in a transit priority area or local-serving retail development less than 50,000 square feet. Projects that do not screen out must meet the VMT efficiency metrics identified by the TIA Guidelines (e.g., daily VMT per capita for residential projects that is 16.8 percent below the existing residential VMT per capita for the Baseline</p>	<p>The Plan complies with the County's Transportation Impact Guidelines as it would screen out by meeting the following screening criteria:</p> <ul style="list-style-type: none"> — The development of Plan projects would generate less than 110 daily vehicle trips. — The Plan would not include the addition of through traffic land on existing new highways, including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, 	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply and Alternative</p>

2045 CAP Consistency Requirement	Description of Project Measure(s) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
<p>Area in which the project is located) and quantitatively demonstrate how these metrics are achieved, pursuant to the TIA Guidelines requirements.</p> <p>Supports 2045 CAP Measures (and Actions): T1, T2, T3, T4, T5</p>	<p>auxiliary lanes, and lands through grade-separated interchanges. Further, the Plan would expand assets that serve bicycle and pedestrian facilities and would not add additional motor vehicle capacity.</p>	<p>Measures Proposed</p>
<p>8. TIER 1: Incorporate Electric Vehicle Charging Infrastructure</p> <p>The project must incorporate zero-emission vehicle (ZEV) infrastructure and incentives into its design as follows:</p> <p>A) Comply with any CALGreen Code requirement, County ordinance, building code, or condition of approval that requires a certain amount of electric vehicle (EV) charging infrastructure (EVCSs) and readiness. This may include minimum requirements for EV charging stations, EV-capable parking spaces, and EV- ready parking spaces.</p> <p>B) Comply with any provisions and requirements in the forthcoming Zero Emission Vehicle Master Plan.1</p> <p>C) Include electric options for promoting active transportation, such as electric scooters and e-bikes.</p> <p>D) Provide education and outreach to tenants and occupants about the benefits of ZEVs and the project's EV infrastructure.</p> <p>Supports 2045 CAP Measures (and Actions): T6 (T6.1, T6.2, T6.3, T6.4, T6.5, T6.6, T6.7)</p>	<p>The Plan promotes active transportation by creating a countywide network of interconnected multiuse community greenways for linear parks and open space for recreation, bike paths and trails for active transportation and alternative modes of transportation. Plan objectives also include reducing vehicle miles traveled and associated GHG emissions by creating opportunities for alternative greenway transportation. Installation of parking facilities as part of the Plan would be required to comply with the mandatory measures of the CALGreen Code for the minimum number of EV capable spaces. Because specific project design and locations are currently unknown, it is not possible to estimate the total number of public and private EV capable spaces that would be installed.</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply and Alternative Measures Proposed</p>
<p>9. TIER 1: Decarbonize Trucks</p> <p>For projects that include goods movement facilities and/or warehouses, the project must incorporate freight decarbonization technologies and infrastructure, including:</p> <p>A) Comply with any CALGreen Code requirement, County ordinance, building code, or condition of approval that requires a certain amount of EV charging infrastructure and readiness for goods movement facilities and trucks.</p> <p>B) Provide EVCSs at all new warehouse loading docks.</p> <p>C) Comply with any provisions and requirements in the forthcoming Zero Emission Vehicle Master Plan related to goods movement.</p>	<p>Reduction measures under this question are not applicable as the Plan does not include goods movement facilities and/or warehouses.</p>	<p><input type="checkbox"/> Project Complies</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply and Alternative Measures Proposed</p>

2045 CAP Consistency Requirement	Description of Project Measure(s) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
<p>D) Implement freight decarbonization technologies along highway corridors.</p> <p>E) For all goods movement facilities, install alternative fueling infrastructure such as EVCSs, green hydrogen fueling stations, and/or biomethane fueling stations.</p> <p>F) Comply with any established zero-emission delivery zones.</p> <p>Supports 2045 CAP Measures (and Actions): T8 (T8.1, T8.2, T8.3, T8.4, T8.5)</p>		
<p>10. TIER 1: Incorporate Zero-Emission Technologies for Off-Road Vehicles & Equipment</p> <p>The project must:</p> <p>A) Prohibit the use of small equipment powered by gasoline, diesel, propane, or other fossil fuels, including lawn and garden equipment and outdoor power equipment, for all tenants and owners.</p> <p>B) Provide educational materials to tenants regarding the SCAQMD Electric Lawn and Garden Equipment Incentive and Exchange Program, Commercial Lawn & Garden Battery Buy-Down Rebate Program, the Residential Lawn Mower Rebate Program, the new requirements of AB 1346, and any other available options and incentives for purchasing zero-emission equipment, including rebates and subsidies offered by CARB, the County, or other agencies and entities.</p> <p>C) Use electric and zero-emission construction equipment during project construction to the maximum extent feasible. Such equipment shall include forklifts, manlifts, loaders, welders, saws, pumps, fixed cranes, air compressors, sweepers, aerial lifts, pressure washers, and other small equipment. At minimum, the project must use off-road construction equipment that meet CARB Tier 4 Final engine emission standards.</p> <p>D) Use electric and zero-emission agriculture and manufacturing equipment to the maximum extent feasible.</p>	<p>Construction and operation of Plan components would require use of small, powered equipment and larger off-road construction equipment that typically are powered by gasoline or diesel. Implementation of MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would require maintenance and operations activities that use landscaping equipment (e.g., lawn mowers and trimmers) will employ electric landscaping equipment. Implementation of MM AQ-1: Emissions Reduction Measures would require that zero-emission or near-zero-emission off-road construction equipment is used to the maximum extent feasible or meet the minimum CARB Tier 4 Final engine emission standards.</p> <p>Estimates of off-road vehicle and equipment counts for the various Plan components are provided in Section 2.3.</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply and Alternative Measures Proposed</p>

2045 CAP Consistency Requirement	Description of Project Measure(s) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
<p>These requirements must be stipulated in the contract specifications for the project's construction and for the project's future tenants and any landscaping contracts for the property or tenants.</p> <p>Supports 2045 CAP Measures (and Actions): T9 (T9.1, T9.2, T9.3)</p>		
<p>11. TIER 1: Electrify County Fleet Vehicles (for municipal projects only)</p> <p>For all new municipal projects and facilities that include the purchase or operation of new fleet vehicles, including public transit buses and shuttles, all such fleet vehicles must be ZEVs.</p> <p>Supports 2045 CAP Measures (and Actions): T7 (T7.1, T7.2)</p>	Skip per #3	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply and Alternative Measures Proposed
<p>12. TIER 2: Achieve a High Jobs/Housing Balance</p> <p>For projects with nonresidential development, the Project must incorporate the following design elements:</p> <p>A) Support the County's goal to achieve a job density of 300 jobs per acre.</p> <p>Supports 2045 CAP Measures (and Actions): T2 (T2.1)</p>	Skip per #3	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply and Alternative Measures Proposed
<p>13. TIER 2: Encourage Transit, Active Transportation, and Alternative Modes of Transportation</p> <p>For transit projects only, incorporate the following:</p> <p>A) Expand and improve frequency of existing network of County shuttles.</p> <p>B) Install bus-only lanes and signal prioritization along major thoroughfares.</p> <p>C) Install full bus rapid transit infrastructure along priority corridors.</p> <p>For all other projects, incorporate the following:</p>	<p>The Plan is inherently consistent with CAP Measure T4 as the Plan's primary objective is to create a countywide network of interconnected multiuse community greenways for linear parks and open space for recreation, bike paths and trails for active transportation and alternative modes of transportation. Plan objectives also include reducing vehicle miles traveled and associated greenhouse gas emissions by creating opportunities for alternative greenway transportation. Because specific project locations are currently unknown, it is not possible to estimate the total trips and VMT reduced via the implementation of the Plan. However, providing more connectivity and opportunities for residents to reach schools, parks, transit, jobs, shopping, and</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply and Alternative Measures Proposed

2045 CAP Consistency Requirement	Description of Project Measure(s) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
<p>A) Provide new mobility services, such as micro transit, autonomous delivery vehicles, and on-demand autonomous shuttles, in unincorporated Los Angeles County.</p> <p>B) Offer free transit passes for students, youth, seniors, disabled, and low-income populations.</p> <p>C) Implement telecommuting by project tenants and residents.</p> <p>D) Establish temporary and permanent car-free areas at the project site.</p> <p>Supports 2045 CAP Measures (and Actions): T4 (T4.1, T4.2, T4.3, T4.6, T4.7, T4.8, T4.10)</p>	<p>numerous other local points of interest will encourage alternative modes of transportation and consequently reduce overall VMT in the region.</p> <p>The Plan is neither a transit project nor would Plan projects include tenants, residents, or employees. Because specific project design and locations are currently unknown, it is not possible to estimate the total number of residents that would benefit from enhanced connectivity opportunities promoted by the Plan.</p>	
<p>14. TIER 2: Implement Parking Limitations</p> <p>Projects should include the following characteristics:</p> <p>A) Shared and reduced parking strategies, such as shared parking facilities, carpool/vanpool-only spaces, shuttle facilities, EV-only spaces, and reduced parking below allowable amount</p> <p>B) Minimum amount of required parking</p> <p>C) Unbundled parking costs to reflect cost of parking</p> <p>D) Parking pricing to encourage “park-once” behavior</p> <p>E) Compliance with all County parking reform strategies and policies</p> <p>Supports 2045 CAP Measures (and Actions): T5 (T5.1)</p>	<p>Parking facilities that would be constructed under the Plan would comply with the mandatory measures of the CALGreen Code for minimum number of EV capable spaces. The Plan would encourage alternative transportation methods as well as provide bike parking facilities that would reduce motor vehicle trips and result in an overall reduction in VMT in the region.</p> <p>Because specific project design and locations are currently unknown, it is not possible to estimate the total number of parking spaces, number of EV capable spaces, parking costs, etc.</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply and Alternative Measures Proposed</p>
Building Energy and Water		
<p>15. TIER 1: Electrify Existing Buildings</p> <p>This action applies only to projects that include a retrofit, remodel, or redesign of an existing building. If the proposed project does not include a retrofit, remodel, or redesign, select “Not Applicable” in the <i>Project Consistency</i> column.</p> <p>The project must incorporate the following design elements:</p> <p>A) All space heating and water heating must be electric.</p> <p>B) With the exception of restaurants, all cooking appliances must be electric.</p>	<p>Projects implemented under the Plan may involve retrofit, remodeling, or redesign of an existing building. Any modification of existing buildings would be required to comply with CALGreen Code Section 5.106.14 that requires all-electric buildings for all new buildings and qualifying alteration projects (i.e., construction or renovation of an existing structure). Implementation of MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would further ensure that all building mechanical equipment is electric.</p> <p>Because specific project design and locations are currently unknown, it is not possible to estimate the anticipated energy</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply and Alternative Measures Proposed</p>

2045 CAP Consistency Requirement	Description of Project Measure(s) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
<p>C) For restaurants, use electric cooking appliances to the maximum extent feasible.</p> <p>D) Comply with all applicable Building Performance Standards.</p> <p>E) Comply with all building carbon intensity limits.</p> <p>F) If the project is a major renovation, achieve ZNE and/or comply with the City's ZNE ordinance.</p> <p>Supports 2045 CAP Measures (and Actions): E1 (E1.1, E1.2, E1.3, E1.4, E1.5, E1.6)</p>	<p>consumption (natural gas use and electricity use) and the number of existing buildings transitioned to all-electric buildings.</p>	
<p>16. TIER 1: Electrify New Buildings</p> <p>For projects under construction before 2030, the project must be fully electric with no natural gas infrastructure or appliances, as specified in the County's all-electric buildings ordinance, unless the project meets specific exemptions identified in the ordinance.⁵</p> <p>For projects under construction after 2030, the project must be zero- net-energy and fully electric with no natural gas infrastructure or appliances, as specified in the County's ZNE ordinance, unless the project meets specific exemptions identified in the ordinance.⁶</p> <p>Supports 2045 CAP Measures (and Actions): E2 (E2.1, E2.2, E2.3)</p>	<p>Projects implemented under the Plan may involve retrofit, remodeling, or redesign of an existing building. Any modification of existing buildings would be required to comply with CALGreen Code Section 5.106.14 that requires all-electric buildings for all new buildings. Implementation of MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would further ensure that all building mechanical equipment is electric.</p> <p>Because specific project design and locations are currently unknown, it is not possible to estimate the number and square footage of all-electric buildings built, all ZNE buildings built, or the total electricity consumption for all buildings.</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply and Alternative Measures Proposed</p>
<p>17. TIER 1: Increase Building Energy Efficiency</p> <p>This action applies only to projects that include a retrofit of an existing building. If the proposed project does not include a retrofit, select "Not Applicable" in the Project Consistency column.</p> <p>The project shall incorporate the following energy efficiency measures into the design:</p> <p>A) Comply with all applicable building performance standards.</p> <p>B) Incorporate strategic energy management programs to reduce building energy demands.</p>	<p>Projects implemented under the Plan may involve retrofit, remodeling, or redesign of an existing building. Any modification of existing buildings would be required to comply with CALGreen Code Section 5.106.14 that requires all-electric buildings for all new buildings. Implementation of MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would require that all new construction use only ENERGY STAR rated appliances for appliance types that are offered ENERGY STAR ratings and that building energy best practices from the following standards are implemented: United States Green Building Council's LEED, United States Department of Energy Better Buildings Initiative, ENERGY STAR, Dark Sky, Cradle-to-Cradle, and Green Globes. Further, the Plan directly</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply and Alternative Measures Proposed</p>

2045 CAP Consistency Requirement	Description of Project Measure(s) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
<p>C) Conduct an energy audit or benchmarking analysis to identify potential energy savings opportunities and implement such opportunities.</p> <p>D) Achieve CALGreen Code Tier 2 or voluntary building energy measures as they apply to the retrofit.</p> <p>E) Replace existing appliances with higher-efficiency models.</p> <p>F) Install heat-trapping surfaces to cool or green surfaces, as feasible.</p> <p>G) Participate in SoCalREN, SCE, CPA, or other energy efficiency programs.</p> <p>H) Conduct other energy efficiency retrofits.</p> <p>I) Achieve zero-net-energy, if feasible.</p> <p>Supports 2045 CAP Measures (and Actions): E4 (E4.1, E4.2, E4.3)</p>	<p>supports Measure E4.3 by converting existing County-owned heat trapping surfaces to cool or green surfaces including use of low VOC, warm mix asphalt to reduce urban heat island effect associated with asphalt surfacing, light-colored or high albedo-surfaces to reflect rather than absorb solar energy, shade structures, and green solutions including reducing heat island effects by increasing vegetation and tree canopy.</p> <p>Because specific project design and locations are currently unknown, it is not possible to provide the total number of energy retrofits performed, the building size (square footage) retrofit, the total project energy use and anticipated energy savings through retrofits, and the number and area of cool and green roofs installed.</p>	
<p>18. TIER 1: Implement Water Use Efficiency and Water Conservation</p> <p>The project must comply with the current water conservation ordinance in place, including any requirements for LEED or Sustainable SITES standards.</p> <p>The project must also incorporate water use efficiency and conservation measures, including:</p> <p>A) High-efficiency appliances/fixtures to reduce water use, and/or include water-efficient landscape design</p> <p>B) CALGreen Code Tier 1 and Tier 2 voluntary water conservation measures</p> <p>C) Low-flow or high-efficiency water fixtures</p> <p>D) Water-efficient landscapes with lower water demands than required by the DWR 2015 Model Water Efficient Landscape Ordinance</p> <p>E) Drought-tolerant and native plant species only</p> <p>F) A comprehensive water conservation strategy</p> <p>G) Educational materials provided to future tenants and building occupants about water-saving behaviors and water-conserving landscaping</p>	<p>The Plan <i>Design Guidelines and Standards</i> require compliance with the latest water use and codes such as the LA County LID Manual, LA County water conservation standards, and CALGreen Code including use of high-efficiency appliances/fixtures and water efficient landscape design (i.e., incorporation of drought tolerant and native plants), and compliance with the California Department of Water Resources Model Water Efficient Landscape Ordinance and/or local water efficient landscape ordinance. In addition, LA County Public Works projects would be developed consistent with the County of Los Angeles Sustainable Infrastructure Guidelines, which identify CALGreen Code Tier 1 measures to further encourage best management practices including requiring water efficient landscaping to reduce potable water use by 30 percent and incorporation of high-efficiency irrigation and weather forecasting. Implementation of water conservation measures included in MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would further ensure that high-efficiency appliance/fixtures and water-efficient landscaping is incorporated into Plan projects as applicable.</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply and Alternative Measures Proposed</p>

2045 CAP Consistency Requirement	Description of Project Measure(s) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
Supports 2045 CAP Measures (and Actions): E6 (E6.1, E6.2, E6.3, E6.4, E6.5)	Because specific project design and locations are currently unknown, it is not possible to estimate the project's total water consumption, the square footage of buildings that are water-neutral, and/or the project's building size.	
19. TIER 2: Reduce the Life-Cycle Carbon Intensity of Building Materials and Phase Out the Use of High-GWP Refrigerants The project must incorporate the following design elements to the maximum extent feasible: A) For projects that are not fully electric, incorporate biomethane into the natural gas mix in place of traditional natural gas. B) Use negative-carbon concrete for all construction. C) Use low-GWP refrigerants and fire suppression equipment for all uses on-site. D) Comply with all County codes and ordinances regarding building material carbon intensity and high-GWP refrigerants and other gases. Supports 2045 CAP Measures (and Actions): E3 (E3.1, E3.2, E3.3, E3.4)	The Plan <i>Design Guidelines and Standards</i> require compliance with all County code and ordinances for projects in unincorporated LA County including those regarding building carbon intensity and high-GWP refrigerants and other gases. Specifically, projects implemented under the Plan would be required to comply with SB 1013 which prohibits the refrigerants exceeding a GWP of 750 in new stationary air conditioning equipment. Further, all project components would be fully electric as applicable. The Plan <i>Design Guidelines and Standards</i> do not require negative-carbon concrete for all construction.	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply and Alternative Measures Proposed
20. TIER 2: Use Energy Storage and Microgrids The project must incorporate the following design elements to the maximum extent feasible: A) Install energy storage systems. B) Use a building-scale or community microgrid to support demand management and peak shaving. Supports 2045 CAP Measures (and Actions): ES4 (ES4.1, ES4.2, ES4.3, ES4.4, ES4.5)	The Plan <i>Design Guidelines and Standards</i> require solar-powered light fixtures to reduce electricity demand associated with operation of Plan components. Although the Plan does not incorporate installation of energy storage systems, incorporation of solar-powered fixtures to the extent feasible will support demand management and peak shaving. Because specific project design and locations are currently unknown, it is not possible to provide total kW of energy storage capacity installed and operational information for any microgrids utilized, if applicable.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply and Alternative Measures Proposed
21. TIER 2: Use Recycled Water and Graywater for Non-potable Uses and Include Rainfall Capture The project must implement water reuse strategies onsite through the following design elements:	The Plan <i>Design Guidelines and Standards</i> requires use of drought tolerant and native plants to minimize water use. In addition, the Plan incorporates stormwater BMPs consistent with the Los Angeles County LID Manual that supports stormwater capture and reuse. Further, implementation of MM GHG-1: Implement Section-Specific Operations GHG Emissions	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply and

2045 CAP Consistency Requirement	Description of Project Measure(s) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
<p>A) Require use of reclaimed/recycled water and/or graywater for outdoor uses.</p> <p>B) Install residential graywater systems that meet appropriate regulatory standards.</p> <p>C) Install rainfall capture systems.</p> <p>D) Install dual plumbing for the use of recycled water.</p> <p>Supports 2045 CAP Measures (and Actions): E5 (E5.1, E5.2, E5.3, E5.4)</p>	<p>Reduction Strategies would maximize use of recycled water for non-potable uses.</p> <p>Because specific project design and locations are currently unknown, it is not possible to provide the amount of reclaimed/recycled water and/or graywater used by the project.</p>	<p>Alternative Measures Proposed</p>
Waste		
<p>22. TIER 1: Compost Organic Materials</p> <p>The project must comply with all state and local requirements for composting and organic waste collection, including but not limited to Chapter 20.91 (Mandatory Organic Waste Disposal Reduction Ordinance) of the Los Angeles County Code, including all County requirements pursuant to AB 1826 and SB 1383. The project must also:</p> <p>A) Provide proper storage, collection, and loading of organics in a manner that is convenient and safe for all users of the building. Ensure there are sufficient sizes of collection containers for organics. Containers must be kept clean, be clearly labeled, and are co-located next to any other solid waste receptacles. Ensure sufficient pick-up of collection containers to meet the needs of the occupants.</p> <p>B) Include space for multi-stream collection containers for both recycling and organics in any location where a solid waste container is traditionally housed. This includes both outdoor collection containers serviced by a waste hauler or indoor collection containers utilized by occupants. Provide educational material and training to occupants and tenants in how to properly separate organics from all other solid waste and place organics in a separate container designated for organics.</p> <p>C) Ensure that all project occupants and tenants will separate compostables from all other refuse and place compostables in a separate container designated for composting.</p>	<p>Projects implemented under the Plan would be required to comply with LA County Code Chapter 20.91 including all LA County requirements pursuant to AB 1826 and SB 1383. Compliance with LA County Code Chapter 20.91 would require that all organic waste generated at project sites is collected and stored in properly labeled receptacles with a sufficient level of service to accommodate the amount of waste that is generated. No single-use products would be supplied as part of the Plan. Further, in accordance with LA County Code 20.91.070, containers would be periodically inspected for contamination.</p> <p>Because specific project design and locations are currently unknown, it is not possible to provide the project's estimated organic waste generation, the amount of organic waste sent to landfills, and the amount of organic waste generated by the project which is diverted from landfills.</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply and Alternative Measures Proposed</p>

2045 CAP Consistency Requirement	Description of Project Measure(s) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
<p>D) Require that all single-use food service ware (plates, bowls, cups) and accessories (straws, utensils, condiment cups) used by tenants at the project site be BPI certified compostable fiber, except where certain materials may be deemed medically necessary or necessary to ensure equal access for persons with disabilities.</p> <p>E) Require that any single-use accessories (straws, utensils, condiment cups) be only available on demand.</p> <p>F) Ensure that containers are audited annually to ensure proper service levels and to check for contamination. Report findings back to occupants within 30 days and to the County as requested.</p> <p>G) Work with the waste hauler to provide educational materials to tenants on at least an annual basis.</p> <p>H) Provide compliance data to the County as required for any current auditing program.</p> <p>Supports 2045 CAP Measures (and Actions): W1 (W1.1, W1.2) and W2 (W2.1, W2.2, W2.5)</p>		
<p>23. TIER 1: Recycle Recyclable Materials</p> <p>The project must comply with all state and local requirements for recycling, also including but not limited to Section 20.72.170 (Recyclable Materials Collection Program) of the Los Angeles County Code and all County requirements pursuant to AB 341 and AB 1826. The project must also:</p> <p>A) Comply with any zero waste ordinance in place at the time of project approval.</p> <p>B) Comply with all Mandatory Construction & Demolition (C&D) Recycling Program Requirements, including Chapter 20.87 (Construction and Demolition Debris Recycling and Reuse).</p> <p>C) Provide substantial storage, collection, and loading of recyclables in a manner that is convenient and safe for all users of the building. Ensure there are sufficient sizes and amount of collection containers for recyclables. Containers must be kept clean, be clearly labeled, and are co-located next to any other solid waste receptacles. Ensure</p>	<p>Projects implemented under the Plan would be required to comply with the requirements set forth in LA County Codes 20.72.170, 20.87, and LA County requirements pursuant to AB 341 and AB 1826. The <i>Design Guidelines and Standards</i> supports separation and collection of recyclables at Plan sites. No single-use products would be provided as part of the Plan.</p> <p>Because specific project design and locations are currently unknown, it is not possible to provide the total C&D tonnage recycled and/or diverted from landfills, the project's estimated recyclable waste generation (tons), the amount of recyclable waste sent to landfills, and the amount of recyclable waste generated by the project which is diverted from landfills.</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply and Alternative Measures Proposed</p>

2045 CAP Consistency Requirement	Description of Project Measure(s) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
<p>sufficient pick-up of collection containers to meet the needs of the occupants.</p> <p>D) Include space for multi-stream collection containers in any location where a solid waste container is traditionally housed. This includes both outdoor collection containers serviced by a waste hauler or indoor collection containers utilized by occupants. Provide educational materials and training to occupants and tenants in how to properly separate recyclables from all other solid waste and place recyclables in a separate container designated for recycling.</p> <p>E) Ensure that all project occupants and tenants separate recyclables from all other refuse and place recyclables in a separate container designated for recycling.</p> <p>F) Require that all single-use food service ware (plates, bowls, cups) and accessories (straws, utensils, condiment cups) used by tenants at the project site be BPI certified compostable fiber, except where certain materials may be deemed medically necessary or necessary to ensure equal access for persons with disabilities.</p> <p>G) Require that any single-use accessories (straws, utensils, condiment cups) be only available on demand.</p> <p>H) Ensure that containers are audited annually to ensure proper service levels and to check for contamination. Report findings back to occupants within 30 days and to the County as requested.</p> <p>I) Work with the waste hauler to provide educational materials to tenants on at least an annual basis.</p> <p>J) Provide compliance data to the County as required for any current auditing program.</p> <p>Supports 2045 CAP Measures (and Actions): W1 (W1.1, W1.3)</p>		
<p>24. TIER 2: Incorporate On-Site Composting, Mulching, and/or Anaerobic Digestion</p> <p>The project may incorporate organic waste processing capabilities, such as composting, mulching, or anaerobic digestion facilities (where applicable).</p>	<p>The <i>Design Guidelines and Standards</i> refers to the Los Angeles River Master Plan Design Guidelines, which specify that organic mulch in planting areas for erosion control, weed abatement, and to maintain moisture for the healthy establishment of</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply and</p>

2045 CAP Consistency Requirement	Description of Project Measure(s) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
Collaborate with PW and waste agencies to share organic processing information with interested parties. Supports 2045 CAP Measures (and Actions): W2 (W2.2, W2.3, W2.4)	plantings and water conservation. No anaerobic digestion or composting facilities are proposed as part of the Plan.	Alternative Measures Proposed
Agriculture, Forestry, and Other Land Use		
25. TIER 1: Incorporate Tree Plantings and Expand Urban Forest Cover The project must: A) Enhance and expand urban forest cover and vegetation by planting trees and other vegetation. All trees and vegetation planted must be drought-tolerant or California native trees and plants. B) Comply with the Urban Forest Management Plan. C) Replace all native trees removed by the project with an equal or greater number of new trees. D) To the extent feasible, incorporate equitable urban forest practices and prioritize: <ul style="list-style-type: none"> i. Tree- and park-poor communities ii. Climate and watershed-appropriate and drought/pest-resistant vegetation iii. Appropriate watering, maintenance, and disposal practices iv. Shading v. Biodiversity Supports 2045 CAP Measures (and Actions): A3 (A3.1, A3.2, A3.3)	Primary plan objectives include increasing vegetation and tree canopy consisting of native and drought-tolerant species to increase shade and biodiversity. The Plan is developed to provide communities with green solutions including reducing heat island effects to enhance community well-being. Projects implemented under the Plan would comply with <i>Design Guidelines and Standards</i> for the selection of species, as well as appropriate watering, maintenance, and disposal practices. Because specific project design and locations are currently unknown, it is not possible to provide the total number of trees planted, the total tree canopy cover, the project's total green space area, and the area of impervious surface converted to pervious surfaces. However, the Plan would result in an overall increase in trees, tree canopy, and greenspace area. Implementation of stormwater BMPs would mitigate impervious project areas. For on-channel greenway and adjacent path surfaces, only pervious concrete or porous asphalt shall be used. Permeable pavers may be used for non-greenway parking areas and pedestrian surfaces.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply and Alternative Measures Proposed
26. TIER 2: Conserve Forests, Woodlands, Shrublands, Grasslands, Desert, and other Carbon-Sequestering Wildlands and Working Lands For all projects involving the preservation, conservation, and restoration of agricultural lands, working lands, rangelands, forest lands, wetlands, and other wildlands in unincorporated Los Angeles County, the project may: A) Support the use of public and private land for urban and peri-urban agriculture, such as community gardens, and including urban vertical surfaces.	The Plan directly supports the preservation, conservation, and restoration of natural habitats. Greenway projects incorporate specific elements such as native plants and pollinator gardens to effectively achieve these objectives. Further, greenway amenities may include community gardens while stormwater management facilities may include constructed wetlands. Because specific project design and locations are currently unknown, it is not possible to provide the total number of acres preserved, conserved, and restored by land type, the number	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply and Alternative Measures Proposed

2045 CAP Consistency Requirement	Description of Project Measure(s) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
<p>B) Conserve and restore natural forest lands, wetlands and wildlands through land acquisitions and conservation easements.</p> <p>C) Preserve existing agricultural and farmlands, including those mapped as Agricultural Resource Areas. Expand adjoining areas to enlarge farmland area.</p> <p>D) Actively manage forests to reduce wildfire risk and prevent carbon loss in forest lands.</p> <p>Supports 2045 CAP Measures (and Actions): A1 (A1.1 and A1.2)</p>	<p>and size of community gardens added, the amount of vertical surface converted, and the acres of forest land managed for wildfire risk reduction and carbon stock savings if applicable. However, the Plan includes all of the District's ROW in the San Gabriel Valley along the San Gabriel River, Rio Hondo, and tributaries.</p>	
<p>27. TIER 2: Implement Regenerative Agricultural Practices</p> <p>For all agricultural projects, the project may:</p> <p>A) Utilize fallow and field resting practices to reduce bare-fallow land by adding cover crops and promoting crop rotation for active agricultural sites to improve soil quality and limit risks of nutrient erosion, pollutant runoff, and yield reduction.</p> <p>B) Implement a carbon farming plan with the primary objectives of carbon removal and regenerative agriculture.</p> <p>C) Use compost and/or organic fertilizer.</p> <p>Supports 2045 CAP Measures (and Actions): A2 (A2.1, A2.2)</p>	<p>The Plan is not an agricultural project.</p>	<p><input type="checkbox"/> Project Complies</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply and Alternative Measures Proposed</p>

3.8.3.2 Methodology

Although no specific projects are proposed as part of the Plan, GHG emissions associated with construction and operation activities were forecasted for a comparative analysis using the CalEEMod Version 2022.1.1.21. Methodologies, assumptions, and inputs to the CalEEMod model are the same as those described for the analysis of criteria pollutants described for Air Quality in Section 3.3.3.2, Methodology. In summary, the CalEEMod model quantifies direct emissions from construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Mobile source emissions were estimated using VMT data presented in Tables 3.17-5 and 3.17-6 provided in Section 3.17, Transportation. GHG emissions result from the energy used 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 is emitted in the process. Area source emissions related to operational demand for water, wastewater treatment and conveyance, solid waste disposal, and energy were obtained based on CalEEMod defaults for the defined land use (refer to Table 3.6-5 provided in Section 3.6, Energy).

3.8.3.3 Plan Impacts

3.8.3.3.1 8(a). Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

As mentioned in Section 3.8.3.1, Significance Criteria, GHG emissions are measured exclusively as cumulative impacts; therefore, the construction emissions are considered part of total GHG emissions for the project lifecycle, which also includes GHG emissions during operations. In accordance with SCAQMD guidance, the construction emissions are amortized over a 30-year period, and the resulting annual emissions are combined with the annual operational GHG emissions. Therefore, for the following discussions (Sections 3.8.3.3.1.1 through 3.8.3.3.1.4), the significance determinations are based on the combined GHG emissions generated by both construction activities and operations activities.

It should be noted that the total and annual construction GHG emissions represent a conservative assessment because GHG emissions would decrease in future years as the construction industry shifts toward implementation of cleaner fuels (i.e., electrified equipment) and more efficient technologies. As such, the annual construction GHG emissions associated with greenway paths and greenway amenities would decrease with time and are likely to be lower for future activities implemented under the Plan than assumed herein.

3.8.3.3.1.1 Greenway Paths and Greenway Amenities

Construction and Operations

Less than Significant with Mitigation. Construction of the greenway paths and greenway amenities would generate GHG emissions from the use of heavy-duty construction equipment, construction worker vehicle trips, material deliveries, and trips by heavy-duty haul trucks. Construction of greenway paths and greenway amenities is estimated to generate a total of 149.5 MTCO₂e over the estimated three-month construction period. When amortized over a 30-year period, the construction GHG emissions would be approximately 4.98 MTCO₂e per year.

Once constructed, greenway paths and greenway amenities would consist of beneficial project elements such as barriers (e.g. fencing, guardrails, privacy screens, gates), lighting, seating/benches, bike parking/racks, equestrian amenities, landscaping, gateways, shade structures, water stations, restrooms, kiosks, trash cans, emergency call boxes, signage, community improvements such as public art, message boards, or gardens, and access for maintenance and emergency vehicles. Maintenance would occur at the project site periodically. Thus, project operations would result in GHG emissions from multiple sources of emissions, including energy, mobile, area, water, wastewater, and waste. Operations are estimated to generate a total of 4.0 MTCO₂e per year for the lifetime of the project. Table 3.8-5 presents the GHG emissions from greenway paths and greenway amenities, which include the amortized construction emissions and annual operation emissions.

Table 3.8-5. Estimated Annual GHG Emissions (Greenway Paths and Greenway Amenities)

Source	
Construction GHG Amortized Over 30 Years	4.98
Operations	4.0
TOTAL	8.98

Source: CalEEMod Emissions Summary Reports in Appendix C

As shown, construction and operation of greenway paths and greenway amenities would result in total annual GHG emissions of 8.98 MTCO₂e. The significance determination of this impact for projects within unincorporated LA County is based on consistency analysis with the 2045 CAP. Specifically, the GHG generation associated with implementation of projects under the Plan would be considered less than significant provided the project demonstrates that it is consistent with the 2045 CAP, which serves as the County's Qualified Climate Action Plan. The 2045 CAP identifies required General Plan policies and strategies to be implemented by development projects in the areas of energy supply, transportation, building energy and water, waste, and agriculture, forestry, and other land use. The completed Consistency Checklist is provided in Table 3.8-4. The Plan supports many GHG reduction and adaptation measures identified in the 2045 CAP by increasing connectivity in the Plan Area and thus, promoting active transport and an overall reduction in VMT and associated GHG emissions. Implementation of **MM AQ-1: Emissions Reduction Measures** and **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would further ensure consistency with the applicable GHG emission reduction measures of the 2045 CAP by reducing GHGs during construction and operations. Specifically, implementation of **MM AQ-1: Emissions Reduction Measures** would require that zero-emission or near-zero-construction equipment is used to the maximum extent feasible, or at a minimum, Tier 4 Final construction equipment shall be used during all phases of construction, consistent with the 2045 CAP GHG Reduction Measure T9.3 which requires the use of zero-emission and near-zero emission construction equipment for LA County projects. Implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would require compliance with GHG reduction measures related to water, energy, and waste for all new construction. Mitigation would also require electrified buildings and landscaping equipment. Accordingly, with implementation of **MM AQ-1: Emissions Reduction Measures**, and **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, as well as conformance with the *Design Guidelines and Standards*,

construction and operation of greenway paths and greenway amenities within unincorporated LA County would be consistent with the 2045 CAP and thus would not result in GHG emissions that would have a significant effect on the environment.

For projects implemented within incorporated cities that cannot directly tier from the 2045 CAP, per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "air quality attainment or maintenance plan and/or plans or regulations for the reduction of greenhouse gas emissions." Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significance for GHG emissions if a project complies with regulatory programs to reduce GHG emissions. As summarized in Section 3.8.3.1, the SCAQMD adopted a screening threshold of 3,000 MTCO₂e per year for all non-industrial projects where SCAQMD is the lead agency (SCAQMD 2010). Although the SCAQMD is not the lead agency for this PEIR, estimated GHG emissions are compared against this threshold for the purposes of evaluating relative impacts.

In the absence of any adopted numeric threshold, the significance of the proposed project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b) by considering whether the projects implemented under the Plan within incorporated cities would comply with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. At the time of this writing, the plans and policies for each incorporated city within the Plan area that address GHGs and climate change are provided in Table 3.8-3 above. For the purposes of this analysis, the significance determination of this impact for projects within incorporated cities is based on the following sector-by-sector analysis of the respective project features and measures to evaluate consistency with the 2022 Scoping Plan Update strategies and supporting regulations and guidance.

Energy

Greenway paths and greenway amenity projects would include continuous outdoor lighting, restrooms, and other amenities that would consume electricity or natural gas. The OPR 2018 *CEQA and Climate Change Advisory* recommends that a land use development project that "achieves applicable building energy efficiency standards, uses no natural gas or other fossil fuels, and includes ENERGY STAR appliances where available, may be able to demonstrate a less-than-significant greenhouse gas impact associated with project operation" (OPR 2018b). Development of greenway paths and greenway amenities would comply with all applicable local and State building measures at the time of their development, including Title 24, Part 6, California Energy Code baseline standard requirements for energy efficiency (i.e., CALGreen Code). Implementation of state and local measures (e.g., SB 100) would also reduce GHG emissions associated with electricity in future operations years. Relative to the indirect emissions of GHGs, the portion of GHG emissions associated with electricity use would decrease annually in future years from statewide implementation of SB 100, which sets a Renewable Portfolio Standard target of 60 percent by 2030 and 100 percent by 2045. Because SB 100 obligates utilities to

supply 100 percent carbon-free electricity by 2045, all electric buildings that do not consume any natural gas would not generate any emissions. The *Design Guidelines and Standards* for the Plan require solar-powered lighting fixtures in addition to compliance with the mandated CALGreen building measures. However, the *Design Guidelines and Standards* do not address the use of natural gas in buildings (such as might be used for hot water heaters in restrooms). Therefore, projects that include natural gas potentially could be inconsistent with the long-term GHG reduction goals of the 2022 Scoping Plan Update. Implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reductions Strategies** would ensure that new buildings and/or retrofit of existing buildings would be of all-electric design. In addition, the mitigation measure would require implementation of energy best practices from the United States green Building Council's LEED, United States Department of Energy Better Building Initiative, ENERGY STAR, Dark Sky, Cradle-to-Cradle, and Green Globes, which would ensure that greenway paths and greenway amenity projects would not conflict with the GHG reduction goals of the 2022 Scoping Plan Update.

Mobile

Mobile GHG emissions associated with on-road mobile sources would be generated from workers traveling to the project site for landscape and maintenance activities. Measures included in the CARB 2022 Scoping Plan Update would indirectly address GHG emission levels associated with construction activities, including the phasing-in of cleaner technology for diesel engine fleets (including construction equipment) and the development of a low-carbon fuel standard. Policies formulated under the mandate of AB 32 that apply to construction-related activity either directly or indirectly, are assumed to be implemented Statewide and would affect construction activities associated with projects implemented under the Plan. Specifically, implementation of AB 32 control measures for reduced vehicle emissions would decrease GHG emissions from the construction and operation of greenway paths and greenway amenities.

As discussed in Section 3.17, Transportation, the primary goals of the Plan are centered on promoting and expanding active commuting and enhancing connections to transit, schools, jobs, and everyday destinations. The greenway paths and greenway amenities components of the Plan include implementing greenways along more than one hundred miles of tributaries that would provide for alternative greenway transportation, with the goal of reducing VMT and associated GHG emissions. Projects designed along the San Gabriel River tributaries and washes present opportunities to connect with existing or potential access points to other path segments, parks, or other community benefit features (e.g., schools, business), providing opportunities for long-distance commuting via active transportation modes such as bicycles, scooters, and walking or running. Thus, the Plan would increase neighborhood connectivity to the trails and open spaces developed within the Plan Area, reducing or eliminating the need to travel extended distances via private vehicle to reach a neighborhood park for the residents who live in the Plan Area. Pedestrians, bicyclists and other micro-mobility mode users and equestrians would find space for travel and recreation along the District ROW on multi-use trails designed to equally accommodate them. Accordingly, development of greenway paths and greenway amenities would allow for an increased share of trips to be completed via active transportation instead of by private vehicle. Increasing the active transportation mode share and the ability to replace long-distance vehicle commute trips with an active transportation trip will reduce VMT, consistent with state and regional policy initiatives, including SB 743 and SCAG's 2020-2045 RTP/SCS. It is also consistent with

2020-2045 RTP/SCS RTP Goals 2, 5, 6, 7, and 10 which seek to reduce GHG emissions and protect the environment and the health of SCAG region residents by improving air quality and encouraging active transportation. Further, vehicle travel associated with operation greenway paths and greenway amenities would not conflict with the state's regulatory programs related to vehicle fuel efficiency and the carbon content of fuels (e.g., LCFS, Pavley Standards). Therefore, within implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reductions Strategies** greenway paths and greenway amenities would not conflict with the state's ability to meet its mobile source GHG reduction targets and would be consistent with the long-term GHG reduction goals of the 2022 Scoping Plan Update.

Area

Area-source GHG emissions from greenway path and greenway amenity projects would be generated by gasoline-powered landscaping equipment (e.g., trimmers, mowers). Area-source emissions are based on CalEEMod's default assumptions and represent a conservative estimate of equipment usage, according to the square footage of the proposed projects. Landscaping associated with greenway paths and greenway amenities would include primarily trees, shrubs and pervious pavement, as opposed to grass areas, thereby minimizing the routine use of mowers and other landscaping equipment. The 2022 Scoping Plan Update does not include specific measures for landscaping equipment. OPR guidance recommends that land use development projects strive to avoid fossil fuels (2018b). Because the landscaping equipment may be fueled with gasoline, operation and maintenance of greenway paths and greenway amenities could potentially be inconsistent with the long-term GHG reduction goals of the 2022 Scoping Plan Update. Implementation of **MM-GHG-1: Implement Section-Specific Operations GHG Emissions Reductions Strategies** would require the use of electric landscaping equipment (e.g., lawn mowers and trimmers) for maintenance and operations activities, thus ensuring that projects implemented under the Plan would not conflict with the GHG reduction goals of the 2022 Scoping Plan Update.

Land Use

The 2022 Scoping Plan Update has an overall goal of avoiding losses in carbon sequestration. Although the emissions benefit was not quantified, greenway path and greenway amenity projects would include planting of vegetation that would sequester carbon. The Plan provides vast opportunities for extensive planting of trees and many other types of vegetation that would sequester carbon emissions including measures outlined in the *Design Guidelines and Standards* for landscaping that prioritize continuous native trees and plant corridors along the river with linkages to riparian habitat and upland areas near the river. Because greenway path and greenway amenity projects may include restoration and development of natural vegetative habitat and plantings, greenway paths and greenway amenities would be consistent with the 2022 Scoping Plan Update's goal of avoiding losses in carbon sequestration.

Further, greenway path and greenway amenity projects implemented under the Plan would not conflict with population growth projections of the 2020-2045 RTP/SCS or its goals associated with GHG reductions. Specifically, greenway paths and greenway amenities would not create housing or would otherwise lead to substantial unplanned population growth, and thus, would not contribute to population or employment growth outside of the growth projections of the 2020-2045 RTP/SCS. As

such, a project implemented under the Plan within one of the 24 incorporated cities within the Plan Area would be considered consistent with the GHG reduction goals of the 2020-2045 RTP/SCS.

Water Use and Wastewater Generation

Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required to convey, treat, and distribute water depends on the volume of water as well as the sources of water. Additional wastewater emissions include CH₄ and N₂O, although these are generated by wastewater treatment at individual wastewater treatment plants. The Plan does not include any new wastewater treatment plants. The 2022 Scoping Plan Update outlines objectives and goals to reduce GHGs in the water sector, including using and reusing water more efficiently through greater water conservation, drought-tolerant landscaping, stormwater capture, and water recycling. Regulations have further targeted water supply and water conservation (e.g., Water Conservation Act of 2009 [SB X7-7] that requires water suppliers to increase their water use efficiency) through building and landscaping efficiency (e.g., Title 24). The *Design Guidelines and Standards* recommend the following best practices that should be incorporated to reduce water consumption: on-site water retention, detention, and filtration; stormwater capture and reuse; and compliance with the CALGreen Code which requires use of low-flow water fixtures. These features, if implemented, would be consistent with the 2022 Scoping Plan Update's water measures and the State's regulatory programs within the water sector. Further, implementation of **MM GHG-1 Implement Section-Specific Operations GHG Emissions Reductions Strategies** would require reuse of greywater and rainwater, incorporation of recycled water for non-potable uses to the maximum extent feasible, and installation of low-flow water fixtures that exceed the requirements of the CALGreen Code. Therefore, with implementation of MM GHG-1, water use and wastewater generation of greenway paths and greenway amenities would not conflict with the long-term GHG reduction goals of the 2022 Scoping Plan Update.

Waste Generation

Solid waste generated during construction and operation of greenway path and greenway amenity projects may be disposed of in landfills or diverted for recycling, composting, or reuse. GHG emissions from landfills are generated through anaerobic breakdown of material. The 2022 Scoping Plan Update aims to reduce waste emissions by diverting waste away from landfills through waste reduction, reuse, composting, and material recovery. In addition, ABs 341 and 1826 require certain commercial businesses to provide organics and recycling containers adjacent to trash to collect waste. The California Integrated Waste Management Act of 1989 requires that each local jurisdiction in the state divert 50 percent of all solid waste from disposal through measures including recycling and reuse. The LA County Construction and Demolition Debris Ordinance requires that at least 50 percent of all soil, rock, gravel, and construction and demolition debris removed from the project site be recycled or reused. Any organic waste, including landscaping waste, vegetation waste, or construction/demolition debris, will need to be diverted from landfill disposal, as required by SB 1383 regulations. Greenway path and greenway amenity projects would be required to comply with the state's and County's regulatory programs within the waste sector. In addition, greenway amenities include litter and recycling receptacles. Accordingly, consistency with regulatory measures would ensure that greenway paths and greenway amenities would not conflict with the 2022 Scoping Plan Update's waste measures.

Summary

As described above, for projects implemented within unincorporated LA County, with implementation of **MM AQ-1: Emissions Reduction Measures**, and **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, as well as conformance with the *Design Guidelines and Standards*, construction and operation of greenway paths and greenway amenities within unincorporated LA County would be consistent with the 2045 CAP when carried out by the County and thus would not result in GHG emissions that would have a significant effect on the environment.

Further, total amortized GHGs associated with construction and operation of greenway paths and greenway amenities would be well below the SCAQMD's threshold of 3,000 MTCO₂e/year. For projects carried out within incorporated cities (i.e., outside of the purview of LA County's 2045 CAP), compliance with applicable regulatory measures and with implementation of **MM-GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, greenway paths and greenway amenity projects would be consistent with the 2022 Scoping Plan Update's overall goal of avoiding losses in carbon sequestration and limiting land use emissions. The *Design Guidelines and Standards* related to water, energy, and waste, would be consistent with the 2022 Scoping Plan Update's measures and the State's regulatory programs within these sectors. Furthermore, as summarized in Section 3.17, Transportation, daily vehicle trips would not exceed OPR's daily trip screening threshold (2018a). Accordingly, emissions from the energy, mobile, area, water, and waste sectors would not conflict with the 2022 Scoping Plan Update and applicable regulatory programs. Therefore, with implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** for projects carried out within incorporated cities, emissions associated with the construction and operation of greenway paths and greenway amenities would have a less than significant impact on the environment.

Mitigation Measures

MM AQ-1: Emissions Reduction Measures.

MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies. Project proponents shall implement the following GHG emissions reduction strategies:

- Energy
 - Use renewable energy sources (e.g., solar) as feasible.
 - Optimize building orientation for solar exposure, diffused daylight, and passive ventilation, as feasible.
- Area
 - Electric Landscaping Equipment. Maintenance and operations activities that use landscaping equipment (e.g., lawn mowers, trimmers) shall employ electric landscaping equipment.
- Water Use
 - Implement County of Los Angeles LID Standards Manual or local LID ordinances.
- Waste
 - Waste Reductions. New construction shall implement one or more of the following measures related to minimization and recycling of waste generation.
 - Provide recycling receptacles that are clearly identified and labeled.

- Use locally sourced, recycled, and recyclable materials with low-embodied energy.
- Use green cleaning products and integrated building management.
- Regularly monitor building systems and optimize usage.

Significance After Mitigation

For projects carried out within unincorporated LA County, implementation of **MM AQ-1: Emissions Reduction Measures**, and **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, as well as compliance with the *Design Guidelines and Standards*, LA County ordinances, and required measures under the County of Los Angeles Sustainable Infrastructure Guidelines emissions from the area, land use, water, mobile, and waste sectors would ensure consistency with the 2045 CAP.

For projects carried out within incorporated cities (i.e., outside of the purview of the 2045 CAP), compliance with applicable regulatory measures and with implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, greenway paths and greenway amenity projects would be consistent with the 2022 Scoping Plan Update's overall goal of avoiding losses in carbon sequestration and limiting land use emissions. The *Design Guidelines and Standards* related to water, energy, and waste, would be consistent with the 2022 Scoping Plan Update's measures and the state's regulatory programs within these sectors. Furthermore, as summarized in Section 3.17, Transportation, daily vehicle trips would not exceed OPR's daily trip screening threshold (2018a). Accordingly, emissions from the energy, mobile, area, water, and waste sectors would not conflict with the 2022 Scoping Plan Update and applicable regulatory programs. Therefore, with implementation of mitigation measures, construction and operation of greenway paths and amenities would result in less than significant impacts with regard to GHG emissions.

3.8.3.3.1.2 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces

Construction and Operations

Less than Significant with Mitigation. Construction of the greenway paths and amenities + pocket parks and greenspaces would generate GHG emissions from the use of heavy-duty construction equipment, construction worker vehicle trips, material deliveries, and trips by heavy-duty haul trucks. Construction of greenway paths + 1-acre pocket parks and greenspaces is estimated to generate a total of 160.57 MTCO₂e over the estimated three-month construction period. When amortized over a 30-year period, the construction GHG emissions would be approximately 5.35 MTCO₂e per year. Construction of greenway paths + 25-acre greenspaces is estimated to generate a total of 267.14 MTCO₂e over the estimated five-month construction period. When amortized over a 30-year period, the construction GHG emissions associated with greenway paths + 25-acre greenspaces would be approximately 8.9 MTCO₂e per year.

Beneficial project elements for a greenway path + pocket park and greenspaces project consist of recreational facilities such as a pocket park, playground, sports field, or open field, and would include maintenance activities. Therefore, project operations for the greenway path and amenities + pocket parks and greenspaces would result in GHG emissions from multiple sources of emissions, including energy, mobile, area, water, wastewater, and waste. Operations of greenway paths and amenities, 1-acre pocket parks, and greenspaces are estimated to generate a total of 4.03 MTCO₂e per year for the lifetime of each project. Operations of greenway paths and 25-acre greenspaces are estimated to

generate a total of 4.67 MTCO₂e per year for the lifetime of each project. Table 3.8-6 and Table 3.8-7 present the GHG emissions from greenway paths + 1-acre pocket parks and greenspaces and greenway paths 25-acre greenspaces, respectively, which include the amortized construction emissions and annual operation emissions.

Table 3.8-6. Estimated Annual GHG Emissions (Greenway Paths + 1-Acre Pocket Parks + Greenspaces)

Source	Annual GHG (MTCO ₂ e/year)
Construction GHG Amortized Over 30 Years	5.35
Operations	4.03
TOTAL	9.38

Source: CalEEMod Emissions Summary Reports in Appendix C

Table 3.8-7. Estimated Annual GHG Emissions (Greenway Paths + 25-Acre Greenspaces)

Source	Annual GHG (MTCO ₂ e/year)
Construction GHG Amortized Over 30 Years	8.90
Operations	4.67
TOTAL	13.57

Source: CalEEMod Emissions Summary Reports in Appendix C

As shown, greenway paths and amenities + pocket parks and greenspaces would result in a maximum annual GHG emissions of 13.57 MTCO₂e. As demonstrated in Table 3.8-6 and Table 3.8-7, construction and operation GHG emissions associated with projects that incorporate a 1-acre park or 25-acre greenspace would be incrementally greater than for projects that do not include these features. However, total amortized project GHG emissions would remain below the 3,000 MTCO₂e/year threshold established by the SCAQMD. As described for greenway paths and greenway amenities above, the significance determination for projects within unincorporated LA County is based on consistency analysis with the 2045 CAP. As demonstrated for greenway paths and greenway amenities, Plan projects would support many GHG reduction and adaptation measures identified in the 2045 CAP by increasing connectivity in the Plan Area, and thus, promoting active transport and overall reduction in VMT and associated GHG emissions. Projects that include 1-acre pocket parks or 25-acre greenspaces would further enhance access to these community amenities via active transport modes. Further, as described for greenway paths and greenway amenities, implementation of **MM AQ-1: Emission Reduction Measures**, and **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, would ensure consistency with the applicable GHG emission reduction measures of the 2045 CAP by reducing GHGs during construction and operations. For projects within incorporated cities (outside the purview of the 2045 CAP), compliance with applicable regulatory measures and with implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, projects would be consistent with the 2022 Scoping Plan Update's overall goal of avoiding losses in carbon sequestration and limiting land use emissions. Furthermore, as summarized in Section 3.17, Transportation, daily vehicle trips attributed to greenway paths, pocket parks, and greenspaces

would not exceed OPR's daily trip screening threshold (2018a). Accordingly, emissions from the energy, mobile, area, water, and waste sectors would not conflict with the 2022 Scoping Plan Update and applicable regulatory programs. Therefore, with implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** for projects carried out within incorporated cities, emissions associated with the construction and operation of greenway paths, pocket parks, and greenspaces would have a less than significant impact on the environment.

Mitigation Measures

MM AQ-1: Emissions Reduction Measures.

MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies.

Significance After Mitigation

For projects carried out within unincorporated LA County, implementation of **MM AQ-1: Emissions Reduction Measures**, and **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, as well as compliance with the *Design Guidelines and Standards*, LA County ordinances, and required measures under the County of Los Angeles Sustainable Infrastructure Guidelines emissions from the area, land use, water, mobile, and waste sectors would ensure consistency with the 2045 CAP.

For projects carried out within incorporated cities (i.e., outside of the purview of the 2045 CAP), compliance with applicable regulatory measures and with implementation of **MM-GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, greenway paths and greenway amenity projects would be consistent with the 2022 Scoping Plan Update's overall goal of avoiding losses in carbon sequestration and limiting land use emissions. The *Design Guidelines and Standards* related to water, energy, and waste, would be consistent with the 2022 Scoping Plan Update's measures and the state's regulatory programs within these sectors. Furthermore, as summarized in Section 3.17, Transportation, daily vehicle trips would not exceed OPR's daily trip screening threshold (2018a). Accordingly, emissions from the energy, mobile, area, water, and waste sectors would not conflict with the 2022 Scoping Plan Update and applicable regulatory programs. Therefore, impacts would be less than significant with mitigation.

3.8.3.3.1.3 Greenway Paths and Greenway Amenities + Safe Crossings

Construction and Operations

Less than Significant with Mitigation. Construction of the greenway paths and safe crossings would generate GHG emissions from the use of heavy-duty construction equipment, construction worker vehicle trips, material deliveries, and trips by heavy-duty haul trucks. Construction of greenway paths and safe crossings is estimated to generate a total of 387.90 MTCO₂e over the estimated 6-month construction period. When amortized over a 30-year period, the construction GHG emissions would be approximately 12.93 MTCO₂e per year.

Beneficial project elements of greenway paths and safe crossings include ADA-compliant ramps, signage and signals, bridges, bikeways, curb extensions and raised median islands, undercrossings/overcrossings, and decks of cantilever greenway segments over channels. Thus, project operations would result in GHG emissions from multiple sources of emissions, including energy, mobile, area, water, wastewater, and

waste. Operations are estimated to generate a total of 4.0 MTCO₂e per year for the lifetime of the project. Table 3.8-8 presents the GHG emissions from greenway paths and amenities, which include the amortized construction emissions and annual operation emissions.

Table 3.8-8. Estimated Annual GHG Emissions (Greenway Paths + Safe Crossings)

Source	Annual GHG (MTCO ₂ e/year)
Construction GHG Amortized Over 30 Years	12.93
Operations	4.00
TOTAL	16.93

Source: CalEEMod Emissions Summary Reports in Appendix C

As shown, greenway paths and safe crossings would result in annual GHG emissions of 16.93 MTCO₂e. As demonstrated in Table 3.8-8, construction and operation GHG emissions associated with projects that incorporate safe crossings would be incrementally greater than for projects that do not include these features. However, total amortized project GHG emissions would remain below the 3,000 MTCO₂e/year threshold established by the SCAPCD. As described for greenway paths and greenway amenities above, the significance determination for projects within unincorporated LA County is based on consistency analysis with the 2045 CAP. As demonstrated for greenway paths and greenway amenities, Plan projects would support many GHG reduction and adaptation measures identified in the 2045 CAP by increasing connectivity in the Plan Area, and thus, promoting active transport and overall reduction in VMT and associated GHG emissions. Projects that include safe crossings would further encourage active transport modes by increasing safety for a variety of users. Further, as described for greenway paths and greenway amenities, implementation of **MM AQ-1: Emission Reduction Measures**, and **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would ensure consistency with the applicable GHG emission reduction measures of the 2045 CAP by reducing GHGs during construction and operations. For projects within incorporated cities (outside the purview of the 2045 CAP), compliance with applicable regulatory measures and with implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, projects would be consistent with the 2022 Scoping Plan Update's overall goal of avoiding losses in carbon sequestration and limiting land use emissions. Furthermore, as summarized in Section 3.17, Transportation, daily vehicle trips attributed to greenway paths, pocket parks, and greenspaces would not exceed OPR's daily trip screening threshold (2018a). Accordingly, emissions from the energy, mobile, area, water, and waste sectors would not conflict with the 2022 Scoping Plan Update and applicable regulatory programs. Therefore, with implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** for projects carried out within incorporated cities, emissions associated with the construction and operation of greenway paths and safe crossings would have a less than significant impact on the environment.

Mitigation Measures

MM AQ-1: Emissions Reduction Measures.

MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies.

Significance After Mitigation

For projects carried out within unincorporated LA County, implementation of **MM AQ-1: Emissions Reduction Measures**, and **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, as well as compliance with the *Design Guidelines and Standards*, LA County ordinances, and required measures under the County of Los Angeles Sustainable Infrastructure Guidelines emissions from the area, land use, water, mobile, and waste sectors would ensure consistency with the 2045 CAP.

For projects carried out within incorporated cities (i.e., outside of the purview of the 2045 CAP), compliance with applicable regulatory measures and with implementation of **MM-GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, greenway paths and greenway amenity projects would be consistent with the 2022 Scoping Plan Update's overall goal of avoiding losses in carbon sequestration and limiting land use emissions. The *Design Guidelines and Standards* related to water, energy, and waste, would be consistent with the 2022 Scoping Plan Update's measures and the state's regulatory programs within these sectors. Furthermore, as summarized in Section 3.17, Transportation, daily vehicle trips would not exceed OPR's daily trip screening threshold (2018a). Accordingly, emissions from the energy, mobile, area, water, and waste sectors would not conflict with the 2022 Scoping Plan Update and applicable regulatory programs. Therefore, impacts would be less than significant with mitigation.

3.8.3.3.1.4 Greenway Paths + Stormwater Management

Construction and Operations

Less than Significant with Mitigation. Construction of the greenway paths and stormwater management would generate GHG emissions from the use of heavy-duty construction equipment, construction worker vehicle trips, material deliveries, and trips by heavy-duty haul trucks. Construction of greenway paths and stormwater management is estimated to generate a total of 135.52 MTCO₂e over the estimated 3-month construction period. When amortized over a 30-year period, the construction GHG emissions would be approximately 4.52 MTCO₂e per year.

Beneficial project elements for greenway paths and stormwater management consist of bioretention, permeable pavement, subsurface infiltration, constructed wetlands, extended detention basins, and proprietary devices which all require some operations and maintenance for functionality. Therefore, project operations would result in GHG emissions from multiple sources of emissions, including energy, mobile, area, water, wastewater, and waste. Operations are estimated to generate a total of 4.0 MTCO₂e per year for the lifetime of the project. Table 3.8-9 presents the GHG emissions from greenway paths and stormwater management, which include the amortized construction emissions and annual operation emissions.

Table 3.8-9. Estimated Annual GHG Emissions (Greenway Paths + Stormwater Management)

Source	Annual GHG (MTCO ₂ e/year)
Construction GHG Amortized Over 30 Years	4.52
Operations	4.00
TOTAL	8.52

Source: CalEEMod Emissions Summary Reports in Appendix C

As shown, greenway paths and stormwater management would result in annual GHG emissions of 8.52 MTCO₂e. As demonstrated in Table 3.8-9, construction and operation GHG emissions associated with projects that incorporate stormwater management would be similar to greenway path and greenway amenity projects that do not include these features with total amortized project GHG emissions below the 3,000 MTCO₂e/year threshold established by the SCAPCD. As described for greenway paths and greenway amenities above, the significance determination for projects within unincorporated LA County is based on consistency analysis with the 2045 CAP. As demonstrated for greenway paths and greenway amenities, Plan projects would support many GHG reduction and adaptation measures identified in the 2045 CAP by increasing connectivity in the Plan Area, and thus, promoting active transport and overall reduction in VMT and associated GHG emissions. Further, as described for greenway paths and greenway amenities, implementation of **MM AQ-1: Emission Reduction Measures**, and **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would ensure consistency with the applicable GHG emission reduction measures of the 2045 CAP by reducing GHGs during construction and operations. For projects within incorporated cities (outside the purview of the 2045 CAP), compliance with applicable regulatory measures and with implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, projects would be consistent with the 2022 Scoping Plan Update's overall goal of avoiding losses in carbon sequestration and limiting land use emissions. Furthermore, as summarized in Section 3.17, Transportation, daily vehicle trips attributed to greenway paths, pocket parks, and greenspaces would not exceed OPR's daily trip screening threshold (2018a). Accordingly, emissions from the energy, mobile, area, water, and waste sectors would not conflict with the 2022 Scoping Plan Update and applicable regulatory programs. Therefore, with implementation of **MM-GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** for projects carried out within incorporated cities, emissions associated with the construction and operation of greenway paths and stormwater management would have a less than significant impact on the environment.

Mitigation Measures

MM AQ-1: Emissions Reduction Measures.

MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies.

Significance After Mitigation

For projects carried out within unincorporated LA County, with implementation of **MM AQ-1: Emissions Reduction Measures**, and **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, as well as compliance with the *Design Guidelines and Standards*, LA County ordinances, and required measures under the County of Los Angeles Sustainable Infrastructure

Guidelines emissions from the area, land use, water, mobile, and waste sectors would ensure consistency with the 2045 CAP.

For projects carried out within incorporated cities (i.e., outside of the purview of the 2045 CAP), compliance with applicable regulatory measures and with implementation of **MM-GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, greenway paths and greenway amenity projects would be consistent with the 2022 Scoping Plan Update's overall goal of avoiding losses in carbon sequestration and limiting land use emissions. The *Design Guidelines and Standards* related to water, energy, and waste, would be consistent with the 2022 Scoping Plan Update's measures and the State's regulatory programs within these sectors. Furthermore, as summarized in Section 3.17, Transportation, daily vehicle trips would not exceed OPR's (2018a) daily trip screening threshold. Accordingly, emissions from the energy, mobile, area, water, and waste sectors would not conflict with the 2022 Scoping Plan Update and applicable regulatory programs. Therefore, impacts would be less than significant with mitigation.

3.8.3.3.2 8(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

3.8.3.3.2.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

For the purposes of this PEIR, the following analysis considers whether the Plan in its entirety, inclusive of all potential Plan components, is consistent with applicable plans, policies, and regulations adopted for the purpose of reducing the emissions of greenhouse gases. For projects carried out by the County or projects carried out by other parties entirely within unincorporated areas of LA County, the following discussion relies on consistency with the 2045 CAP Compliance Checklist. The 2045 CAP Compliance Checklist ensures consistency with the 2022 Scoping Plan Update, SB 32, and AB 1279. Accordingly, projects carried out by the County or projects carried out by other parties within unincorporated LA County that are considered consistent with the 2045 CAP Compliance Checklist, would also be consistent with those plans and policies applicable to each project implemented under the Plan.

All other projects implemented under the Plan would be subject to the ordinances and regulations adopted by the applicable jurisdiction. However, projects that are within incorporated cities of LA County cannot directly tier from the 2045 CAP and LA County would not have authority over projects that are outside of its regulatory authority. As such, for projects carried out within incorporated cities (i.e., outside the purview of the 2045 CAP), the following analysis considered whether projects implemented under the Plan are consistent with the applicable state, regional, and local plans, policies, or regulations adopted for the purpose of reducing GHG emissions. As of the writing of this PEIR, the City of Pasadena is the only incorporated city within the Plan Area that has adopted a CAP that serves as a long-range qualified GHG reduction plan to support California's efforts under Executive Order S-3-05, AB 32, and SB 32 (City of Pasadena 2018). As such, tiering from the City of Pasadena CAP is considered appropriate for projects carried out within the City of Pasadena. For all other incorporated cities, the plans, policies, and regulations relevant to the Plan include the 2020–2045 RTP/SCS, 2022 Scoping Plan Update, OurCounty Sustainability Plan, and the plans and policies adopted by each jurisdiction such as those incorporated into the respective General Plan, sustainability plans, energy action plans, etc.

Construction and Operations

Less than Significant with Mitigation. For projects carried out within unincorporated LA County, the 2045 Compliance Checklist has been completed for the Plan as provided in Table 3.8-4. As detailed in Table 3.8-4 and for Impact Criteria 8(a) above, the Plan would be consistent with all 2045 CAP GHG reduction strategies with compliance with the requirements of *Design Guidelines and Standards*, LA County ordinances, and required measures under the County of Los Angeles Sustainable Infrastructure Guidelines. Implementation of **MM AQ-1: Emissions Reduction Measures**, and **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would further ensure consistency with the 2045 CAP. Projects that are demonstrated to be consistent with the 2045 CAP would also be consistent with the 2022 Scoping Plan Update, SB 32, and AB 1279. Specifically, the targets and carbon neutrality goal in the 2045 CAP align with various state, regional, and County targets for 2030, 2035, and 2045. The 2045 CAP includes a target for the year 2030 to align with SB 32, a target for the year 2045 to align with SB 1279, and an interim target year of 2035 to show substantial progress between the 2030 and 2045 targets and associated state goals. Since the 2045 CAP is a qualified CAP, and the Plan would be consistent with applicable actions with incorporation of **MM AQ-1: Emissions Reduction Measures**, and **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, construction and operation of greenway paths and greenway amenities; greenway paths + pocket parks and greenspaces; greenway paths + safe crossings; and greenway paths + stormwater management would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases and impacts would be less than significant with mitigation for projects located entirely on unincorporated County jurisdiction.

For projects carried out within incorporated cities throughout the Plan Area, the following demonstrates consistency with the 2020–2045 RTP/SCS, 2022 Scoping Plan Update, OurCounty Sustainability Plan, and the plans and policies adopted by each jurisdiction such as those incorporated into the respective General Plan, sustainability plans, energy action plans, etc.

Consistency with 2020–2045 RTP/SCS

The 2020–2045 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2020–2045 RTP/SCS is consistent with SB 375, which requires SCAG to adopt an SCS that outlines policies to reduce per-service-population GHG emissions from automobiles and light trucks. The SCS presents strategies and tools that are consistent with local jurisdictions' land use policies and incorporates best practices for achieving the State-mandated reductions in GHG emissions at the regional level through reduced per-capita VMT. The strategies included in the 2020–2045 RTP/SCS to reduce GHG emissions consist of focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting implementation of sustainability policies, and promoting a green region. Consistent with the strategies of the RTP/SCS, the Plan will use existing District ROW to provide additional recreational and community benefits that increase neighborhood connectivity. Other improvements would include installing active transport-oriented lighting and landscaping, and creating safe crossings. The Plan aims to provide amenities to promote active transport trips in place of vehicle trips and to connect to other trails and paths throughout the Plan Area to create a mobility network for cyclists, pedestrians, and equestrians. As such, the Plan would reduce per service population GHG

emissions from passenger vehicles. Thus, projects carried out within incorporated cities would be consistent with the goals of SB 375 and the 2020–2045 RTP/SCS.

Consistency with 2022 Scoping Plan Update, SB 32, and Executive Order S-3-05

The 2022 Scoping Plan Update outlines the state’s plan to reduce emissions and achieve carbon neutrality by 2045 in alignment with AB 1279 and assesses progress toward the 2030 SB 32 target (CARB 2022b). As such, given that SB 32 and AB 1279 are the relevant GHG emission targets, the 2022 Scoping Plan Updates that outline the strategy to achieve those targets are the most applicable to the Plan. Table 3.8-10 analyzes the potential of projects implemented under the Plan within incorporated cities to conflict with the 2022 Scoping Plan Update actions that are the most applicable to the Plan, or more specifically, actions to achieve the GHG emissions targets set forth by SB 32 and AB 1279 that are relevant to the Plan.

Table 3.8-10. Consistency of Plan Projects (Carried out Within Incorporated Cities) with the 2022 Scoping Plan Update

Sector	Action	Consistency Analysis
GHG Emissions Reductions Relative to the SB 32 Target	40 percent below 1990 levels by 2030	<u>No conflict.</u> While the SB 32 GHG emissions reduction target is not an action that is analyzed independently, it is included in Table 2-1 of the 2022 Scoping Plan for reference. Projects implemented under the Plan would not obstruct or interfere with agency efforts to meet the SB 32 reduction goal.
Smart Growth / VMT	VMT per capita reduced 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045	<u>No conflict.</u> Projects implemented under the Plan would not obstruct or interfere with agency efforts to meet this regional VMT reduction goal, including through implementation of SB 375. As detailed above, projects implemented under the Plan would be consistent with the goals and policies of the SCAG 2020–2045 RTP/SCS, which is the regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light trucks in the Southern California Region pursuant to SB 375. Additionally, the facilitation of the Plan would provide opportunities for active transport, which would replace vehicle trips and reduce VMT.
Light-duty Vehicle Zero Emission Vehicles (ZEVs)	100 percent of light-duty vehicle sales are ZEV by 2035	<u>No conflict.</u> As this action pertains to light-duty vehicle sales within California, the Plan would not obstruct or interfere with its implementation. Furthermore, Plan projects would support zero-emission travel modes (i.e., pedestrian and bicycle trips) for local trips within the Plan Area to reduce GHGs and promote resiliency.
Truck ZEVs	100 percent of medium-duty vehicle/ heavy-duty vehicle sales are ZEV by 2040	<u>No conflict.</u> As this action pertains to medium-duty vehicle and heavy-duty vehicle sales within California, projects implemented under the Plan

Sector	Action	Consistency Analysis
		would not obstruct or interfere with its implementation.
Electricity Generation	<p>Sector GHG target of 38 million MTCO₂e in 2030 and 30 million MTCO₂e in 2035</p> <p>Retail sales load coverage 20 gigawatts (GW) of offshore wind by 2045</p> <p>Meet increased demand for electrification without new fossil gas-fired resources</p>	<u>No conflict.</u> As this action pertains to the statewide procurement of renewably generated electricity, projects implemented under the Plan would not obstruct or interfere with its implementation.
New Residential and Commercial Buildings	All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	<u>No conflict.</u> MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would require that all new buildings and/or retrofit of existing buildings shall be of all-electric design. Therefore, with implementation of MM GHG-1 , projects facilitated under the Plan within incorporated cities would not obstruct or interfere with CARB's efforts to meet the targets of all electric appliances for new residential and commercial buildings.
Existing Commercial Buildings	<p>80 percent of appliance sales are electric by 2030, and 100 percent of appliance sales are electric by 2045.</p> <p>Appliances are replaced at end of life, contributing to 6 million heat pumps installed statewide by 2030.</p>	<u>No conflict.</u> MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would require that all new buildings and/or retrofit of existing buildings shall be of all-electric design. Therefore, with implementation of MM GHG-1 , projects facilitated under the Plan within incorporated cities would not obstruct or interfere with CARB's efforts to meet the targets of all electric appliances for existing commercial buildings.
Construction Equipment	25 percent of energy demand electrified by 2030 and 75 percent electrified by 2045	<u>No conflict.</u> As this action pertains to the electrification of off-road equipment across California, the Plan would not obstruct or interfere with its implementation.
Chemicals and Allied Products; Pulp and Paper	<p>Electrify 0 percent of boilers by 2030 and 100 percent of boilers by 2045. Hydrogen for 25 percent of process heat by 2035 and 100 percent by 2045</p> <p>Electrify 100 percent of other energy demand by 2045.</p>	<u>No conflict.</u> As this action pertains to the electrification of industrial processes, the Plan would not obstruct or interfere with its implementation.
Stone, Clay, Glass, and Cement	<p>Carbon capture and sequestration on 40 percent of operations by 2035 and on all facilities by 2045</p> <p>Process emissions reduced</p>	<u>No Conflict.</u> As this action pertains to carbon capture and sequestration targets, the Plan would not obstruct or interfere with CARB's carbon capture and sequestration targets.

Sector	Action	Consistency Analysis
	through alternative materials and carbon capture and sequestration.	
Other Industrial Manufacturing	0 percent energy demand electrified by 2030 and 50 percent by 2045	<u>No conflict.</u> As this action pertains to the electrification of industrial processes, the Plan would not obstruct or interfere with its implementation.
Low Carbon Fuels for Transportation	Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen	<u>No conflict.</u> The Plan would not obstruct or interfere with CARB's efforts to increase the provision of low carbon fuels for transportation.
Low Carbon Fuels for Buildings and Industry	In 2030s biomethane blended in pipeline	<u>No conflict.</u> The Plan would not obstruct or interfere with CARB's efforts to increase the provision of low carbon fuels for use in buildings and industry.
Natural and Working Lands	<p>Conserve 30 percent of the State's Natural and Working Lands and coastal waters by 2030.</p> <p>Implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities—and in particular low-income, disadvantaged, and vulnerable communities.</p>	<u>No conflict.</u> Projects implemented under the Plan would directly support CARB's efforts to conserve Natural and Working Lands through development, restoration, and/or maintenance of greenspaces, wetlands, and natural communities. Projects implemented under the plan would provide amenities and greenways and connected open space that support the capture and cleaning of water, surface cooling, carbon sequestration, native habitat, parks, recreation, multi-use paths and trails (cyclists, pedestrians, and equestrians), human and ecosystem health, equity, access, and mobility.

Consistency with OurCounty Sustainability Plan

As discussed above, in July 2019, LA County adopted the OurCounty Sustainability Plan, which includes 12 primary goals that have a total of 37 strategies, with a total of 159 actions. The plan is used qualitatively for this analysis to determine if projects implemented under the Plan within incorporated cities would be generally consistent with the applicable GHG emissions goals, strategies, and actions.

The OurCounty Sustainability Plan includes numerous strategies related to urban forestry, sustainable building design, building energy consumption, renewable energy, active and alternative transportation, waste generation, integrated water systems, and water conservation. Plantings at the project site ensure that projects implemented under the Plan would be consistent with the OurCounty Sustainability Plan's strategies related to urban forestry. The Plan aims to connect to other trails and paths within the District ROW to create a mobility network across the Plan Area for cyclists, pedestrians, and equestrians, and intends to accommodate as many user types as safely possible. It is likely that a portion of the vehicle trips associated with operations of Plan projects would be displaced by other modes, such as pedestrian and cyclist trips. Biking infrastructure developed under the Plan would help promote cyclist trips in place of vehicle trips. These features address the OurCounty Sustainability Plan strategies related

to active and alternative transportation. Implementation of the requirements of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** related to water, energy, and waste and would minimize GHG emissions associated with future development through water and energy conservation and solid waste diversion, all of which are discussed in the strategies of the OurCounty Sustainability Plan. Accordingly, with implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, projects implemented under the Plan within incorporated cities would be consistent with the OurCounty Sustainability Plan.

Consistency with other State Regulations

As discussed above, systemic changes will be required at the state level to achieve California's future GHG reduction goals. Regulations, such as future amendments to the LCFS, future updates to the State's Title 24 standards, and implementation of the state's Short-Lived Climate Pollutant Reduction Strategy, including regulations for composting and organics diversion, will be necessary to attain the magnitude of reductions required for the state's goals. Projects implemented under the Plan would be required to comply with these regulations in new construction (in the case of updated Title 24 standards) or would be directly affected by the outcomes (vehicle trips and energy consumption would be less carbon intensive due to statewide compliance with future LCFS amendments and increasingly stringent Renewable Portfolio Standards). Therefore, for the foreseeable future, projects implemented under the Plan would not conflict with any other long-term state-level regulations pertaining to GHGs.

Consistency with Local Regulations

As discussed above, the City of Pasadena adopted a qualified CAP in 2018. This plan includes mitigation and adaptation strategies for the city to address climate impacts and to reduce the city's impacts on climate change through reducing GHG emissions. The CAP provides a checklist to determine whether new development projects comply with the CAP. New development projects within the City of Pasadena that meet the requirements of the CAP checklist are considered consistent with the CAP and would have a less than significant contribution to cumulative GHG emissions, pursuant to CEQA Guidelines Section 15064(h)(3), 15130(d), and 15183(d). For all other incorporated cities, consistency with the applicable plans, policies, and regulations identified in Table 3.8-3 above, would ensure that Plan projects carried out in those locations would not conflict with the GHG reduction strategies of the respective jurisdiction. Table 3.8-11, below, analyzes the potential of projects implemented under the Plan within incorporated cities to conflict with respective applicable local policies, regulations, and plans. With incorporation of **MM AQ-1: Emissions Reduction Measures**, and **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, , projects carried out within incorporated cities throughout the Plan Area would be consistent with the 2022 Scoping Plan, SB 375, the 2020–2045 RTP/SCS, and other State regulations (e.g., LCFS, Title 24 standards, Short-Lived Climate Pollutant Reduction Strategy), as well as the applicable plans, policies, and regulations adopted by each for the purpose of reducing GHG emissions. Therefore, impacts would be less than significant with mitigation.

Mitigation Measures

MM AQ-1: Emissions Reduction Measures.

MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies.

Significance After Mitigation

For Plan projects carried out within unincorporated LA County, implementation of **MM AQ-1: Emissions Reduction Measures** and **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, as well as compliance with the *Design Guidelines and Standards*, LA County ordinances, and required measures under the County of Los Angeles Sustainable Infrastructure Guidelines emissions from the area, land use, water, mobile, and waste sectors would ensure consistency with the 2045 CAP. Similarly, for projects carried out in incorporated cities within the Plan area, implementation of **MM AQ-1: Emissions Reduction Measures** and **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would ensure consistency with State, regional, and local plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Therefore, construction and operation of greenway paths and greenway amenities + pocket parks and greenspaces + safe crossings + stormwater management would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases and impacts would be less than significant with mitigation.



Table 3.8-11. Consistency Analysis with Applicable Local City Policies Related to GHG Emissions

Incorporated City	Applicable General Plan Goals and Plans	Consistency Analysis
Alhambra	<p>Resources Element:</p> <p>Goal R-3: Minimization of energy use and its associated impacts to air quality and climate change.</p> <p>Policy R-3A: Work with energy providers to ensure adequate, dependable energy supplies to support existing and future land uses.</p> <p>Policy R-3B: Encourage the use of energy saving designs, systems, and innovations in public and private building construction.</p> <p>Policy R-3C: Promote using renewable energy, such as solar panels and biomethane.</p> <p>Goal R-5: Minimization of Alhambra’s contribution to global climate change by reducing GHG emissions to the degree feasible.</p> <p>Policy R-5A: Facilitate compact development patterns that minimize motor vehicle trips and VMT while maintaining community character.</p> <p>Policy R-5B: Collaborate with local transit agencies to develop programs that promote mass transit ridership.</p> <p>Policy R-5C: Encourage the use of green building technology for building retrofits and pursue Leadership in Energy and Environmental Design (LEED) certification for new development.</p> <p>Policy R-5D: Incorporate GHG reduction strategies into urban design and planning.</p> <p>Policy R-5E: Provide community outreach to educate the public about climate change and efforts that residents can make to reduce GHG emissions.</p> <p>Mobility Element:</p> <p>Goal M-2: A circulation system that accommodates and encourages the use of alternative modes of transportation, including walking, bicycling, and transit.</p> <p>Policy M-2A: Ensure that new development accommodates, and does not have a negative impact on, alternative transportation modes.</p> <p>Policy M-2B: Improve transportation infrastructure and services in a way that will increase the utility, safety, and attractiveness of alternative modes of transportation.</p> <p>Policy M-2C: Improve connectivity for alternative transportation modes throughout and beyond the City.</p> <p>Policy M-2F: As feasible, implement improvements to the City's bike network. The bikeway system should connect to the regional system and may need to be adjusted over time as conditions change. The bike network will include, as appropriate, enhancements to bicyclist safety and bike parking.</p>	<p><u>No Conflict.</u> MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies requires that all new buildings and/or retrofit of existing buildings shall be of all-electric design, that ENERGY STAR rated appliances for appliance types that are offered ENERGY STAR ratings should be used, and that new construction shall use renewable energy sources, and building energy best practices from United States Green Building Council’s LEED, United States Department of Energy Better Buildings Initiative, ENERGY STAR, Dark Sky, Cradle-to-Cradle, and Green Globes. In addition, the Plan <i>Design Guidelines and Standards</i> specifies that solar-powered lighting fixtures should be used. Therefore, with implementation of MM GHG-1, projects facilitated under the Plan within the City of Alhambra would not conflict with the goals and policies of the City of Alhambra General Plan related to minimization of energy use. Further, the Plan will use existing District ROW to provide additional recreational and community benefits that increase neighborhood connectivity. Other improvements would include installing active transport-oriented lighting and landscaping and creating safe crossings. The Plan aims to provide amenities to promote active transport trips in place of vehicle trips and to connect to other trails and paths throughout the Plan Area to create a mobility network for cyclists, pedestrians, and equestrians. As such, the Plan would reduce VMT and the associated per service population GHG emissions from passenger vehicles. Accordingly, projects facilitated under the Plan within the City of Alhambra would directly support the city’s goal to encourage active transport modes and would not conflict with the goals and policies of the City of Alhambra General Plan related to minimizing Alhambra’s contribution to global climate change.</p>
Arcadia	<p>Resource Sustainability Element:</p> <p>Goal RS-1: Continued improvement in local and regional air quality.</p> <p>Policy RS-1.1: Reduce local contributions of airborne pollutants to the air basin.</p> <p>Policy RS-1.4: Lower the emissions caused by motor vehicles through Transportation Demand Management strategies and land use patterns that reduce vehicle miles traveled.</p> <p>Policy RS-1.5: Promote the reduction of vehicular traffic and improved efficiency of the City’s circulation system (i.e. roadways) as a means to improving air quality.</p> <p>Policy RS-1.7: Promote energy-efficient building construction and operation practices that reduce emissions and improve air quality.</p> <p>Goal RS-2: Reducing Arcadia’s carbon footprint in compliance with SB 375 and AB 32.</p> <p>Policy RS-2.1: Cooperate with the state to implement AB 32, which calls for reducing greenhouse gas emissions to 1990 levels by 2020, and Executive Order S-3-05, which calls for 1990 levels by 2020 and 80 percent below 1990 levels by 2050.</p> <p>Policy RS-2.2: Reduce per capita greenhouse gas emissions to 15percent below 2005 levels by 2020, and total municipal greenhouse gas emissions to 15 percent below 2005 levels by 2020.</p> <p>Policy RS-2.3: Participate in regional strategies and plan to implement SB 375, and in particular, use the legislatively authorized incentives, such as grants and transportation funding and waivers to environmental assessments, to encourage infill and transit-oriented development.</p>	<p><u>No Conflict.</u> As discussed above, with implementation of MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies, Plan projects within incorporated cities would be consistent with the GHG reduction strategies of the 2022 Scoping Plan Update, SB 32, and Executive order S-3-05. MM GHG-1 requires that all new buildings and/or retrofit of existing buildings shall be of all-electric design, that ENERGY STAR rated appliances for appliance types that are offered ENERGY STAR ratings should be used, and that new construction shall use renewable energy sources, and building energy best practices from United States Green Building Council’s LEED, United States Department of Energy Better Buildings Initiative, ENERGY STAR, Dark Sky, Cradle-to-Cradle, and Green Globes. In addition, the Plan <i>Design Guidelines and Standards</i> specifies that solar-powered lighting fixtures should be used. Therefore, with implementation of MM GHG-1, projects facilitated under the Plan within the City of Arcadia would not conflict with the goals and policies of the City of Arcadia General Plan related to minimization of energy use.</p> <p>Further, the Plan will use existing District ROW to provide additional recreational and community benefits that increase neighborhood connectivity. Other improvements would include installing active transport-oriented lighting and landscaping and creating safe crossings. The Plan aims to provide amenities to promote active transport trips in place of vehicle trips and to connect to other trails and paths throughout the Plan Area to create a mobility network for cyclists, pedestrians, and equestrians. As such, the Plan would reduce VMT and the associated per service population GHG emissions from passenger vehicles consistent with the goals and policies of the SCAG 2020–2045 RTP/SCS, which is the regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light trucks in the Southern California Region pursuant to SB 375. Accordingly, projects facilitated under the Plan within the City of Arcadia would directly support the city’s goal to encourage clean forms of transportation and would not conflict with the goals and policies of the City of Arcadia General Plan related to minimizing Arcadia’s contribution to global climate change.</p>



Incorporated City	Applicable General Plan Goals and Plans	Consistency Analysis
	<p>Policy RS-2.4: Pursue the strategies in the Land Use and Community Design Element to encourage transit-oriented development in established focused areas.</p> <p>Policy RS-2.5: Pursue the enhancement of bicycle and pedestrian infrastructure set forth in the Circulation and Infrastructure Element to help decrease vehicle miles traveled and vehicle trips.</p> <p>Policy RS-2.6: Coordinate land use, circulation, and infrastructure improvement efforts with the West San Gabriel Valley Planning Council, regional planning agencies, and surrounding municipalities.</p> <p>Goal RS-3: Promoting and utilizing clean forms of transportation to reduce Arcadia’s carbon Footprint.</p> <p>Policy RS-3.1: Develop a City fleet that to the extent feasible uses clean, alternative fuel and consists of energy-efficient vehicles.</p> <p>Policy RS-3.2: Incorporate energy-efficient vehicles into the City’s transit system.</p> <p>PolicyRS-3.3: Educate residents on methods of sustainable driving techniques such as: reducing excessive speeding, preventing car idling, regular car maintenance for maximizing fuel efficiency, and car pooling.</p> <p>Policy RS-3.4: Promote residents’ and business owners’ awareness and education of traffic congestion’s effect on air pollution and help create voluntary programs that reduce traffic throughout the City.</p>	
Azusa	<p>Chapter 3: The Built Environment:</p> <p>Transportation Choices:</p> <p>Goal 3: Provide a connected, balanced, and integrated transportation system that enables Azusans to walk, bike, and take transit, rather than using their car.</p> <p>Policy 3.1: Develop and maintain a citywide pedestrian network of both on-street and off -street walkways. Network shall link new neighborhoods with existing neighborhoods, connect neighborhood centers, schools, parks, commercial centers, and citywide destinations such as Downtown, the San Gabriel River, and Civic Center. (M8)</p> <p>Policy 3.2: Coordinate the provision and maintenance of the non-motorized circulation network with adjacent jurisdictions. (M4)</p> <p>Policy 3.3 Provide pedestrian amenities (such as benches, seats, water fountains, shady street trees, etc.) and conditions that enhance the pedestrian experience along the pedestrian network. (M9 and M10)</p> <p>Policy 3.4 Develop and maintain a citywide bicycle network of both on-street bike lanes and off -street bike paths in accordance with the Bicycle Routes (Figure M-2). The network provides for off -street paths along the San Gabriel River, railroad rights-of way, alongside flood control channels, and within existing and new neighborhoods, where feasible. The network improves connections between residential neighborhoods, schools and commercial centers, as well as providing connections to citywide destinations such as Downtown, the University District, the San Gabriel River, and Civic Center. (M6 and M11)</p> <p>Policy 3.5 Provide bicycle amenities (bicycle parking spaces, bike lockers, etc.) on/near the bicycle network. (M6 and M12)</p> <p>Land Use Compatibility:</p> <p>Goal 10 Ensure the compatibility among various types of land uses.</p> <p>Policy 10.6: Work with public and private organizations and individuals to minimize the land use impacts in and around the river, the canyons, and foothills, such impacts may include but not be limited to noise generation, natural resources encroachment, air quality degradation, aesthetic degradation, etc. (LU11)</p> <p>Land Use Implementation Program:</p> <p>LU12 Local Compliance: The City of Azusa is responsible for complying with and executing local actions with a number of regional environmental regulations. These include but are not limited to:</p> <ul style="list-style-type: none">• South Coast Air Quality Management Plan and South Coast Air Quality Management District; <p>Chapter 5: Natural Environment</p> <p>Air Quality Goals and Policies</p> <p>Goal 1: Improve air quality in Azusa and reduce exposure to air pollutants.</p> <p>Policy 1.1 Integrate air quality concerns into land use planning decisions (AQ1 through (AQ4, and AQ8).</p> <p>Policy 1.2 Integrate air quality concerns into site design review (AQ1 and AQ5).</p>	<p><u>No Conflict.</u> The Plan will use existing District ROW to provide additional recreational and community benefits that increase neighborhood connectivity. Other improvements would include installing active transport-oriented lighting and landscaping and creating safe crossings. The Plan aims to provide amenities to promote active transport trips in place of vehicle trips and to connect to other trails and paths throughout the Plan Area to create a mobility network for cyclists, pedestrians, and equestrians. As such, the Plan would reduce VMT and the associated per service population GHG emissions from passenger vehicles consistent with the goals and policies of the SCAG 2020–2045 RTP/SCS, which is the regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light trucks in the Southern California Region pursuant to SB 375. Accordingly, projects facilitated under the Plan within the City of Azusa would directly support the city’s goal to provide a connected transportation system that enables city residents to walk and bike rather than using their car. Further, Plan projects would provide greenspace and native plantings that would support the city’s goals related to land use compatibility and the natural environment.</p>



Incorporated City	Applicable General Plan Goals and Plans	Consistency Analysis
	<p>Policy 1.3 Reduce pollutant emissions from quarry operations, off -road vehicles use areas, industrial uses, and vehicular traffic (AQ4, and AQ6 through AQ8).</p> <p>Policy 1.4 Participate in regional air quality planning strategies (AQ8).</p>	
Baldwin Park	<p>Air Quality Element:</p> <p>Goal 2: Improve air quality by reducing the amount of vehicular emissions through planning for alternative forms of travel.</p> <p>Policy 2.4: Create the maximum possible opportunities for bicycles as an alternative transportation mode and recreational use.</p> <p>Policy 2.5: Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways.</p> <p>Health and Sustainability Element:</p> <p>Goal HS-7. Reduce greenhouse gas emissions citywide by reducing energy use and reliance on fossil fuels.</p> <p>Policy 7.02: Support the use of energy-efficient design and renewable energy technologies in public and private development projects.</p> <p>Policy 7.04: Increase public awareness about climate change, and encourage residents and businesses to become involved in improvement projects and lifestyle changes that help reduce greenhouse gas emissions.</p> <p>Action HS-7.1: Implement an Energy Efficient City Plan that evaluates and prioritizes best practices for increasing the energy efficiency of City operations.</p> <p>Action HS-7.2: Perform energy audits of existing City operations and maintenance practices on a regular basis to identify and implement energy savings measures.</p> <p>Action HS-7.3: Continue to replace City operating systems as needed with energy efficient alternatives.</p> <p>Action HS-7.4: Continue to explore opportunities to generate energy on City properties, including installation of solar panels.</p> <p>Action HS-7.6: Adopt the Energy Action Plan prepared in conjunction with the San Gabriel Valley Council of Governments. Implement identified actions and strive to meet performance targets identified in the Energy Action Plan.</p> <p>Goal HS-11. Be a local leader in reducing greenhouse gas emissions and managing climate change.</p> <p>Policy 11.01: Support local, regional, and statewide efforts to reduce emissions of greenhouse gases linked to climate change.</p> <p>Action HS-11.1: Every five years, update the Greenhouse Gas Emissions Inventory developed as part of the Energy Action Plan.</p> <p>Action HS-11.2: Sign the Mayor’s Climate Protection Agreement.</p> <p>Action HS-11.3: Analyze and mitigate increases in greenhouse gas emissions during development project review, pursuant to the California Environmental Quality Act.</p> <p>Action HS-11.4: Collaborate with climate science experts on local climate change impacts, mitigation, and adaptation to inform public policy decisions.</p>	<p><u>No Conflict.</u> MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies requires that all new buildings and/or retrofit of existing buildings shall be of all-electric design, that ENERGY STAR rated appliances for appliance types that are offered ENERGY STAR ratings should be used, and that new construction shall use renewable energy sources, and building energy best practices from United States Green Building Council’s LEED, United States Department of Energy Better Buildings Initiative, ENERGY STAR, Dark Sky, Cradle-to-Cradle, and Green Globes. In addition, the Plan <i>Design Guidelines and Standards</i> specifies that solar-powered lighting fixtures should be used. Therefore, with implementation of MM GHG-1, projects facilitated under the Plan within the City of Baldwin Park would not conflict with the goals and policies of the City of Baldwin Park General Plan related to minimization of energy use. Further, the Plan will use existing District ROW to provide additional recreational and community benefits that increase neighborhood connectivity. Other improvements would include installing active transport-oriented lighting and landscaping and creating safe crossings. The Plan aims to provide amenities to promote active transport trips in place of vehicle trips and to connect to other trails and paths throughout the Plan Area to create a mobility network for cyclists, pedestrians, and equestrians. As such, the Plan would reduce VMT and the associated per service population GHG emissions from passenger vehicles. Accordingly, projects facilitated under the Plan within the City of Baldwin Park would directly support the city’s goal to encourage non-motorized transportation and would not conflict with the goals and policies of the City of Baldwin Park General Plan related to minimizing Baldwin Park’s contribution to global climate change.</p>
Claremont	<p>Open Space, Parkland, Conservation, and Air Quality Element:</p> <p>Goal 5-13: Maximize energy conservation throughout all segments of the community to reduce air pollutant emissions, and to reduce consumption of natural resources and fossil fuels.</p> <p>Policy 5-13.1 Promote the use of energy-saving designs and devices in all new construction and reconstruction.</p> <p>Goal 5-14: Incorporate green building and other sustainable building practices into development projects.</p> <p>Policy 5-14.1: Facilitate the use of green building standards and Leadership in Energy and Environmental Design (LEED) in both private and public projects.</p> <p>City of Claremont Sustainable City Plan (City of Claremont 2021)</p> <p>Goal 1.1. Energy (Electrical and Gas)</p> <ul style="list-style-type: none">Promote energy efficiency and conservation technologies and practices to reduce the use of nonrenewable resources by both City government and the community. Technologies include solar energy systems, co-generation systems for larger facilities, next generation lighting technologies, energy efficient appliances and HVAC systems, and electric and other low emitting vehicles.	<p><u>No Conflict.</u> MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies requires that all new buildings and/or retrofit of existing buildings shall be of all-electric design, that ENERGY STAR rated appliances for appliance types that are offered ENERGY STAR ratings should be used, and that new construction shall use renewable energy sources, and building energy best practices from United States Green Building Council’s LEED, United States Department of Energy Better Buildings Initiative, ENERGY STAR, Dark Sky, Cradle-to-Cradle, and Green Globes. In addition, the Plan <i>Design Guidelines and Standards</i> specifies that solar-powered lighting fixtures should be used. Therefore, with implementation of MM GHG-1, projects facilitated under the Plan within the City of Claremont would not conflict with the goals and policies of the City of Claremont General Plan and Sustainability Plan related to maximizing energy conservation and reducing consumption of natural resources and fossil fuels.</p> <p>Incorporation of stormwater management in addition to implementation of the requirements of MM GHG-1 related to water and waste and would minimize GHG emissions associated with future development through water conservation and solid waste diversion, consistent with the goals and policies of the City of Claremont Sustainable City Plan related to water, wastewater, and solid waste.</p> <p>Further, the Plan will use existing District ROW to provide additional recreational and community benefits that increase neighborhood connectivity. Other improvements would include installing active transport-oriented lighting and landscaping and creating safe crossings. The Plan aims to provide amenities to promote active transport trips in place of vehicle trips and to connect to other trails and paths throughout the Plan Area to create a mobility network for cyclists, pedestrians, and equestrians. As such, the</p>



Incorporated City	Applicable General Plan Goals and Plans	Consistency Analysis
	<ul style="list-style-type: none">Promote community-wide energy awareness with energy audit information and implementation of programs such as Community Home Energy Retrofit Project (CHERP) and similar programs. Identify and promote Energy Efficient technologies and techniques that have a positive return on investment.Educate the community regarding incentives (special financing, grants, rebates, exchanges, etc.) available for energy conservation and renewable energy projects.Promote local installation of solar energy systems (electric power generation and water heating).Seek innovative lighting technologies that might be implemented with the cooperation of the manufacturer. <p>Goal 1.2. Water and Wastewater</p> <ul style="list-style-type: none">Minimize waste of water resources by advocating and implementing wise use and conservation measures.Maximize recharge of local water resources and minimize pollution at local beaches by minimizing storm water runoff and eliminating dry weather runoff.Build public awareness of water issues and support for wise water management.Support efforts of Sustainable Claremont, the City, Three Valleys Municipal Water District and Golden State Water Company to establish local wastewater reclamation plants to supply major water users in Claremont with irrigation water.Support efforts by Sustainable Claremont, the City, Three Valleys Municipal Water District, and Golden State Water Company to promote water-wise landscaping.Support the proposed Thompson Creek Spreading Grounds Project to achieve a significant increase in groundwater recharge. <p>Goal 1.3. Solid Waste</p> <ul style="list-style-type: none">Reduce the total amount of waste being generated, especially the amount being sent to landfills.Replace commonly held ideas and practices of our current disposable society to become a resource-efficient and sustainable one. Decrease negative impacts related to the production and disposal of consumable products and packaging (greenhouse gas emissions, toxics, depletion of resources, need for landfills, and environmentally harmful waste).Encourage development and use of products that consist of components that can be recycled or reused with no loss of quality or are composed of biological nutrients which can be composted or otherwise consumed.Develop local programs to recycle food scraps, unused produce, and other biodegradable products so that these materials can be used for local soil regeneration or other useful purposes. Spreading mulch or amending soil with composted, dehydrated, or digested food scraps helps plants, increases biodiversity, sequesters carbon, and can help conserve water.Advocate use of high-capacity, low-shelf-discharge rechargeable batteries (e.g., LSD Ni-MH) in place of disposable (alkaline) batteries.Encourage proper disposal of environmentally harmful materials such as motor oil, surplus medications, electronic equipment, and spent batteries. <p>Goal 2.2. Air Quality</p> <ul style="list-style-type: none">Help achieve and maintain air quality standards that will protect public health and the environment, promote and participate in cooperative efforts with agencies and communities in the South Coast Air Basin to achieve clean air, and comply with AQMD requirements. Reduce air pollution due to residential and commercial lawn and garden maintenance equipment. <p>Goal 3.1. Transportation Mode Share</p> <ul style="list-style-type: none">Decrease vehicle miles traveled (VMT) by increasing per vehicle ridership and decreasing number of single trips by autos and trucks. <p>Goal 3.2. Pedestrian Enhancements</p> <ul style="list-style-type: none">Increase pedestrian activity by adding improvements that make walking more safe, convenient, and enjoyable. Improvements should include sidewalks, accessibility ramps, benches, bulb-outs at intersections, landscaping, and convenient transit stops. Streets should be viewed from a complete streets perspective where all modes of transportation (auto, transit, bicycle and walking) and people with all abilities are considered and accommodated. <p>Goal 3.3. Micro-Mobility Enhancement and Education</p>	<p>Plan would reduce VMT and the associated per service population GHG emissions from passenger vehicles. Accordingly, projects facilitated under the Plan within the City of Claremont would directly support the City of Claremont Sustainability Plan goals related to transport mode share, pedestrian and micro-mobility enhancements, congestion management, alternatives to driving, protection and expansion of natural open space, diversity of local native organisms, and protection of the urban forest.</p>



Incorporated City	Applicable General Plan Goals and Plans	Consistency Analysis
	<ul style="list-style-type: none">• Increase bicycling by adding improvements that make bicycling more safe, convenient, and enjoyable. Improvements should include bike route wayfinding, additional protected bicycle lanes and paths, and additional bicycle racks. Education efforts should include outreach to schools and the broader community with periodic bicycle training classes at all schools regarding cycling safety. <p>Goal 3.4. Congestion Management</p> <ul style="list-style-type: none">• Decrease congestion on local and regional roadways to improve safety, reduce emissions, and maintain mobility. Actions should include signal synchronization and optimization. <p>Goal 3.6. Alternatives to Driving</p> <ul style="list-style-type: none">• Create incentives/develop programs that reduce the need for parking by encouraging walking, bike riding, taking the bus or train, or carpooling. Explore developing a parking management plan for the Claremont Village. Make changes that would reduce the amount of required parking in transit-oriented, mixed-use, or other developments. <p>Goal 4.1. City Facilities</p> <ul style="list-style-type: none">• Apply sustainable design and construction standards to all new and renovated City facilities. Implement best sustainable practices for operation and maintenance of existing City facilities and landscapes. <p>Goal 4.2. Privately-Owned Facilities</p> <ul style="list-style-type: none">• Apply sustainable design and construction standards to all new and renovated facilities community-wide. Incentivize adoption of best sustainable practices for the operation and maintenance of existing privately-owned facilities and landscapes. <p>Goal 4.3. Infrastructure</p> <ul style="list-style-type: none">• Apply sustainable development standards and operation and maintenance practices to all City infrastructure projects. Continue to implement a “Complete Streets” policy to create streets that minimize runoff of toxins, capture more storm water, utilize sustainable landscaping, reduce the frequency of required street maintenance, and minimize the urban heat island effect. <p>Goal 4.5. Sustainable Land Use and Smart Growth</p> <ul style="list-style-type: none">• Apply sustainable practices in all Community Development activities that impact the built environment, and in all City Capital Improvement planning and construction. <p>Goal 5.1. Protect and Expand Natural Open Space</p> <ul style="list-style-type: none">• Expand, improve, and protect natural open space resources throughout Claremont (see list at end of Indicator section). Take an active role in the protection and use of all nearby natural areas, including the San Gabriel Mountains Monument. Focus on protecting the natural environment and limiting potential damage to biodiversity and to the local watershed and groundwater basins. <p>Goal 5.2. Expand and Improve Constructed Open Spaces</p> <ul style="list-style-type: none">• Develop and maintain a constructed open space system diverse in services, uses, and opportunities which conserves natural resources; provides passive and active recreation; offers a fair distribution of parks, treed pathways, and public gathering places throughout the community; and increases the aesthetic quality of the community. Encourage parking lot landscaping that provides shade, drainage to allow percolation, and the use of solar/shade structures. <p>Goal 5.3. Maintain Diversity of Local Native Organisms</p> <ul style="list-style-type: none">• Maintain natural areas. Increase local native organisms in constructed landscapes. Prevent spread of invasive species. Work to create new viable natural areas in areas that are currently undeveloped or occupied by invasive plants, unsustainable plant communities, or plants that pose a danger to wildlife. Increase ability to monitor changes in species number, abundance, and distribution, and changes in ecosystem composition. Increase number of citizens involved in maintaining natural areas. <p>Goal 5.4. Protect the Urban Forest</p> <p>Protect, improve, and expand our urban forest. Educate City staff, contractors, and property owners on proper trimming practices and watering techniques. Work to prevent damage to existing trees when irrigation patterns change due to conversion to drought-tolerant landscaping.</p>	
Covina	Natural Resources and Open Space Element:	<u>No Conflict.</u> The Plan will use existing District ROW to provide additional recreational and community benefits that increase neighborhood connectivity. Other improvements would include installing active transport-oriented lighting and landscaping and



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	<p>Goal: A setting in which a high environmental quality is achieved through the bona fide conservation and protection of existing natural resources.</p> <p>Policy o: Comply with applicable portions of Federal, State, regional, and County plans and programs pertaining to air pollution mitigation/air quality enhancement by following, in a manner that recognizes local needs, issues, views, and policy and financial constraints, various vehicular emissions-reducing and traffic congestion-reducing land use and transportation control and energy conservation measures, proposals, and policies outlined in the Land Use and Circulation Elements, to the greatest extent feasible and practical.</p> <p>Policy r: Encourage bikeways, where feasible, to provide an alternative mode of transportation.</p> <p>Policy s: Separate sensitive areas and uses (e.g., parks, schools, childcare centers, and nursing homes) from significant sources of air pollution, to the greatest extent possible.</p> <p>Policy t: Preclude the development of land uses and land use practices that would contribute significantly to air quality degradation.</p> <p>City of Covina Energy Action Plan Update</p> <p>Goal 1: Maximize Energy Efficiency at Existing City Facilities and Infrastructure</p> <p>Policy 1.2: Enhance the energy efficiency of City buildings and structures through retrofits.</p> <p>Policy 1.5: Become a water conservation leader in the San Gabriel Valley and lead other municipalities by example.</p> <p>Policy 1.6: Incorporate energy efficiency as a key element in designing and building new City structures and facilities.</p> <p>Goal 2: Ensure that Energy Efficiency Practices are Incorporated into Municipal Operations.</p> <p>Goal 4: Demonstrate a Commitment to Realizing the Energy Action Plan Goals Through Creative, Equitable, and Coordinated Partnerships.</p> <p>Policy 4.1: Maximize the benefits from regional partners to enhance energy efficiency projects at the City.</p>	<p>creating safe crossings. The Plan aims to provide amenities to promote active transport trips in place of vehicle trips and to connect to other trails and paths throughout the Plan Area to create a mobility network for cyclists, pedestrians, and equestrians. As such, the Plan would directly support the city’s goal to encourage clean forms of transportation and reduce emissions related to motorized vehicle travel.</p> <p>Further, MM-GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies requires that all new buildings and/or retrofit of existing buildings shall be of all-electric design, that ENERGY STAR rated appliances for appliance types that are offered ENERGY STAR ratings should be used, and that new construction shall use renewable energy sources, and building energy best practices from United States Green Building Council’s LEED, United States Department of Energy Better Buildings Initiative, ENERGY STAR, Dark Sky, Cradle-to-Cradle, and Green Globes. In addition, the Plan <i>Design Guidelines and Standards</i> specifies that solar-powered lighting fixtures should be used. Therefore, with implementation of MM GHG-1, projects facilitated under the Plan within the City of Covina would not conflict with the goals and policies of the City of Covina Energy Action Plan Update related to maximizing energy efficiency and implementation of energy efficiency practices in municipal operations.</p>
El Monte	<p>Public Health and Safety Element:</p> <p>Goal PHS-8: Effective adaptation to increase the community’s resilience to climate change impacts.</p> <p>Policy PHS-8.7 Adaptation Programs. Design adaptation initiatives and programs to provide multiple co-benefits, including the reduction of greenhouse gas emissions, support for the local economy, enhancements to the natural environment, or alleviating underlying health inequities.</p> <p>Health and Wellness Element:</p> <p>Goal HW-12: Land use patterns reduce driving, enhance air quality, and improve respiratory health.</p> <p>Policy HW-12.1 Walking, Cycling, and Transit Use. Promote land use patterns that reduce driving rates and promote walking, cycling and transit use.</p> <p>Policy HW-12.2 Truck Routes. Discourage locating truck routes on primarily residential streets.</p> <p>Policy HW-12.9 Air Quality Policies. Support policies that reduce emissions of pollutants from stationary and mobile sources such as industrial facilities, motor vehicles and trains.</p>	<p><u>No Conflict.</u> The Plan will use existing District ROW to provide additional recreational and community benefits that increase neighborhood connectivity. Other improvements would include installing active transport-oriented lighting and landscaping and creating safe crossings. The Plan aims to provide amenities to promote active transport trips in place of vehicle trips and to connect to other trails and paths throughout the Plan Area to create a mobility network for cyclists, pedestrians, and equestrians. As such, the Plan would reduce VMT and the associated per service population GHG emissions from passenger vehicles consistent with the goals and policies of the SCAG 2020–2045 RTP/SCS, which is the regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light trucks in the Southern California Region pursuant to SB 375. Accordingly, projects facilitated under the Plan within the City of El Monte would directly support the city’s goal to promote land use patterns that reduce driving rates and promote walking, cycling and transit use and enhancements to the natural environment.</p>
Glendora	<p>Air Quality Element:</p> <p>Goal AQ-1: Coordination with Regional, State and Federal Agencies.</p> <p>Policy AQ-1.3: Develop and adopt a policy to utilize federal Congestion Mitigation and Air Quality Improvement funds in coordination with regional agencies in a manner consistent with projects approved in the Air Quality Management Plan.</p> <p>Goal AQ-2: Reduction of vehicular trips.</p> <p>Policy AQ-2.1: Reduce mobile source emissions by encouraging a reduction in project related vehicle trips and vehicle miles traveled (VMT).</p> <p>Policy AQ-2.2: Reduce mobile source emissions by increasing population densities within one-half mile of transit nodes.</p>	<p><u>No Conflict.</u> The Plan will use existing District ROW to provide additional recreational and community benefits that increase neighborhood connectivity. Other improvements would include installing active transport-oriented lighting and landscaping and creating safe crossings. The Plan aims to provide amenities to promote active transport trips in place of vehicle trips and to connect to other trails and paths throughout the Plan Area to create a mobility network for cyclists, pedestrians, and equestrians. As such, the Plan would reduce VMT and the associated per service population GHG emissions from passenger vehicles consistent with the goals and policies of the SCAG 2020–2045 RTP/SCS, which is the regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light trucks in the Southern California Region pursuant to SB 375. Accordingly, projects facilitated under the Plan within the City of Glendora would directly support the city’s goal to reduce vehicular trips and encourage “walkable” neighborhoods.</p>



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	<p>Policy AQ-2.3: Encourage “walkable” neighborhoods with pedestrian walkways and bicycle paths in residential and other types of developments to encourage pedestrian rather than vehicular travel.</p> <p>Policy AQ-2.4: Promote and encourage ride-sharing activities throughout the community.</p>	
Industry	<p>Resource Management Element:</p> <p>Goal RM2: Improved air quality and reduced greenhouse gas emissions.</p> <p>Policy RM2-1: Comply with state building codes relative to indoor air quality.</p> <p>Policy RM2-2: Support efforts to reduce pollutants to meet State and Federal Clean Air Standards.</p> <p>Policy RM2-3: Collaborate with the CARB and other agencies within the South Coast Air Basin to improve regional air quality and achieve GHG reduction targets.</p> <p>Policy RM2-4: Prohibit siting of sensitive land uses within distances defined by CARB unless sufficient mitigation is provided.</p> <p>Implementation Measures:</p> <p>IMP-4: Address truck idling limits during the design review process, especially when adjacent to sensitive uses.</p> <p>IMP-5: Coordinate with SCAG and surrounding jurisdictions on infrastructure improvements intended to relieve congestion and thereby reduce air emissions.</p> <p>IMP-6: Strive to achieve the California Air Resources Board's Scoping Plan.</p>	<p><u>No Conflict.</u> As discussed above, with implementation of MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies, Plan projects within incorporated cities would be consistent with the GHG reduction strategies of the 2022 Scoping Plan Update, SB 32, and Executive order S-3-05. Therefore, with implementation of MM GHG-1, projects facilitated under the Plan within the City of Industry would not conflict with the goals and policies of the City of Industry General Plan related to reduction of GHG emissions.</p>
Irwindale	<p>Resource Management Element:</p> <p>Resource Management Element Policy 9. The City will continue to cooperate with the other agencies that are charged with improving air and water quality in the region.</p> <p>Resource Management Element Policy 10. The City of Irwindale will continue to cooperate with surrounding cities in the formulation and implementation of regional resource management plans and programs.</p> <p>Resource Management Element Policy 11. The City of Irwindale supports the ethic of conservation of non-renewable resources. This includes efforts to reduce the use of energy (in any form), greenhouse gas (GHG) emissions (consistent with AB 32) and efforts to find new and more energy efficient methods for delivering services. The City supports the development of building standards that enable the community to design energy saving features such as solar energy systems, water efficient landscaping, and sustainable, green, and energy efficient building standards.</p>	<p><u>No Conflict.</u> As discussed above, with implementation of MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies, Plan projects within incorporated cities would be consistent with the GHG reduction strategies of the 2022 Scoping Plan Update, SB 32, and Executive order S-3-05. MM GHG-1 requires that all new buildings and/or retrofit of existing buildings shall be of all-electric design, that ENERGY STAR rated appliances for appliance types that are offered ENERGY STAR ratings should be used, and that new construction shall use renewable energy sources, and building energy best practices from United States Green Building Council’s LEED, United States Department of Energy Better Buildings Initiative, ENERGY STAR, Dark Sky, Cradle-to-Cradle, and Green Globes. In addition, the Plan <i>Design Guidelines and Standards</i> specifies that solar-powered lighting fixtures should be used. Therefore, with implementation of MM GHG-1, projects facilitated under the Plan within the City of Irwindale would not conflict with the goals and policies of the City of Irwindale General Plan related to conservation of non-renewable resources and reduction of GHG emissions.</p>
La Puente	<p>Community Resources Element:</p> <p>Goal 4: Conservation of La Puente’s natural resources, improvement of air quality, and energy conservation.</p> <p>Policy 4.2: Participate with the South Coast Air Quality Management District and neighboring cities in supporting local and regional projects that improve mobility on freeways and railways, reduce emissions, and improve air quality.</p> <p>Action CR-19: Improve Regional Air Quality: Continue to participate and coordinate with the South Coast Air Quality Management District (SCAQMD) and neighboring jurisdictions to identify and encourage projects that improve mobility and reduce congestion on freeways and major roads. Implement and interpret the General Plan in a manner consistent with SCAQMD’ s Air Quality Management Plan.</p> <p>Policy 4.4: Encourage alternative modes of transportation, such as walking, bicycling, public transportation, and carpooling.</p>	<p><u>No Conflict.</u> The Plan will use existing District ROW to provide additional recreational and community benefits that increase neighborhood connectivity. Other improvements would include installing active transport-oriented lighting and landscaping and creating safe crossings. The Plan aims to provide amenities to promote active transport trips in place of vehicle trips and to connect to other trails and paths throughout the Plan Area to create a mobility network for cyclists, pedestrians, and equestrians. As such, the Plan would reduce VMT and the associated per service population GHG emissions from passenger vehicles consistent with the goals and policies of the SCAG 2020–2045 RTP/SCS, which is the regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light trucks in the Southern California Region pursuant to SB 375.</p> <p>Further, MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies requires that all new buildings and/or retrofit of existing buildings shall be of all-electric design, that ENERGY STAR rated appliances for appliance types that are offered ENERGY STAR ratings should be used, and that new construction shall use renewable energy sources, and building energy best practices from United States Green Building Council’s LEED, United States Department of Energy Better Buildings Initiative, ENERGY STAR, Dark Sky, Cradle-to-Cradle, and Green Globes. In addition, the Plan <i>Design Guidelines and Standards</i> specifies that solar-powered lighting fixtures should be used. Therefore, with implementation of MM GHG-1, projects facilitated under the Plan within the City of La Puente would not conflict with the goals and policies of the City of Covina La Puent General Plan related to air quality, conservation of natural resources, and energy conservation.</p>
La Verne	<p>Conservation and Natural Resources Element:</p> <p>Goal 5: Improve our air quality.</p> <p>Policy 5.1 – Reduce Vehicular Pollution.</p>	<p><u>No Conflict.</u> The Plan will use existing District ROW to provide additional recreational and community benefits that increase neighborhood connectivity. Other improvements would include installing active transport-oriented lighting and landscaping and creating safe crossings. The Plan aims to provide amenities to promote active transport trips in place of vehicle trips and to connect</p>



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		to other trails and paths throughout the Plan Area to create a mobility network for cyclists, pedestrians, and equestrians. As such, the Plan would reduce VMT and the associated vehicular pollution, consistent with the goals of the City of La Verne General Plan.
Monrovia	<p>Environmental Justice Element:</p> <p>Goal 4: Protect human and environmental health by restoring and improving potable water resources and protecting land uses and air quality from future contamination.</p> <p>Program 4.2.6: Preserve and enhance natural landscapes and tree canopies in and around the environmental justice community to minimize air pollution impacts and heat exposure. Promote the use of drought tolerant and native species in landscaped areas.</p>	<p><u>No Conflict.</u> The Plan will use existing District ROW to provide additional ecological, recreational, and community benefits that incorporate greenspaces, tree canopy, and stormwater management for the enhancement and protection of human and environmental health, consistent with the goals and programs adopted by the City of Monrovia General Plan.</p>
Montebello	<p>Chapter 1: Our Natural Community</p> <p>Policy P1.3 Consider emission reduction goals in all major decisions on land use and investments in public infrastructure.</p> <p>Action A1.3a Reduce potential GHG emissions from development by encouraging electrification of new developments, promoting energy conservation in existing buildings, plan new development and redevelopment to reduce single-occupancy vehicle miles traveled, and consider green space during development.</p> <p>Action A1.3b Educate property owners and developers on greenspace inclusion through educational pamphlets, programs, and webpages.</p> <p>Policy P1.5 Coordinate initiatives and regulatory changes with local, regional, and state agencies to reduce motor vehicle emissions.</p> <p>Action A1.5a Develop incentives and adopt regulatory standards to reduce transportation emissions. In addition to reducing the number of miles driven, the fuel efficiency and emissions standards of vehicles must also improve. Working in collaboration with Local, Regional, and State agencies, Montebello will seek to increase use of clean fuels in public and private automobile fleets, consider new legislation, and implement educational programs.</p> <p>Action A1.5b Promote use of alternate modes of transportation in the City of Montebello, including pedestrian, bicycling, public transportation, car sharing programs and emerging technologies.</p> <p>Action A1.5c Invest in low-emission or zero-emission vehicles to replace the City’s gasoline powered vehicle fleet and transition to available clean fuel sources such as bio-diesel for trucks and heavy equipment.</p> <p>Action A1.5d Encourage the use of low or zero emission vehicles, bicycles, non-motorized vehicles, and car-sharing programs by supporting new and existing development that includes sustainable infrastructure and strategies such as vehicle charging stations, dropoff areas for ride-sharing services, secure bicycle parking, and transportation demand management programs.</p> <p>Chapter 4: Our Accessible Community</p> <p>P4.1 Support and promote walking, biking, and other nonvehicular modes as an alternative to driving within Montebello.</p> <p>Chapter 7: Our Active Community</p> <p>Policy P7.3 Promote, expand, and protect a green infrastructure that links the natural habitat.</p> <p>Action A7.3a Prepare a citywide Green Infrastructure Framework.</p> <p>Action A7.3b Use parks as functional landscapes that perform green stormwater infrastructure and flood mitigation roles to enhance resiliency, recreational use, and beauty. New parks will be designed with resiliency in mind with multi-benefit landscapes that protect against flooding, clean and filter stormwater, produce shade and prevent heat island effects, and promote not just environmental resiliency, but also social resiliency.</p> <p>Action A7.3c Encourage simple, small, and low-cost demonstration green infrastructure projects both in the public and private realm. Parks can be everywhere humans can find a spot for peaceful reflection. The advent of green roofs is offering new opportunities to site innovative parks on roof tops.</p> <p>Action A7.3d Include an urban trails signage program that connects corridors and trails within the City to other regional trails.</p> <p>Policy P7.4 Identify and remove barriers to access parks. Encourage walking and biking as preferred way to get to and from parks.</p> <p>Action A7.4a Increase the number of entrances to existing parks to expand the number of residents within walking distance of a park.</p> <p>Action A7.4b Proactively plan entrances and access points for new parks to ensure the greatest number of residents are within walking distance.</p>	<p><u>No Conflict.</u> MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies requires that all new buildings and/or retrofit of existing buildings shall be of all-electric design, that ENERGY STAR rated appliances for appliance types that are offered ENERGY STAR ratings should be used, and that new construction shall use renewable energy sources, and building energy best practices from United States Green Building Council’s LEED, United States Department of Energy Better Buildings Initiative, ENERGY STAR, Dark Sky, Cradle-to-Cradle, and Green Globes. In addition, the Plan <i>Design Guidelines and Standards</i> specifies that solar-powered lighting fixtures should be used. Therefore, with implementation of MM GHG-1, projects facilitated under the Plan within the City of Montebello would not conflict with the goals and policies of the City of Montebello General Plan related to electrification of new developments.</p> <p>Further, the Plan will use existing District ROW to provide additional recreational and community benefits that increase neighborhood connectivity. Other improvements would include installing active transport-oriented lighting and landscaping and creating safe crossings. The Plan aims to provide amenities to promote active transport trips in place of vehicle trips and to connect to other trails and paths throughout the Plan Area to create a mobility network for cyclists, pedestrians, and equestrians. As such, the Plan would reduce VMT and the associated per service population GHG emissions from passenger vehicles consistent with the goals and policies of the SCAG 2020–2045 RTP/SCS, which is the regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light trucks in the Southern California Region pursuant to SB 375. Accordingly, projects facilitated under the Plan within the City of Montebello would directly support the city’s goal to promote alternative modes of transportation and expansion of green infrastructure that links natural habitat.</p>



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	Action A7.4c Prioritize new access or entry points near existing mobility networks, including sidewalks, bike routes, trails, and transit.	
Pasadena	<p>Open Space and Conservation Element:</p> <p>Goal: Establish Pasadena as a national and international leader on energy and water conservation and environmental stewardship efforts, including air quality protection, energy efficiency requirements, renewable energy standards, natural resource conservation, and greenhouse gas emission standards in the areas of energy, water, air and land.</p> <p>Objectives:</p> <ul style="list-style-type: none">• Preserve and plant trees that absorb carbon dioxide and pollutants• Encourage and provide incentives for the use of alternatives to single-occupancy vehicle use, including using public transit, carpooling, vanpooling, telecommuting, bicycling and walking.• Encourage the transition of municipal fleet to electric, hybrid and natural gas. Support the expansion of electric vehicle infrastructure throughout the City. <p>Mobility Element:</p> <p>Objective 1. Enhance Livability.</p> <p>Policy 1.9 Support local and regional air quality, sustainability, and GHG emission reduction goals through management of the City's transportation network.</p> <p>City of Pasadena Climate Action Plan</p> <p>Measure T-1. Walking and Bicycling</p> <ul style="list-style-type: none">• T-1.1 Continue to expand Pasadena’s bicycle and pedestrian network.• T-1.2 Continue to improve bicycle and pedestrian safety• T-1.3 Continue to encourage bicycle and pedestrian travel <p>Measure T-2. Public Transit</p> <ul style="list-style-type: none">• T-2.1 Continue to enhance safe, reliable, and seamless transit services <p>Measure T-3. Transportation Demand Management</p> <ul style="list-style-type: none">• T-3.1 Decrease annual commuter miles traveled by single-occupancy vehicles• T-3.2 Improve the existing transportation system to smooth traffic flow, reduce idling, minimize bottlenecks, and encourage efficient driving techniques <p>Measure T-4. Alternative Fuel Vehicles</p> <ul style="list-style-type: none">• T-4.1 Expand the availability and use of alternative fuel vehicles and fueling infrastructure <p>Measure T-5. Transit-Oriented Development</p> <ul style="list-style-type: none">• T-5.1 Facilitate high-density, mixed-use, transit-oriented and infill development <p>Measure T-6. Construction Vehicles</p> <ul style="list-style-type: none">• T-6.1 Reduce GHG emissions from heavy-duty construction equipment and vehicles <p>Measure T-7. Lawn and Garden Equipment</p> <ul style="list-style-type: none">• T-7.1 Reduce GHG emissions from lawn and garden equipment <p>Measure E-1 Building Performance Standards for New Construction</p> <ul style="list-style-type: none">• E-1.1 Increase energy efficiency requirements of new buildings to perform better than 2016 Title 24 Standards• E-1.2 Encourage the use of energy conservation devices and passive design concepts that make use of the natural climate to increase energy efficiency <p>Measure E-2 Energy Retrofits of Existing Buildings</p> <ul style="list-style-type: none">• E-2.1 Facilitate energy efficient upgrades in existing homes and businesses <p>Measure E-3 Municipal Operations</p>	<p><u>No Conflict.</u> The Plan will use existing District ROW to provide additional recreational and community benefits that increase neighborhood connectivity. Other improvements would include installing active transport-oriented lighting and landscaping and creating safe crossings. The Plan aims to provide amenities to promote active transport trips in place of vehicle trips and to connect to other trails and paths throughout the Plan Area to create a mobility network for cyclists, pedestrians, and equestrians. As such, the Plan would reduce VMT and the associated per service population GHG emissions from passenger vehicles consistent with the goals and policies of the SCAG 2020–2045 RTP/SCS, which is the regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light trucks in the Southern California Region pursuant to SB 375. Accordingly, projects facilitated under the Plan within the City of Pasadena would directly support the City of Pasadena General Plan objective to encourage alternative modes of transportation. In addition, planting of trees and native vegetation along greenway paths and within pocket parks and greenspaces would also support the city’s objectives related to carbon sequestration.</p> <p>With respect to consistency with the City of Pasadena CAP, the Plan would directly support Measure T-1 (Walking and Bicycling) through development of greenway paths that would expand Pasadena’s bicycle and pedestrian network, installation of safe crossings that would improve bicycle and pedestrian safety, and improved connectivity throughout the Plan Area that would encourage bicycle and pedestrian travel. Implementation of MM AQ-1: Emissions Reduction Measures would require that all construction equipment meet Tier 4 Final CARB/USEPA emissions standards, thus reducing emissions from heavy-duty construction equipment and vehicles and ensuring consistency with Measure T-6 (Construction Vehicles). Implementation of MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies requires use of electric landscaping equipment which would reduce GHG emissions associated with landscape maintenance activities, consistent with Measure T-7 (Lawn and Garden Equipment). In addition, MM GHG-1 requires that all new buildings and/or retrofit of existing buildings shall be of all-electric design, that ENERGY STAR rated appliances for appliance types that are offered ENERGY STAR ratings should be used, and that new construction shall use renewable energy sources, and building energy best practices from United States Green Building Council’s LEED, United States Department of Energy Better Buildings Initiative, ENERGY STAR, Dark Sky, Cradle-to-Cradle, and Green Globes. In addition, the Plan <i>Design Guidelines and Standards</i> specifies that solar-powered lighting fixtures should be used. With implementation of MM GHG-1, Plan projects would exceed the standards of the 2016 Title 24 Standards and increase city-wide use of carbon-neutral energy in support of Measure E-1 (Building Performance Standards for New Construction), Measure E-2 (Energy Retrofits of Existing Buildings), Measure E-3 (Municipal Operations), and Measure E-5 (City’s Energy Portfolio). The water conservation requirements of MM GHG-1 would require that Plan projects incorporate water conservation and efficiency measures such as installation of low-flow water fixtures that exceed the requirements of codes and ordinances and incorporation of recycled water for non-potable uses to the maximum extent feasible. As such, Plan projects within the City of Pasadena would be consistent with Measure WC-1 (Potable Water) and Measure WC-2 (Non-Potable [Recycled] Water). Projects that incorporated stormwater management and pervious pavement would directly support Measures WC-3 (Storm Water) through capture and retention of storm water that would improve water quality and groundwater recharge. Implementation of MM GHG-1 would require incorporation of solid waste reduction measures such as providing recycling receptacles along greenway paths, pocket parks, and greenspaces, and using locally sourced recycled and recyclable materials reduce solid waste which would ensure consistency with Measure WR-1 (Solid Waste) and Measure WR-2 (Reuse and Recycling). Development of greenway paths, greenspaces, and pocket parks would directly support Measure UG-1 (Greenspace) through preservation, enhancement, and acquisition of greenspace within the City of Pasadena. Planting of native vegetation and trees would improve carbon sequestration and reduce the urban heat island effect as well as increase opportunities for active recreation. Similarly, planting new trees facilitated by the Plan would directly support the CAP Measures UG-2 (Urban Forest). Accordingly, Plan projects within the City of Pasadena would be consistent with the following mandatory actions, and thus consistent with the City of Pasadena qualified CAP:</p> <ul style="list-style-type: none">• T-1.2: Continue to improve bicycle and pedestrian safety• T-3.1: Decrease annual commuter miles traveled by single occupancy vehicles• T-4.1: Expand the availability and use of alternative fuel vehicles and fueling infrastructure• E-1.2: Encourage the use of energy conservation devices and passive design concepts that make use of the natural climate to increase energy efficiency



Incorporated City	Applicable General Plan Goals and Plans	Consistency Analysis
	<ul style="list-style-type: none">E-3.1 Increase municipal energy conservation efforts Measure E-4 Residential and Commercial Carbon-Neutral Energy <ul style="list-style-type: none">E-4.1 Increase city-wide use of carbon-neutral energy by encouraging and/or supporting carbon-neutral technologies Measure E-5 City’s Energy Portfolio <ul style="list-style-type: none">E-5.1 Continue to expand the City’s renewable and/or carbon-neutral energy portfolio Measure WC-1. Potable Water <ul style="list-style-type: none">WC-1.1 Reduce potable water usage throughout Pasadena Measure WC-2 Non-Potable (Recycled) Water <ul style="list-style-type: none">WC-2.1 Increase access to and use of non-potable water Measure WC-3 Storm Water <ul style="list-style-type: none">WC-3.1 Improve storm water systems to slow, sink, and treat run-off, recharge groundwater, and improve water quality Measure WR-1 Solid Waste <ul style="list-style-type: none">WR-1.1 Continue to reduce solid waste and landfill GHG emissions Measure WR-2 Reuse and Recycling <ul style="list-style-type: none">WR-2.1 Establish a “Preferred Procurement Plan” for sustainable, strategic sourcing for all City departments and facilitiesWR-2.2 Create an internal program for all City departments to recirculate unwanted goods Measure WR-3 Composting and Food Recycling <ul style="list-style-type: none">WR-3.1 Implement a city-wide composting program to limit the amount of organic material entering landfillsWR-3.2 Implement 3-bin compost systems, in addition to recycling and landfill bins, at public parks to compost all trimmings and waste on-site to divert organic materials from the landfill and increase locally available compost Measure WR-4 Waste Collection System <ul style="list-style-type: none">WR-4.1 Reduce the GHG impacts of the waste collection system Measure UG-1 Greenspace <ul style="list-style-type: none">UG-1.1 Continue to preserve, enhance, and acquire additional greenspace throughout Pasadena to improve carbon sequestration, reduce the urban heat-island effect, and increase opportunities for active recreation Measure UG-2 Urban Forest <ul style="list-style-type: none">UG-2.1 Continue to protect existing trees and plant new ones to improve and ensure viability of Pasadena’s urban forest	<ul style="list-style-type: none">WC-1.1: Reduce potable water usage throughout PasadenaWR-1.1: Continue to reduce solid waste and landfill GHG emissions
Pico Rivera	<p>Land Use Element:</p> <p>Goal 3.6 Improve the community image by ensuring a consistent level of high quality design and ongoing maintenance and improvement of existing development.</p> <p>Policy 3.6-2 Sustainable Development. Promote land development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and disposal of waste materials incorporating such techniques as:</p> <ul style="list-style-type: none">Concentration of uses and design of development to promote walking, bicycling, and use of public transit in lieu of the automobile;Encourage development of transit-oriented development near public transit and residential areas; <p>Circulation Element:</p> <p>Goal 5.1 Promote active living, improve local air quality, and enhance the livability of the community through an integrated multimodal network that serves all users within the City and offers convenient mobility options, including vehicular travel, transit services, bicycle routes, and pedestrian paths.</p> <p>Policy 5.1-1 Multimodal Options. Make transportation mode shifts possible by designing, operating, and maintaining streets to enable safe and convenient access and travel for all users—pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers—and to foster a sense of place in the public realm.</p>	<p><u>No Conflict.</u> MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies requires that all new buildings and/or retrofit of existing buildings shall be of all-electric design, that ENERGY STAR rated appliances for appliance types that are offered ENERGY STAR ratings should be used, and that new construction shall use renewable energy sources, and building energy best practices from United States Green Building Council’s LEED, United States Department of Energy Better Buildings Initiative, ENERGY STAR, Dark Sky, Cradle-to-Cradle, and Green Globes. In addition, the Plan <i>Design Guidelines and Standards</i> specifies that solar-powered lighting fixtures should be used. The water conservation requirements of MM GHG-1 would require that Plan projects incorporate water conservation and efficiency measures such as installation of low-flow water fixtures that exceed the requirements of codes and ordinances and incorporation of recycled water for non-potable uses to the maximum extent feasible. In addition, implementation of MM GHG-1 would require incorporation of solid waste reduction measures such as providing recycling receptacles along greenway paths, pocket parks, and greenspaces, and using locally sourced recycled and recyclable materials reduce solid waste. Therefore, with implementation of MM GHG-1, projects facilitated under the Plan within the City of Pico River would not conflict with the goals and policies of the City of Pico Rivera General Plan related to energy and water conservation, disposal of waste materials, and associated GHG emissions.</p> <p>Further, the Plan will use existing District ROW to provide additional recreational and community benefits that increase neighborhood connectivity. Other improvements would include installing active transport-oriented lighting and landscaping and creating safe crossings. The Plan aims to provide amenities to promote active transport trips in place of vehicle trips and to connect</p>



Incorporated City	Applicable General Plan Goals and Plans	Consistency Analysis
	<p>Goal 5.4 A balanced transportation system where bicycling and walking are alternative methods to the automobile.</p> <p>Policy 5.4-9 Regional System. Coordinate with surrounding jurisdictions, regional agencies, and non-profit groups to improve the Emerald Necklace Park Network, a loop trail system of parks and greenways which includes areas within the City of Pico Rivera.</p> <p>Community Facilities Element:</p> <p>Goal 6.4 A sustainable supply of water delivered through an efficient infrastructure system to meet existing and future needs.</p> <p>Policy 6.4-4 Energy Efficient Infrastructure. Employ best practices to maintain the highest feasible energy efficiency in the water infrastructure system to reduce costs and greenhouse gas emissions.</p> <p>Environmental Resources Element:</p> <p>Goal 8.1 A sustainable community where land use and transportation improvements are consistent with regional planning efforts and adopted plans to reduce dependence on the use of fossil fuels and decrease greenhouse gas emissions.</p> <p>Policy 8.1-1 Regional Efforts. Continue to work with the Gateway Cities COG and member agencies in regional planning efforts, and to implement regional plans and programs.</p> <p>Policy 8.1-2 Gateway Cities SCS. Continue to implement sustainable strategies identified in, and maintain consistency with, the Gateway Cities Council of Governments 2012 Subregional Sustainable Communities Strategy and updated versions incorporated into SCAG’s RTP/SCS.</p> <p>Policy 8.1-3 Environmental Integrity. Foster sustainable living by reducing community dependency of fossil fuels and other non-renewable resources, minimizing air pollutant and GHG emissions, retaining existing open space lands, and restoring habitat areas along the Rio Hondo and San Gabriel Rivers.</p> <p>Policy 8.1-4 Efficient Land Use Patterns. Promote efficient land use patterns and compact development that supports widespread walkability and bicycle use, providing for a modest and incremental overall increase in community development intensity that complements the existing community fabric by:</p> <ul style="list-style-type: none">• Encouraging infill and redevelopment of vacant and underutilized sites;• Facilitating the development of engaging and livable streetscapes characterized by benches, vegetation-appropriate architecture, and pedestrian/bicycle linkages.• Providing opportunities for non-motorized transportation and linkages between new development and transit. <p>Policy 8.1-5 Energy Conservation. Promote energy conservation through:</p> <ul style="list-style-type: none">• Partnerships with Southern California Edison and Southern California Gas Company programs;• Improving the energy efficiency and increasing conservation in existing and new city buildings;• Improving energy efficiency of outdoor lighting, including upgrading of city owned street lights, as well as outdoor lighting within parks and municipal parking lots to more energy efficient models;• Increasing water efficiency and water conservation in existing city buildings and new development projects; and• Providing for renewable energy generation at city facilities with the aim of achieving five percent of city facilities’ energy needs with renewable energy generation by 2030. <p>Goal 8.2 Continued improvement in local and regional air quality with reduced greenhouse gas emissions to maintain the community’s health.</p> <p>Policy 8.2-1 Regional Efforts. Coordinate local air quality improvements and greenhouse gas emissions reduction efforts with surrounding communities, and regional agencies such as the South Coast Air Quality Management District, the Gateway Cities Council of Governments.</p> <p>Policy 8.2-2 GHG Reduction Measures. Reduce greenhouse gas emissions in the City and the region through the following measures including, but not limited to:</p> <ul style="list-style-type: none">• Encouraging the use of alternative modes of transportation by supporting transit facility and service expansion, expanding bicycle routes and improving bicycle facilities, and improving pedestrian facilities;• Increasing building energy efficiency through site design, building orientation, landscaping, and incentive/rebate programs;	<p>to other trails and paths throughout the Plan Area to create a mobility network for cyclists, pedestrians, and equestrians. As such, the Plan would reduce VMT and the associated per service population GHG emissions from passenger vehicles consistent with the goals and policies of the SCAG 2020–2045 RTP/SCS, which is the regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light trucks in the Southern California Region pursuant to SB 375. Accordingly, projects facilitated under the Plan within the City of Pico Rivera would directly support the city’s goal to promote alternative modes of transportation and expansion of green infrastructure that links natural habitat.</p>



Incorporated City	Applicable General Plan Goals and Plans	Consistency Analysis
	<ul style="list-style-type: none">Implementing water conservation measures;Requiring the use of drought-tolerant landscaping; andIncreasing solid waste diversion through recycling efforts. <p>Policy 8.2-4 Operational Emissions. Require new development projects to incorporate feasible measures that reduce operational emissions through project and site design and use of best management practices to avoid, minimize, and/or offset their impacts consistent with South Coast Air Quality Management District requirements.</p> <p>Policy 8.3-8 City Facilities. Install energy-efficient lighting, appliances, and alternative-energy infrastructure (e.g., solar panels) in city facilities, where economically feasible.</p>	
Pomona	<p>Mobility & Access Element:</p> <p>Goal 7D.G3: Support regional efforts to the extent feasible, to reduce greenhouse gas (GHG) emissions from cars and light trucks.</p> <p>Conservation Element:</p> <p>Goal 7E.G1: Achieve the City’s vision for Pomona Tomorrow without adverse environmental impacts that compromise the ability of future generations to meet their needs.</p> <p>Policy 7E.P1: Prepare a Green Plan focused on: 1) Energy Efficiency and Conservation; 2) Water and Wastewater Systems; 3) Green Building; 4) Waste Reduction and Recycling; 5) Climate-Friendly Purchasing; 6) Renewable Energy and Low-Carbon Fuels; 7) Efficient Transportation; 8) Land Use and Community Design; 9) Storing and Offsetting Carbon Emissions; and 10) Promoting Community and Individual Action.</p> <p>Goal 7E.G9: SB375: support regional efforts to reduce greenhouse gas emissions to the extent feasible.</p> <p>Goal 7E.G10: Incorporate air quality protection and improvement programs and policies into local planning and development activities, with a particular focus on subdivision, zoning and site design measures that reduce the number and length of single-occupant automobile trips.</p> <p>Policy 7E.P14: Prepare a Green Plan to guide the City in its efforts to reduce greenhouse gas emissions.</p> <p>Policy 7E.P15: As part of the Green Plan, prepare a greenhouse gas emissions inventory and monitor changes in the City’s greenhouse gas emissions bi-annually.</p> <p>Policy 7E.P17: Require large projects (exceeding 150,000 square feet of development) to incorporate Transportation Demand Management (TDM) techniques, such as promoting carpooling and transit use and providing bicycle parking and showers, as a condition of project approval.</p> <p>Policy 7E.P20: Coordinate air quality planning efforts with local, regional and state agencies. Support the South Coast Air Quality Management District’s efforts to monitor and control air pollutants from stationary sources.</p> <p>Policy 7E.P21: Require all large construction projects to mitigate diesel exhaust emissions through use of alternative fuels and control devices, as appropriate and cost effective.</p> <p>Policy 7E.P40: Prepare a Green Plan to guide the City’s efforts towards reduced energy use and increased energy efficiency, particularly in support of reducing greenhouse gas emissions.</p> <p>City of Pomona Energy Action Plan</p> <p>Implementation Policy 2: Regularly Review and Update the City’s GHG Inventory, Energy Profile, And EAP.</p> <ul style="list-style-type: none">Conduct an annual review of electricity usage and associated GHG emissions.Re-inventory community and municipal GHG emissions every three to five years.Update the plan to incorporate new technology, programs, and policies as available to achieve electricity efficiency.Consider updating and amending the plan, as necessary, should the City find that policies and actions are not meeting the intended electricity reductions. <p>When City resources are available, integrate the EAP into a comprehensive climate action plan or GHG reduction plan to incorporate GHG and energy/fuel reduction targets to address energy supply, natural gas demand, transportation, waste, wastewater, and other sectors as applicable.</p>	<p><u>No Conflict.</u> MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies requires that all new buildings and/or retrofit of existing buildings shall be of all-electric design, that ENERGY STAR rated appliances for appliance types that are offered ENERGY STAR ratings should be used, and that new construction shall use renewable energy sources, and building energy best practices from United States Green Building Council’s LEED, United States Department of Energy Better Buildings Initiative, ENERGY STAR, Dark Sky, Cradle-to-Cradle, and Green Globes. In addition, the Plan <i>Design Guidelines and Standards</i> specifies that solar-powered lighting fixtures should be used. The water conservation requirements of MM GHG-1 would require that Plan projects incorporate water conservation and efficiency measures such as installation of low-flow water fixtures that exceed the requirements of codes and ordinances and incorporation of recycled water for non-potable uses to the maximum extent feasible. In addition, implementation of MM GHG-1 would require incorporation of solid waste reduction measures such as providing recycling receptacles along greenway paths, pocket parks, and greenspaces, and using locally sourced recycled and recyclable materials reduce solid waste. Therefore, with implementation of MM GHG-1, projects facilitated under the Plan within the City of Pomona would not conflict with the goals and policies of the City of Pomona General Plan and City of Pomona Energy Action Plan related to energy efficiency and conservation, water and wastewater systems, green building, waste reduction and recycling, climate friendly purchasing, and renewable energy and low-carbon fuels.</p> <p>Further, the Plan will use existing District ROW to provide additional recreational and community benefits that increase neighborhood connectivity. Other improvements would include installing active transport-oriented lighting and landscaping and creating safe crossings. The Plan aims to provide amenities to promote active transport trips in place of vehicle trips and to connect to other trails and paths throughout the Plan Area to create a mobility network for cyclists, pedestrians, and equestrians. As such, the Plan would reduce VMT and the associated per service population GHG emissions from passenger vehicles consistent with the goals and policies of the SCAG 2020–2045 RTP/SCS, which is the regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light trucks in the Southern California Region pursuant to SB 375. Accordingly, projects facilitated under the Plan within the City of Pomona would directly support the city’s goals related to transportation, land use, and community design.</p>



Incorporated City	Applicable General Plan Goals and Plans	Consistency Analysis
Rosemead	<p>Resource Management Element:</p> <p>Goal 4: Effective contributions to regional efforts to improve air quality and conserve energy.</p> <p>Policy 4.1: Integrate air quality planning with City land use, economic development, and transportation planning efforts.</p> <p>Policy 4.2: Support programs that reduce air quality emissions related to vehicular travel.</p> <p>Policy 4.3: Support alternative transportation modes and technologies, and develop bike- and pedestrian friendly neighborhoods and districts to reduce emissions associated with automobile use.</p> <p>Policy 4.4: Encourage energy conservation efforts and the incorporation of energy-saving designs and features into new and refurbished buildings.</p> <p>Policy 4.6: Adopt a Climate Action Plan or Policy to address greenhouse gas mitigation.</p> <p>Action 4.9 The Climate Action Plan or policy should:</p> <ul style="list-style-type: none">require a baseline inventory of greenhouse gas emissions from all sources by a date certain, establish greenhouse gas emissions reduction targets and deadlines, and enforceable greenhouse gas emissions reduction measures.include mechanisms to ensure regular review of progress toward the emission reduction targets established by the Climate Action Plan, report progress to the public and responsible officials, and revise the plan as appropriate, using principles of adaptive management. <p>Action 4.12: In governmental construction, require or give preference to products that reduce or eliminate indirect greenhouse gas emissions, e.g., by giving preference to recycled products over those made from virgin materials.</p> <p>Action 4.13: Consider requiring government contractors to take action to minimize greenhouse gas emissions, e.g., by using low or zero-emission vehicles and equipment.</p> <p>Action 4.14: Consider providing public education and information about options for reducing greenhouse gas emissions through reduced automobile usage (including trip reduction/linkage, biking and walking, vehicle performance and efficiency, low or zero emission vehicles, car/ride sharing), responsible purchasing, conservation, and recycling.</p> <p>Action 4.15: Consider entering into partnerships to create and expand polluting vehicle buy-back programs to include vehicles with high greenhouse gas emissions.</p>	<p><u>No Conflict.</u> The Plan will use existing District ROW to provide additional recreational and community benefits that increase neighborhood connectivity. Other improvements would include installing active transport-oriented lighting and landscaping and creating safe crossings. The Plan aims to provide amenities to promote active transport trips in place of vehicle trips and to connect to other trails and paths throughout the Plan Area to create a mobility network for cyclists, pedestrians, and equestrians. As such, the Plan would reduce VMT and the associated vehicular pollution, consistent with the goals of the City of Rosemead General Plan.</p> <p>MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies requires that all new buildings and/or retrofit of existing buildings shall be of all-electric design, that ENERGY STAR rated appliances for appliance types that are offered ENERGY STAR ratings should be used, and that new construction shall use renewable energy sources, and building energy best practices from United States Green Building Council’s LEED, United States Department of Energy Better Buildings Initiative, ENERGY STAR, Dark Sky, Cradle-to-Cradle, and Green Globes. In addition, the Plan <i>Design Guidelines and Standards</i> specifies that solar-powered lighting fixtures should be used. Implementation of MM GHG-1 would further require incorporation of solid waste reduction measures such as providing recycling receptacles along greenway paths, pocket parks, and greenspaces, and using locally sourced recycled and recyclable materials. Thus, with implementation of MM GHG-1, Plan projects within the City of Rosemead would be consistent with the City of Rosemead General Plan policies related to energy conservation and reduction of indirect GHGs.</p>
San Dimas	<p>Conservation Element:</p> <p>Goal CN-5: Strive for air quality that is compatible with health, well-being and enjoyment of life for all citizens.</p> <p>Objective 5.1: Support the regional air quality goal to attain and maintain National Air Quality Standards while continuing economic growth and improvement in the quality of life afforded to the citizens of San Dimas and Los-Angeles County.</p> <p>Policy 5.1.2: The City shall coordinate with SCAQMD, SCAG, CARB and other local, state and national agencies in efforts to plan and implement clean air strategies for the South Coast Air Basin.</p> <p>Objective 5.2: Coordinate air quality planning and implementation efforts with other responsible agencies.</p>	<p><u>No Conflict.</u> The Plan will use existing District ROW to provide additional recreational and community benefits that increase neighborhood connectivity. Other improvements would include installing active transport-oriented lighting and landscaping and creating safe crossings. The Plan aims to provide amenities to promote active transport trips in place of vehicle trips and to connect to other trails and paths throughout the Plan Area to create a mobility network for cyclists, pedestrians, and equestrians. As such, the Plan would reduce VMT and the associated vehicular pollution, consistent with the goals of the City of San Dimas General Plan.</p>
San Gabriel	<p>Environmental Resources Element:</p> <p>Goal 8.6: Improve air quality within the City of San Gabriel.</p> <p>Target 8.6.1: Reduce the amount of emissions from vehicles in San Gabriel.</p> <p>Target 8.6.5: Encourage the planting of street trees and yard trees because of their air quality contribution.</p> <p>Target 8.6.8: Work with the South Coast Air Quality Management District to reduce emissions from stationary sources in San Gabriel.</p> <p>City of San Gabriel Energy Action Plan</p> <p>Implementation Policy 1: Annually monitor and report the City’s progress toward achieving the reduction target.</p> <ul style="list-style-type: none">Facilitate implementation of policies and actions related to municipal operations.Prepare an annual progress report for review and consideration by the City Council, with the support of theSan Gabriel Valley Council of Governments Utilize the EAP monitoring and reporting tool to assist with annual reports.	<p><u>No Conflict.</u> The Plan will use existing District ROW to provide additional recreational and community benefits that increase neighborhood connectivity. Other improvements would include installing active transport-oriented lighting and landscaping and creating safe crossings. The Plan aims to provide amenities to promote active transport trips in place of vehicle trips and to connect to other trails and paths throughout the Plan Area to create a mobility network for cyclists, pedestrians, and equestrians. As such, the Plan would reduce VMT and the associated vehicular pollution as well as encourage the planting of trees and native vegetation, consistent with the goals of the City of San Gabriel General Plan.</p> <p>MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies requires that all new buildings and/or retrofit of existing buildings shall be of all-electric design, that ENERGY STAR rated appliances for appliance types that are offered ENERGY STAR ratings should be used, and that new construction shall use renewable energy sources, and building energy best practices from United States Green Building Council’s LEED, United States Department of Energy Better Buildings Initiative, ENERGY STAR, Dark Sky, Cradle-to-Cradle, and Green Globes. In addition, the Plan <i>Design Guidelines and Standards</i> specifies that solar-powered lighting fixtures should be used. Implementation of MM GHG-1 would further require incorporation of solid waste reduction measures such as providing recycling receptacles along greenway paths, pocket parks, and greenspaces, and using locally</p>



Incorporated City	Applicable General Plan Goals and Plans	Consistency Analysis
	<ul style="list-style-type: none">Work with the San Gabriel Valley Council of Governments to identify key City staff responsible for annual reporting and monitoring. Implementation Policy 2: Regularly review and update the City’ GHG inventory, energy profile, and EAP.Conduct an annual review of electricity usage and associated GHG emissions.Re-inventory community-wide and municipal GHG emissions every 5 years if there is financial support.Update the Plan to incorporate new technology, programs, and policies as available to achieve electricity efficiency.Consider updating and amending the Plan, as necessary, should the City find that policies and actions are not meeting the intended electricity reductions. <p>When City resources are available, integrate the EAP into a comprehensive climate action plan or greenhouse gas reduction plan to incorporate GHG and energy/fuel reduction targets to address energy supply, natural gas demand, transportation, waste, wastewater, and other sectors as applicable.</p>	sourced recycled and recyclable materials. Thus, with implementation of MM GHG-1 , Plan projects within the City of San Gabriel would be consistent with the City of San Gabriel Energy Action Plan.
San Marino	No applicable General Plan Policies	<u>No Conflict</u> . No applicable policies related to GHGs and climate change were identified in the City of San Marino General Plan.
South El Monte	Public Health, Safety, and Environmental Justice Element: Goal 2: Promote a community safe from human-caused hazards. Policy 2.1: Reduce Localized Air Pollution Exposure Near Major Roads. Action 2.1a: Update the Zoning Code to protect residential uses and park uses from the impacts of industrial and roadway pollution. Resources Element: Goal 5.0 Improve air quality for future generations of South El Monte residents.	<u>No Conflict</u> . The Plan will use existing District ROW to provide additional recreational and community benefits that increase neighborhood connectivity. Other improvements would include installing active transport-oriented lighting and landscaping and creating safe crossings. The Plan aims to provide amenities to promote active transport trips in place of vehicle trips and to connect to other trails and paths throughout the Plan Area to create a mobility network for cyclists, pedestrians, and equestrians. As such, the Plan would reduce VMT and the associated vehicular pollution, consistent with the goals of the City of South El Monte General Plan.
Temple City	Land Use Element: Goal LU 2: Land Use Mix. A complete community that is balanced with places for living, working, shopping, recreation, education, and arts and culture that reflect Temple City’s history, tradition, and diversity. Policy LU 2.5 Places to Live and Work. Provide for the development of projects integrating housing with commercial uses enabling residents to reduce automobile travel, air pollution, and greenhouse gas emissions. Goal LU 3: Neighborhoods, Centers, and Corridors. An urban pattern of distinct, compact, and walkable neighborhoods and districts that preserve Temple City’s small-town, friendly atmosphere; and contribute to residents’ health and quality of life, economic vitality, environmental sustainability, and reduction of greenhouse gas emissions. Goal LU 7: Sustainable Built Environment. A built environment that contributes to a sustainable environment, minimizes consumption of scarce environmental resources, and reduces greenhouse gas emissions. Policy LU 7.1 Sustainable Land Development. Promote land use and urban design development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and waste and noise generation. These should include practices described in the United States Green Building Council’s LEED-ND rating program such as concentrating development to promote walking in lieu of the automobile, capturing and re-using stormwater onsite, managing and reusing wastewater, orienting buildings to maximize opportunities for solar energy use, use of drought tolerant and native landscapes, shading of exterior public spaces, and recycling and salvage for reuse of construction and demolition debris. Policy LU 7.5 Greenhouse Gas Reduction Plans. Require major development projects to prepare greenhouse gas reduction plans consistent with the targets defined in state statutory requirements. Natural Resources Element: Goal NR 1: Improved Air Quality. Air quality that enhances the health and well-being for all residents of Temple City. NR 1.1 Greenhouse Gas Emissions (GHG) Targets. Develop a Climate Action Plan (CAP) that defines transportation, land use, energy, area source, water, and solid waste reduction measures for Temple City, and establishes a target for GHG emission reductions. NR 1.2 Air Quality Assessment and Monitoring. Cooperate with the California Air Resource Board (CARB) and South Coast Air Quality Management District (SCAQMD) to measure air quality at emission sources and enforce the standards of the Clean Air Act for air quality and GHG emissions.	<u>No Conflict</u> . The Plan will use existing District ROW to provide additional recreational and community benefits that increase neighborhood connectivity. Other improvements would include installing active transport-oriented lighting and landscaping and creating safe crossings. The Plan aims to provide amenities to promote active transport trips in place of vehicle trips and to connect to other trails and paths throughout the Plan Area to create a mobility network for cyclists, pedestrians, and equestrians. As such, the Plan would reduce VMT and the associated vehicular emissions of GHGs as well as encourage the planting of trees and native vegetation that would sequester GHG, consistent with the goals of the Temple City General Plan. MM-GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies requires that all new buildings and/or retrofit of existing buildings shall be of all-electric design, that ENERGY STAR rated appliances for appliance types that are offered ENERGY STAR ratings should be used, and that new construction shall use renewable energy sources, and building energy best practices from United States Green Building Council’s LEED, United States Department of Energy Better Buildings Initiative, ENERGY STAR, Dark Sky, Cradle-to-Cradle, and Green Globes. In addition, the Plan <i>Design Guidelines and Standards</i> specifies that solar-powered lighting fixtures should be used. The water conservation requirements of MM GHG-1 would require that Plan projects incorporate water conservation and efficiency measures such as installation of low-flow water fixtures that exceed the requirements of codes and ordinances and incorporation of recycled water for non-potable uses to the maximum extent feasible. In addition, implementation of MM GHG-1 would require incorporation of solid waste reduction measures such as providing recycling receptacles along greenway paths, pocket parks, and greenspaces, and using locally sourced recycled and recyclable materials reduce solid waste. Therefore, with implementation of MM GHG-1 , projects facilitated under the Plan within Temple City would not conflict with the goals and policies of the Temple City General Plan related to energy efficiency and conservation, water and wastewater systems, green building, and waste reduction and recycling.



Incorporated City	Applicable General Plan Goals and Plans	Consistency Analysis
	<p>Goal NR 3: Infrastructure. Reduced pollution and emissions from utility infrastructure.</p> <p>NR 3.1 Low Impact Infrastructure. Encourage utility service providers to adopt practices and implement improvements that reduce air pollution and GHG emissions.</p> <p>NR 3.3 Public Facilities. Reduce air pollution and GHG emissions through continued reduction of overall energy and water use of local public infrastructure, facilities, and programs for maintenance and efficiency.</p> <p>NR 3.5 Preference for Reduced-Emission Equipment. Give preference to contractors using reduced-emission equipment for City construction projects and contracts for services (e.g. garbage collection), as well as businesses that practice sustainable operations.</p> <p>Goal NR 4: Public Awareness. An informed public as to the importance of strategies to improve air quality and reduce GHG emissions.</p> <p>NR 4.1 Air Quality and Climate Change Education. Promote and disseminate information about state, federal, and regional standards; health effects; and efforts that Temple City’s residents and businesses can take to improve air quality and reduce GHG emissions.</p> <p>NR 4.2 Employer Education Programs. Encourage employers to participate in the Los Angeles County Metropolitan Transportation Authority (Metro) and Southern California Association of Governments (SCAG) public education programs to improve air quality and reduce GHG emissions.</p> <p>NR 4.3 Involvement of Schools and Organizations. Work with local schools, businesses, and organizations to increase citizens’ awareness and participation in efforts to reduce air pollution and GHG emissions.</p>	
West Covina	<p>Our Natural Community Chapter:</p> <p>Policy P1.1: Promote alternative transportation modes like walking, biking, and transit that reduce emissions related to vehicular travel.</p> <p>Action A 1.1: Continue to channel Federal, State and Local transportation funds to programs, and infrastructure improvements that reduce air pollution through the promotion of walking, biking, ride-sharing, public transit use, the use of alternative fuel vehicles or other clean engine technologies.</p> <p>Policy P1.2: Promote the use of energy-efficient vehicles.</p> <p>Action A1.2: Continue to control and reduce air pollution emissions from vehicles owned by the City and municipal operations and facilities by expanding the use of alternative fuel, electric, and hybrid vehicles in City fleets.</p> <p>Policy P1.3: Minimize the adverse impacts of growth and development on air quality and climate.</p> <p>Action A1.3: Prepare and adopt a plan to reduce greenhouse gases as part of the Environmental Impact Report (to be concurrently approved with the West Covina General Plan) to achieve compliance with State mandates, and consistency with the Regional Transportation Plan/Sustainable Community Strategy to facilitate development by streamlining the approval process, and to improve air quality.</p> <p>Our Well Planned Community Chapter:</p> <p>Land Use:</p> <p>Policy 3.6: Reduce West Covina’s production of greenhouse gas emissions and contribution to climate change and adapt to the effects of climate change.</p> <p>Action 3.6 Key land use adaptation strategies to reduce greenhouse gas emissions are:</p> <ul style="list-style-type: none">• Promoting transit-oriented infill development, and• Providing incentives for high-performance buildings and infrastructure. <p>The City of West Covina Energy Action Plan Goals:</p> <p>a. Surpass the energy efficiency standards of the California Building Code for proposed and existing municipal buildings and facilities.</p> <p>b. Provide on-line (Internet accessible) guidance and assistance to Homeowners and Builders to make compliance with new Title 24 energy requirements as effective and efficient as possible.</p> <p>c. Coordinate City Efficiency goals and programs with the efficiency projects and incentive programs of higher jurisdictional agencies. Expand the City’s Residential Solar Power permit-waiver program to include other alternative energy applications, Consider fee adjustments or rebates to local businesses and residents in support of those efforts.</p> <p>f. Promote energy and water conservation design features in all major renovation and development projects.</p>	<p><u>No Conflict.</u> The Plan will use existing District ROW to provide additional recreational and community benefits that increase neighborhood connectivity. Other improvements would include installing active transport-oriented lighting and landscaping and creating safe crossings. The Plan aims to provide amenities to promote active transport trips in place of vehicle trips and to connect to other trails and paths throughout the Plan Area to create a mobility network for cyclists, pedestrians, and equestrians. As such, the Plan would reduce VMT and the associated per service population GHG emissions from passenger vehicles consistent with the goals and policies of the SCAG 2020–2045 RTP/SCS, which is the regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light trucks in the Southern California Region pursuant to SB 375. Accordingly, projects facilitated under the Plan within the City of West Covina would directly support the city’s goals related to transportation and land use.</p> <p>MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies requires that all new buildings and/or retrofit of existing buildings shall be of all-electric design, that ENERGY STAR rated appliances for appliance types that are offered ENERGY STAR ratings should be used, and that new construction shall use renewable energy sources, and building energy best practices from United States Green Building Council’s LEED, United States Department of Energy Better Buildings Initiative, ENERGY STAR, Dark Sky, Cradle-to-Cradle, and Green Globes. In addition, the Plan <i>Design Guidelines and Standards</i> specifies that solar-powered lighting fixtures should be used. The water conservation requirements of MM GHG-1 would require that Plan projects incorporate water conservation and efficiency measures such as installation of low-flow water fixtures that exceed the requirements of codes and ordinances and incorporation of recycled water for non-potable uses to the maximum extent feasible. In addition, implementation of MM GHG-1 would require incorporation of solid waste reduction measures such as providing recycling receptacles along greenway paths, pocket parks, and greenspaces, and using locally sourced recycled and recyclable materials reduce solid waste. Therefore, with implementation of MM GHG-1, projects facilitated under the Plan within the City of West Covina would not conflict with the goals and policies of the City of West Covina Energy Action Plan related to energy efficiency and conservation, water and wastewater systems, green building, waste reduction and recycling, climate friendly purchasing, and renewable energy.</p>



Incorporated City	Applicable General Plan Goals and Plans	Consistency Analysis
	<p>h. Encourage the efficient use of water and reduce urban runoff through the use of natural drainage, drought tolerant landscaping, and efficient irrigation systems in major renovation and new development projects. Recommend the incorporation of these practices within the approval processes of other local and regional departments and jurisdictions.</p> <p>i. Promote the coordination of landscapers and residential Solar Power contractors to minimize heat buildup at existing and new homes through more effective shading design.</p>	

3.8.3.4 Impacts of Conceptual Design Projects

3.8.3.4.1 8(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Construction and Operations

Less than Significant with Mitigation. Construction-related emissions of GHGs amortized over a 30-year project life for the various types of components are provided in Tables 3.8-5 through 3.8-9. Because the 10 conceptual designs include multiple components, construction-related GHG emissions associated with each of the 10 conceptual designs may be greater than the maximum amortized construction GHG emissions estimated for each of the project types identified above. Project operations would result in GHG emissions from multiple sources of emissions, including energy, mobile, area, water, wastewater, and waste. With the operation of multiple project components at each of the 10 conceptual design projects (i.e., paths, amenities, safe crossings, stormwater management, pocket parks, and greenspaces), operation of the 10 conceptual designs may be greater than the maximum estimated GHG emissions estimated for each of the project types identified above.

Although the 10 conceptual design projects are either entirely or partially outside of the jurisdiction of LA County, the significance determination of this impact within project areas that are within unincorporated LA County is based on consistency analysis with the 2045 CAP. Specifically, the GHG generation associated with implementation of projects under the Plan would be considered less than significant provided the project demonstrates that it is consistent with the 2045 CAP which serves as the County's Qualified CAP. The 2045 CAP identifies required General Plan policies and strategies to be implemented by development projects in the areas of energy supply, transportation, building energy and water, waste, and agriculture, forestry, and other land use. The completed Consistency Checklist is provided in Table 3.8-4. The Plan supports many GHG reduction and adaptation measures identified in the 2045 CAP by increasing connectivity in the Plan Area, and thus, promoting active transport and an overall reduction in VMT and associated GHG emissions. Implementation of mitigation measures would further ensure consistency with the applicable GHG emission reduction measures of the 2045 CAP. Implementation of **MM AQ-1: Emissions Reduction Measures** would require that zero-emission or near-zero-construction equipment is used to the maximum extent feasible, or at a minimum Tier 4 Final construction equipment shall be used during all phases of construction, consistent with the 2045 CAP GHG Reduction Measure T9.3. Implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would require compliance with GHG reduction measures related to water, energy, and waste for all new construction. Mitigation would also require electrified buildings and landscaping equipment. Accordingly, with implementation of **MM AQ-1: Emissions Reduction Measures** and **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, as well as conformance with the *Design Guidelines and Standards*, construction and operation of projects within unincorporated LA County would be consistent with the 2045 CAP and thus would not result in GHG emissions that would have a significant effect on the environment.

For the 10 conceptual designs have components that are within incorporated communities, and outside of the jurisdiction of LA County, compliance with applicable regulatory measures and with implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would ensure consistency with the 2022 Scoping Plan Update's overall goal of avoiding losses

in carbon sequestration and limiting land use emissions. The *Design Guidelines and Standards* related to water, energy, and waste, would be consistent with the 2022 Scoping Plan Update's measures and the state's regulatory programs within these sectors. Furthermore, as summarized in Section 3.17, Transportation, daily vehicle trips would not exceed OPR's (2018a) daily trip screening threshold. Accordingly, emissions from the energy, mobile, area, water, and waste sectors would not conflict with the 2022 Scoping Plan Update and applicable regulatory programs. Therefore, with implementation of **MM-GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** for 10 conceptual design projects within incorporated cities, emissions associated with the construction and operation would have a less than significant impact on the environment.

Table 3.8-12. Analysis of Conceptual Design Examples for Construction and Operations to Generate GHG Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment

Conceptual Design Example	<i>8(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>
Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i>	Less than Significant with Mitigation. Alhambra Wash at Vincent Lugo Park conceptual design is within the City of Alhambra and City of San Gabriel, and outside of the jurisdiction of LA County. As described for the Plan in Section 3.8.3.3.1., for projects carried out within incorporated cities (i.e., outside of the purview of the 2045 CAP), compliance with applicable regulatory measures and implementation of MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would ensure consistency with the 2022 Scoping Plan Update. Therefore, with implementation of MM GHG-1 emissions associated with the construction and operation of the Alhambra Wash at Vincent Lugo Park conceptual design project would have a less than significant impact on the environment.
Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i>	Less than Significant with Mitigation. Big Dalton Wash at Hilda L. Solis Park conceptual design is within the Cities of Baldwin Park and Irwindale, and outside of the jurisdiction of LA County. As described for the Plan in Section 3.8.3.3.1., for projects carried out within incorporated cities (i.e., outside of the purview of the 2045 CAP), compliance with applicable regulatory measures and implementation of MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would ensure consistency with the 2022 Scoping Plan Update. Therefore, with implementation of MM GHG-1 emissions associated with the construction and operation of the Big Dalton Wash at Hilda L. Solis Park conceptual design project would have a less than significant impact on the environment.
Eaton Wash Greenway at Spreading Ground Site <i>City of Pasadena</i>	Less than Significant with Mitigation. Eaton Wash Greenway at Spreading Ground Site conceptual design is within the City of Pasadena, and outside of the jurisdiction of LA County. As described for the Plan in Section 3.8.3.3.1., for projects carried out within incorporated cities (i.e., outside of the purview of the 2045 CAP), compliance with applicable regulatory measures and implementation of MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would ensure consistency with the 2022 Scoping Plan Update. Therefore, with implementation of MM GHG-1 emissions associated with the construction and operation of the Eaton Wash Greenway at Spreading Ground Site conceptual design project would have a less than significant impact on the environment.

Conceptual Design Example	8(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
<p>Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i></p>	<p>Less than Significant with Mitigation. Eaton Wash at Eaton Blanche Park conceptual design is within the City Pasadena, and outside of the jurisdiction of LA County. As described for the Plan in Section 3.8.3.3.1., for projects carried out within incorporated cities (i.e., outside of the purview of the 2045 CAP), compliance with applicable regulatory measures and implementation of MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would ensure consistency with the 2022 Scoping Plan Update. Therefore, with implementation of MM GHG-1 emissions associated with the construction and operation of the Eaton Wash at Eaton Blanche Park conceptual design project would have a less than significant impact on the environment.</p>
<p>San Dimas Wash at Arrow High School <i>City of Glendora</i></p>	<p>Less than Significant with Mitigation. San Dimas Wash at Arrow High School conceptual design is within the City of Glendora, and outside of the jurisdiction of LA County. As described for the Plan in Section 3.8.3.3.1., for projects carried out within incorporated cities (i.e., outside of the purview of the 2045 CAP), compliance with applicable regulatory measures and implementation of MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would ensure consistency with the 2022 Scoping Plan Update. Therefore, with implementation of MM GHG-1 emissions associated with the construction and operation of the San Dimas Wash at Arrow High School conceptual design project would have a less than significant impact on the environment.</p>
<p>San Dimas Wash at Hollenbeck Park <i>City of Covina</i></p>	<p>Less than Significant with Mitigation. San Dimas Wash at Hollenbeck Park conceptual design is within the City of Covina, and outside of the jurisdiction of LA County. As described for the Plan in Section 3.8.3.3.1., for projects carried out within incorporated cities (i.e., outside of the purview of the 2045 CAP), compliance with applicable regulatory measures and implementation of MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would ensure consistency with the 2022 Scoping Plan Update. Therefore, with implementation of MM GHG-1 emissions associated with the construction and operation of the San Dimas Wash at Hollenbeck Park conceptual design project would have a less than significant impact on the environment.</p>
<p>San Jose Creek at Pocket Park <i>City of Industry and the unincorporated LA County community of Avocado Heights</i></p>	<p>Less than Significant with Mitigation. San Jose Creek at Pocket Park conceptual design includes components within the City of Industry, and outside of the jurisdiction of LA County. As described for the Plan in Section 3.8.3.3.1., for the portion of the project carried out within unincorporated LA County, implementation of MM AQ-1: Emission Reduction Measures, and MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies, would ensure consistency with the applicable GHG emission reduction measures of the 2045 CAP by reducing GHGs during construction and operations. For the portions of the project within the City of Industry, (i.e., outside of the purview of the 2045 CAP), compliance with applicable regulatory measures and implementation of MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would ensure consistency with the 2022 Scoping Plan Update. Therefore, with implementation of MM AQ-1, and MM GHG-1, emissions associated with the construction and operation of the San Jose Creek at Pocket Park</p>

Conceptual Design Example	8(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
	conceptual design project would have a less than significant impact on the environment.
Thompson Creek at the Fairplex <i>Cities of Pomona, La Verne, and Claremont</i>	Less than Significant with Mitigation. Thompson Creek at the Fairplex conceptual design is within the Cities of Pomona, La Verne, and Claremont, and outside of the jurisdiction of LA County. As described for the Plan in Section 3.8.3.3.1., for projects carried out within incorporated cities (i.e., outside of the purview of the 2045 CAP), compliance with applicable regulatory measures and implementation of MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would ensure consistency with the 2022 Scoping Plan Update. Therefore, with implementation of MM GHG-1 emissions associated with the construction and operation of the Thompson Creek at the Fairplex conceptual design project would have a less than significant impact on the environment.
Walnut Creek at Syhre Park <i>Cities of Baldwin Park and West Covina</i>	Less than Significant with Mitigation. Walnut Creek at Syhre Park conceptual design is within the Cities of Baldwin Park and West Covina, and outside of the jurisdiction of LA County. As described for the Plan in Section 3.8.3.3.1., for projects carried out within incorporated cities (i.e., outside of the purview of the 2045 CAP), compliance with applicable regulatory measures and implementation of MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would ensure consistency with the 2022 Scoping Plan Update. Therefore, with implementation of MM GHG-1 emissions associated with the construction and operation of the Walnut Creek at Syhre Park conceptual design project would have a less than significant impact on the environment.
Walnut Creek at Pocket Park <i>City of West Covina</i>	Less than Significant with Mitigation. Walnut Creek at Pocket Park conceptual design is within the City of West Covina, and outside of the jurisdiction of LA County. As described for the Plan in Section 3.8.3.3.1., for projects carried out within incorporated cities (i.e., outside of the purview of the 2045 CAP), compliance with applicable regulatory measures and implementation of MM-GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would ensure consistency with the 2022 Scoping Plan Update. Therefore, with implementation of MM GHG-1 emissions associated with the construction and operation of the Walnut Creek at Pocket Park conceptual design project would have a less than significant impact on the environment.

3.8.3.4.2 8(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Construction and Operations

Less than Significant with Mitigation. The LA County 2045 Compliance Checklist has been completed for the Plan as provided in Table 3.8-4. As detailed in Table 3.8-4 and for Impact Criteria 8(a) above, projects within unincorporated LA County would be consistent with all 2045 CAP GHG reduction strategies with compliance with the requirements of *Design Guidelines and Standards*, LA County ordinances, and required measures under the County of Los Angeles Sustainable Infrastructure Guidelines.

Implementation of **MM AQ-1: Emissions Reduction Measures** and **MM GHG-1: Implement Section-**

Specific Operations GHG Emissions Reduction Strategies would further ensure consistency with the 2045 CAP. Since the 2045 CAP is a qualified CAP, and Plan projects within unincorporated LA County would be consistent with applicable actions with incorporation of **MM AQ-1: Emissions Reduction Measures** and **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, construction and operation of projects within unincorporated LA County would not conflict with the 2045 CAP. Similarly, as described above in Section 3.8.3.3.2, for projects carried out in incorporated cities within the Plan Area, implementation of **MM AQ-1: Emissions Reduction Measures** and **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would ensure consistency with State, regional, and applicable local plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Therefore, none of the 10 conceptual design examples would result in any impacts relating to consistency with applicable GHG reduction plans not previously described for the Plan in Section 3.8.3.3.2. No additional mitigation measures would be required. Construction and operation of the 10 conceptual design projects would be less than significant with implementation of **MM AQ-1: Emissions Reduction Measures** and **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**.

Table 3.8-13. Analysis of Conceptual Design Examples for Construction and Operations to Conflict with an Applicable Plan, Policy, or Regulation Adopted for the Purpose of Reducing the Emissions of GHG

Conceptual Design Example	<i>8(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i>
Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i>	Less than Significant with Mitigation. The Alhambra Wash at Vincent Lugo Park conceptual design project is within the City of Alhambra and City of San Gabriel, and outside of the County's jurisdiction. Implementation of MM AQ-1: Emissions Reduction Measures and MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would ensure consistency with state, regional, and City of Alhambra and City of San Gabriel plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Therefore, impacts associated with construction and operation of the Alhambra Wash at Vincent Lugo Park conceptual design project would be less than significant with mitigation.
Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i>	Less than Significant with Mitigation. The Big Dalton Wash at Hilda L. Solis Park conceptual design project is within the Cities of Baldwin Park and Irwindale, and outside of the County's jurisdiction. Implementation of MM AQ-1: Emissions Reduction Measures and MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would ensure consistency with state, regional, and City of Baldwin Park and City of Irwindale plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Therefore, impacts associated with construction and operation of the Big Dalton Wash at Hilda L. Solis Park conceptual design project would be less than significant with mitigation.
Eaton Wash Greenway at Spreading Ground Site <i>City of Pasadena</i>	Less than Significant with Mitigation. The Eaton Wash Greenway at Spreading Ground Site conceptual design project is within the City of Pasadena, and outside of the County's jurisdiction. Implementation of MM AQ-1: Emissions Reduction Measures and MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would ensure consistency with state and regional plans, policies, and regulations for the purpose of reducing GHG emissions, and City of Pasadena qualified CAP.

Conceptual Design Example	8(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?
	Therefore, impacts associated with construction and operation of the Eaton Wash Greenway at Spreading Ground Site conceptual design project would be less than significant with mitigation.
Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i>	Less than Significant with Mitigation. The Eaton Wash at Eaton Blanche Park conceptual design project is within the City of Pasadena, and outside of the County's jurisdiction. Implementation of MM AQ-1: Emissions Reduction Measures and MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would ensure consistency with state and regional plans, policies, and regulations for the purpose of reducing GHG emissions and City of Pasadena qualified CAP. Therefore, impacts associated with construction and operation of the Eaton Wash at Eaton Blanche Park conceptual design project would be less than significant with mitigation.
San Dimas Wash at Arrow High School <i>City of Glendora</i>	Less than Significant with Mitigation. The San Dimas Wash at Arrow High School conceptual design project is within the City of Glendora, and outside of the County's jurisdiction. Implementation of MM AQ-1: Emissions Reduction Measures and MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would ensure consistency with state, regional, and City of Glendora plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Therefore, impacts associated with construction and operation of the San Dimas Wash at Arrow High School conceptual design project would be less than significant with mitigation.
San Dimas Wash at Hollenbeck Park <i>City of Covina</i>	Less than Significant with Mitigation. The San Dimas Wash at Hollenbeck Park conceptual design project is within the City of Covina, and outside of the County's jurisdiction. Implementation of MM AQ-1: Emissions Reduction Measures and MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would ensure consistency with state, regional, and City of Covina plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Therefore, impacts associated with construction and operation of the San Dimas Wash at Hollenbeck Park conceptual design project would be less than significant with mitigation.
San Jose Creek at Pocket Park <i>City of Industry and the unincorporated LA County community of Avocado Heights</i>	Less than Significant with Mitigation. The San Jose Creek at Pocket Park conceptual design project is within the City of Industry and unincorporated LA County community of Avocado Heights. Implementation of MM AQ-1: Emissions Reduction Measures and MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would ensure consistency with the 2045 CAP for the portion within unincorporated LA County. For the portion of the project within the City of Industry, implementation of MM AQ-1: Emissions Reduction Measures and MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would ensure consistency with state, regional, and City of Industry plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Therefore, impacts associated with construction and operation of the San Jose Creek at Pocket Park conceptual design project would be less than significant with mitigation.
Thompson Creek at the Fairplex	Less than Significant with Mitigation. The Thompson Creek at the Fairplex conceptual design project is within the Cities of Pomona, La Verne, and

Conceptual Design Example	8(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?
<i>Cities of Pomona, La Verne, and Claremont</i>	Claremont and outside of the County's jurisdiction. Implementation of MM AQ-1: Emissions Reduction Measures and MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would ensure consistency with state and regional plans, policies, and regulations and those of the Cities of Pomona, La Verne, and Claremont adopted for the purpose of reducing GHG emissions. Therefore, impacts associated with construction and operation of the Thompson Creek at the Fairplex conceptual design project would be less than significant with mitigation.
Walnut Creek at Syhre Park <i>Cities of Baldwin Park and West Covina</i>	Less than Significant with Mitigation. The Walnut Creek at Syhre Park conceptual design project is within the Cities of Baldwin Park and West Covina and outside of the County's jurisdiction. Implementation of MM AQ-1: Emissions Reduction Measures and MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would ensure consistency with state, regional, and City of Baldwin Park and City of West Covina plans, policies, and regulations of the adopted for the purpose of reducing GHG emissions. Therefore, impacts associated with construction and operation of the Walnut Creek at Syhre Park conceptual design project would be less than significant with mitigation.
Walnut Creek at Pocket Park <i>City of West Covina</i>	Less than Significant with Mitigation. Impacts would be potentially significant and unavoidable for the Walnut Creek at Pocket Park conceptual design project, which is within the City of West Covina and outside of the County's jurisdiction. The Walnut Creek at Pocket Park conceptual design project is within the City of West Covina and outside of the County's jurisdiction. Implementation of MM AQ-1: Emissions Reduction Measures and MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would ensure consistency with state, regional, and City of West Covina plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Therefore, impacts associated with construction and operation of the Walnut Creek at Pocket Park conceptual design project would be less than significant with mitigation.

3.9 Hazards and Hazardous Materials

This section describes the geographic and regulatory setting for hazards and hazardous materials, discusses impacts that could result from the Plan, and determines the significance of impacts. Where needed, this section identifies mitigation measures that would reduce or avoid any significant impacts.

A hazardous material is defined in California Code of Regulations (CCR) Title 22 as:

[a] substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed (CCR Title 22 Section 66260.10).

Under CCR Title 22, the term “hazardous substance” refers to both hazardous materials and hazardous wastes. Both are classified according to four properties: (1) toxicity, (2) ignitability, (3) corrosiveness, and (4) reactivity (CCR Title 22, Chapter 11, and Article 3).

Hazardous materials in various forms can cause death, serious injury, long-lasting health effects, and damage to buildings, homes, and other property. Hazards to human health and the environment can occur during production, storage, transport, use, or disposal of hazardous materials. This section also addresses emergency response/evacuation, airport safety, and wildfire hazards. For additional discussion related to emergency response and the location of schools within the Plan Area, please refer to Section 3.3, Air Quality, which discusses sensitive receptors and Section 3.15, Public Services. For a discussion of wildfire hazards in or near state responsibility areas or lands classified as very high fire hazard severity zone (VHFHSZ), see Section 3.20, Wildfire.

Table 3.9-1. Summary of Potential Impacts of the Plan on Hazards and Hazardous Materials.

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
<i>Would the Plan:</i>			
9(a). Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			
Greenway Paths + Greenway Amenities	Less than Significant	Less than Significant	Construction: No Mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant	Less than Significant	Operations: No Mitigation
Greenway Paths + Safe Crossings	Less than Significant	Less than Significant	
Greenway Paths + Stormwater Management	Less than Significant	Less than Significant	

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
<i>Would the Plan:</i>			
9(b). 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?			
Greenway Paths + Greenway Amenities	Less than Significant with Mitigation	Less than Significant	Construction: MM HAZ-1: Pre-Construction Hazardous Site Records Search
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant with Mitigation	Less than Significant	MM HAZ-2: Phase I/II Environmental Site Assessment.
Greenway Paths + Safe Crossings	Less than Significant with Mitigation	Less than Significant	MM HAZ-3. Soil and Groundwater Management Plan.
Greenway Paths + Stormwater Management	Less than Significant with Mitigation	Less than Significant	Operations: No mitigation
9(c). Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			
Greenway Paths + Greenway Amenities	Less than Significant with Mitigation	Less than Significant	Construction: MM HAZ-1: Pre-Construction Hazardous Site Records Search
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant with Mitigation	Less than Significant	MM HAZ-2: Phase I/II Environmental Site Assessment.
Greenway Paths + Safe Crossings	Less than Significant with Mitigation	Less than Significant	MM HAZ-3. Soil and Groundwater Management Plan.
Greenway Paths + Stormwater Management	Less than Significant with Mitigation	Less than Significant	Operations: No mitigation
9(d). Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it			

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
<i>Would the Plan:</i>			
create a significant hazard to the public or the environment?			
Greenway Paths + Greenway Amenities	Less than Significant with Mitigation	Less than Significant	Construction: MM HAZ-1: Pre-Construction Hazardous Site Records Search
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant with Mitigation	Less than Significant	MM HAZ-2: Phase I/II Environmental Site Assessment.
Greenway Paths + Safe Crossings	Less than Significant with Mitigation	Less than Significant	MM HAZ-3. Soil and Groundwater Management Plan.
Greenway Paths + Stormwater Management	Less than Significant with Mitigation	Less than Significant	Operations: No mitigation
9(e). For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			
Greenway Paths + Greenway Amenities	Less than Significant	Less than Significant	Construction: No Mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant	Less than Significant	Operations: No Mitigation
Greenway Paths + Safe Crossings	Less than Significant	Less than Significant	
Greenway Paths + Stormwater Management	Less than Significant	Less than Significant	
9(f). Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			
Greenway Paths + Greenway Amenities	Less than Significant with Mitigation	Less than Significant	Construction MM WF-1: Construction Coordination with

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
Would the Plan:			
			Emergency and Fire Services
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant with Mitigation	Less than Significant	Operations: No mitigation
Greenway Paths + Safe Crossings	Less than Significant with Mitigation	Less than Significant	
Greenway Paths + Stormwater Management	Less than Significant with Mitigation	Less than Significant	
9(g). Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			
Greenway Paths + Greenway Amenities	Significant and Unavoidable	Significant and Unavoidable	Construction: MM WF-1: Construction Coordination with Emergency and Fire Services
Greenway Paths + Pocket Parks and Greenspaces	Significant and Unavoidable	Significant and Unavoidable	MM WF-2: Prepare a Construction Fire Protection Plan
Greenway Paths + Safe Crossings	Significant and Unavoidable	Significant and Unavoidable	MM WF-4: Post-Fire Risk Reduction Plan
Greenway Paths + Stormwater Management	Significant and Unavoidable	Significant and Unavoidable	Operations: MM WF-2: Prepare a Construction Fire Protection Plan MM WF-3: Prepare an Operations Fire Prevention Plan

3.9.1 Environmental Setting

The following section contains a regional description of hazards and hazardous materials conditions within the Plan Area.

3.9.1.1 Cortese List Sites

The State of California Government Code Section 65962.5 (often referred to as the “Cortese List”) is composed of the SWRCB’s Geotracker database (including leaking underground storage tanks), solid

waste disposal sites list, Cease and Desist Orders list, and Cleanup and Abatement Orders list. Taken together with the California Department of Toxic Substance Control's (DTSC) EnviroStor database of hazardous waste sites (including contaminated Federal Superfund sites), all of these lists comprise the Cortese List. There are 19 open/active clean-up sites and nine hazardous waste sites listed in EnviroStor and 263 sites from Geotracker within the Plan Area (DTSC 2023, SWRCB 2023) (Figure 3.9-1).

The SGV has been under environmental investigation since 1979 when California first began requiring testing of drinking water supplies and discovered groundwater contaminated with VOCs in the SGV (USEPA 2021). The USEPA has determined that the groundwater contamination in the SGV results from the historic use and improper handling and disposal of chlorinated solvents (such as tetrachloroethene and trichloroethene) and other chemicals (other VOCs, 1,4-dioxane, perchlorate, NDMA). In May 1984, USEPA listed four broad areas of regional-scale groundwater contamination within the SGV Groundwater Basin (SGV Superfund Site Areas 1 through 4) on the National Priorities List (NPL) under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). In the 1990s, USEPA subsequently divided the San Gabriel Valley Superfund Site into smaller operable units (OU) (Figure 3.9-2), the following of which are active:

- Area 1: Whittier Narrows OU; El Monte OU; South El Monte OU
- Area 2: Baldwin Park OU
- Area 3: No OUs in this area because USEPA is completing the groundwater investigation
- Area 4: Puente Valley OU (USEPA 2021; DTSC 2022).

In 2001, the USEPA began installing the groundwater extraction and treatment systems needed to do the cleanup. There are 14 groundwater treatment systems operating as part of the SGV Superfund cleanup: in Area 1, there is one in the Whittier Narrows OU; four in the El Monte OU; four in the South El Monte OU; in Area 2, there are five in the Baldwin Park OU; and in Area 4, two systems are being built and a third is in the design phase in the Puente Valley OU (USEPA 2021).

3.9.1.2 Emergency Response

Los Angeles County ranks as the community with the most risk in the United States based on the Federal Emergency Management Agency's (FEMA) National Risk Index, which assesses possible hazards a jurisdiction is susceptible to in combination with the amount of loss that could result from those hazards (FEMA 2024). The LA County Board of Supervisors adopted the County of Los Angeles Operational Area Emergency Response Plan in November 2023 that establishes the coordinated emergency management system, which includes prevention, protection, response, recovery and mitigation in Los Angeles County (County of Los Angeles OEM 2023). The All-Hazards Mitigation Plan, prepared by the Los Angeles County Chief Executive Office—Office of Emergency Management, assesses risks posed by natural hazards and provides a mitigation action plan for reducing the risks in Los Angeles County (County of Los Angeles OEM 2020). Within the Plan Area, the Safety Element of the Los Angeles County General Plan 2035 identifies I-10, I-605, I-110, I-210, N Azusa Ave, and US 57 as major freeway disaster routes (LA County Department of Regional Planning 2022).

3.9.1.3 Fire Hazards

The areas in Los Angeles County that are most susceptible to wildfire are generally located in mountainous or hillside areas. The Plan Area is susceptible to wildfire risk due to warm temperatures,

rainfall/drought, topography, seasonal winds, and fire-adapted vegetation. Areas most susceptible to wildfires are generally located in mountainous areas or hillsides (e.g., Puente Hills, San Gabriel Mountains, San Jose Hills). However, the areas with the greatest wildfire risk to human safety and property are along the wildland-urban interface (WUI), which is the transition zone between wildlands and the human/built environment and often where areas of housing and human development and vegetation commingle. In these areas, homes and other buildings abut vegetated areas where wildfires may occur. WUIs are common throughout Los Angeles County (e.g., the Santa Monica Mountains, San Gabriel Mountains, Verdugo Mountains, Santa Susana Mountains, Palos Verdes Hills, Santa Clarita Valley, Antelope Valley, Angeles National Forest, Los Padres National Forest, and Puente Hills [County of Los Angeles OEM 2023]). WUIs are particularly common in rural and mountainous areas and can also include urban communities that are located near open space, conservation areas, and national forests. WUIs are present in the Plan Area. These are particularly prevalent at the upstream extent of washes as they approach more steeply sloped areas. WUIs are generally represented by the edges of the forested areas depicted in Figure 3.2-3 in Section 3.2, Agriculture and Forestry Resources.

The Plan Area is composed primarily of urbanized/developed areas, which are outside of the designated very high fire hazard severity zone (VHFHSZ) (CAL FIRE 2007, 2011). However, portions of the Plan Area, primarily the northern extent in the San Gabriel foothills region, are located within the designated VHFHSZ that are the responsibility of federal, state, and local agencies. Fire hazard areas are described in detail in Section 3.20, Wildfire, and are visualized in Figure 3.20-1.

3.9.1.4 Airports

There are two airports within two miles of the Plan Area: SGV Airport in El Monte and Brackett Field in La Verne. SGV Airport and Brackett Field have master plans that contain land use compatibility sections (Los Angeles County 1995 and County of Los Angeles Public Works Department of Aviation Division 1992). The Los Angeles County Airport Land Use Plan, adopted in December 1991 and updated in 2004, is a county-wide document that pertains to the 15 public-use airports within the County, including SGV Airport and Brackett Field (Los Angeles County Airport Land Use Commission 1991). As shown in Figure 3.9-3, portions of the Plan Area are within the airport influence zone of both airports.

Aircraft collisions with birds and other wildlife can damage aircraft and pose a threat to human safety. According to the Federal Aviation Administration (FAA), reported wildlife strikes involving civil aircraft in the past few years have exceeded 5,000 cases annually (FAA 2002). Over 97 percent involved birds, and less than three percent of the cases involved mammals or reptiles. Gulls, doves, raptors, and waterfowl were the most frequently struck bird groups among the reported cases. The majority of the reported strikes occurred at lower altitudes, such as during take-off, climb, approach, or landing-roll.

In 1997, the FAA issued an advisory circular (FAA 1997) that provides guidance on locating land uses having the potential to attract hazardous wildlife (wildlife attractants) to or in the vicinity of public-use airports. Putrescible-waste (i.e., organic waste) disposal operations, wastewater treatment facilities, artificial marshes, and wetlands are considered potential wildlife attractants. The FAA recommends the following minimum distances between these land uses and an airport's aircraft movement areas, loading ramps, or aircraft parking areas:

- Airports serving piston-powered aircraft: 5,000 feet
- Airports serving turbine-powered aircraft: 10,000 feet

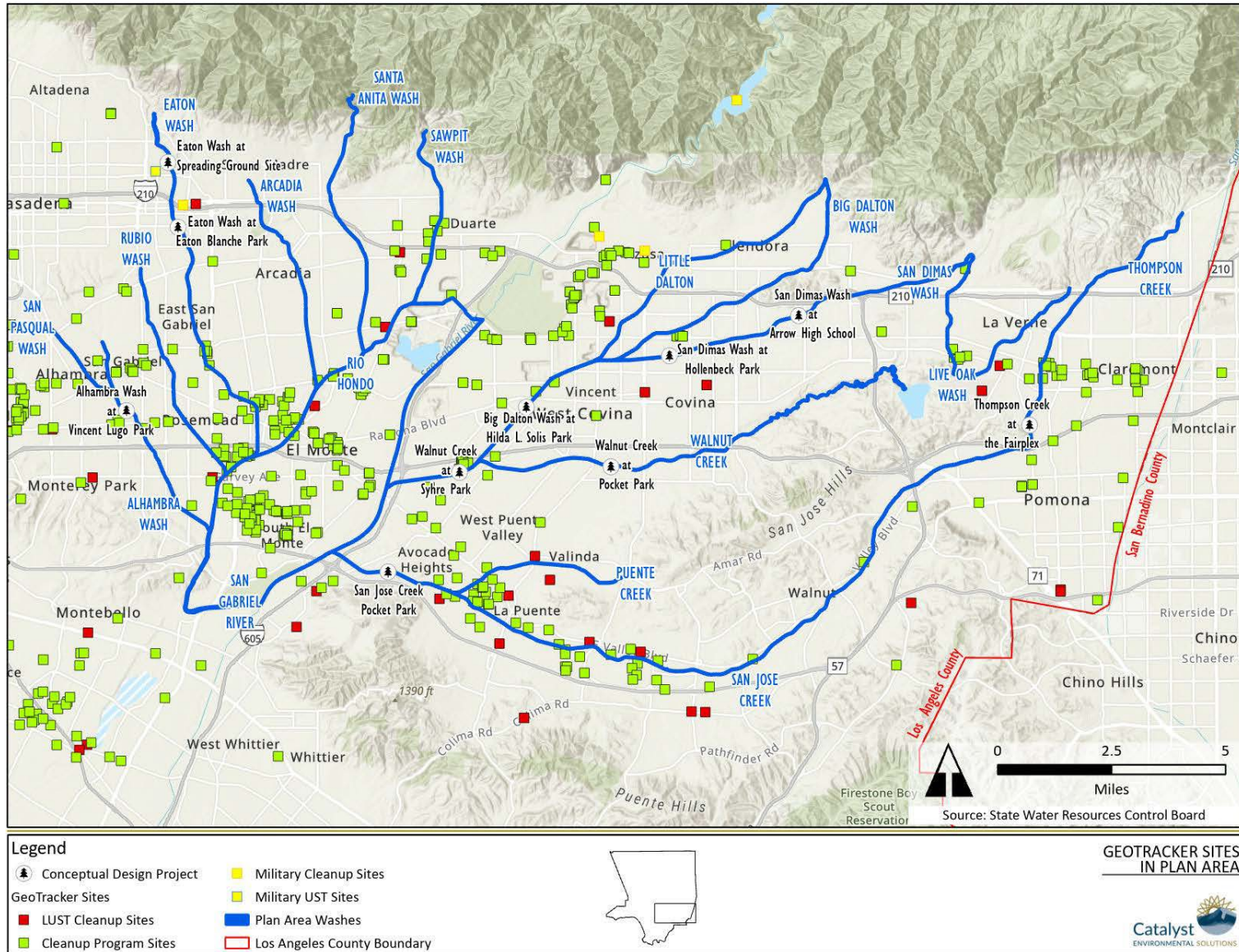


Figure 3.9-1. Active Cleanup Sites and Hazardous Waste Sites in and near the Plan Area.

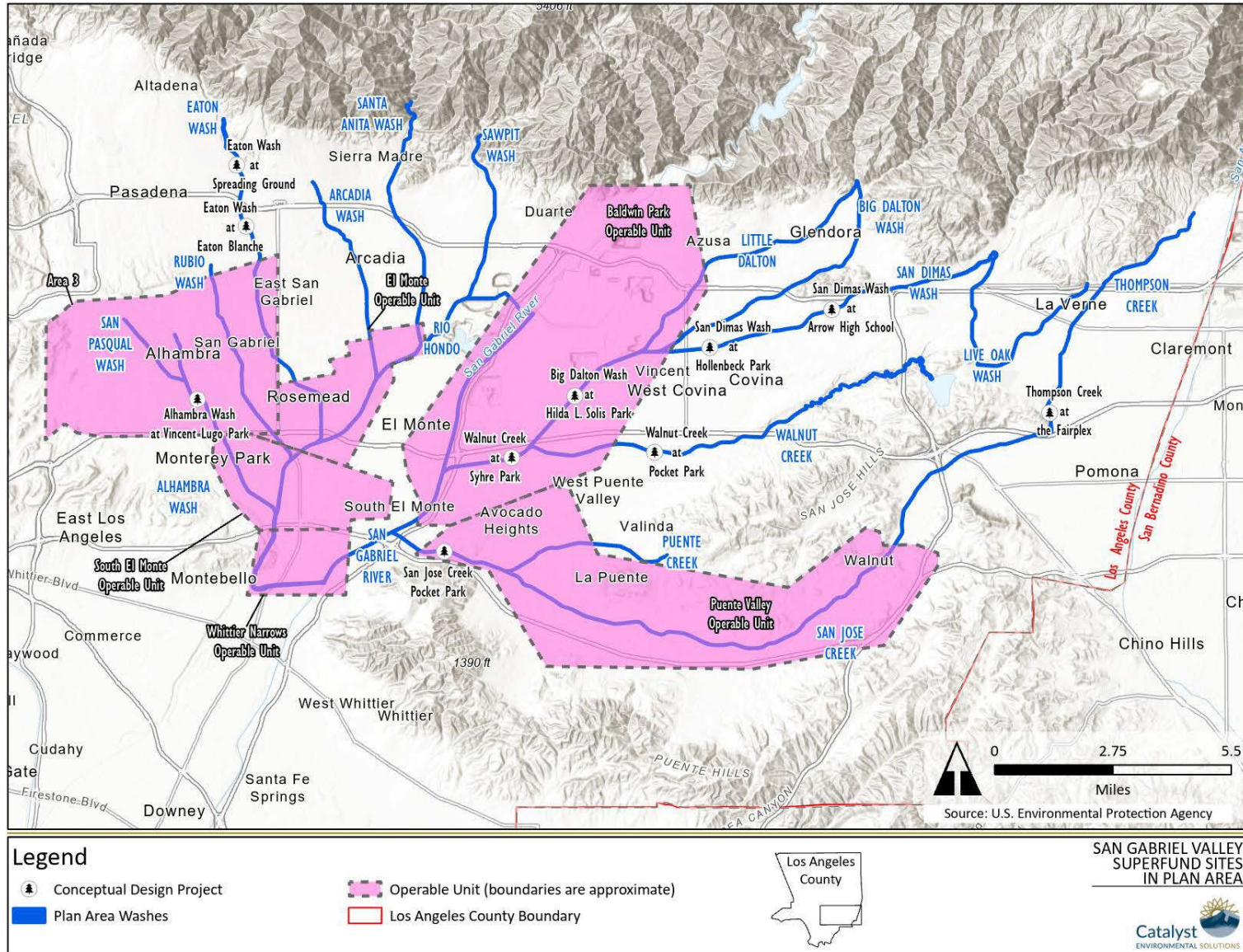


Figure 3.9-2. SGV Superfund Sites.

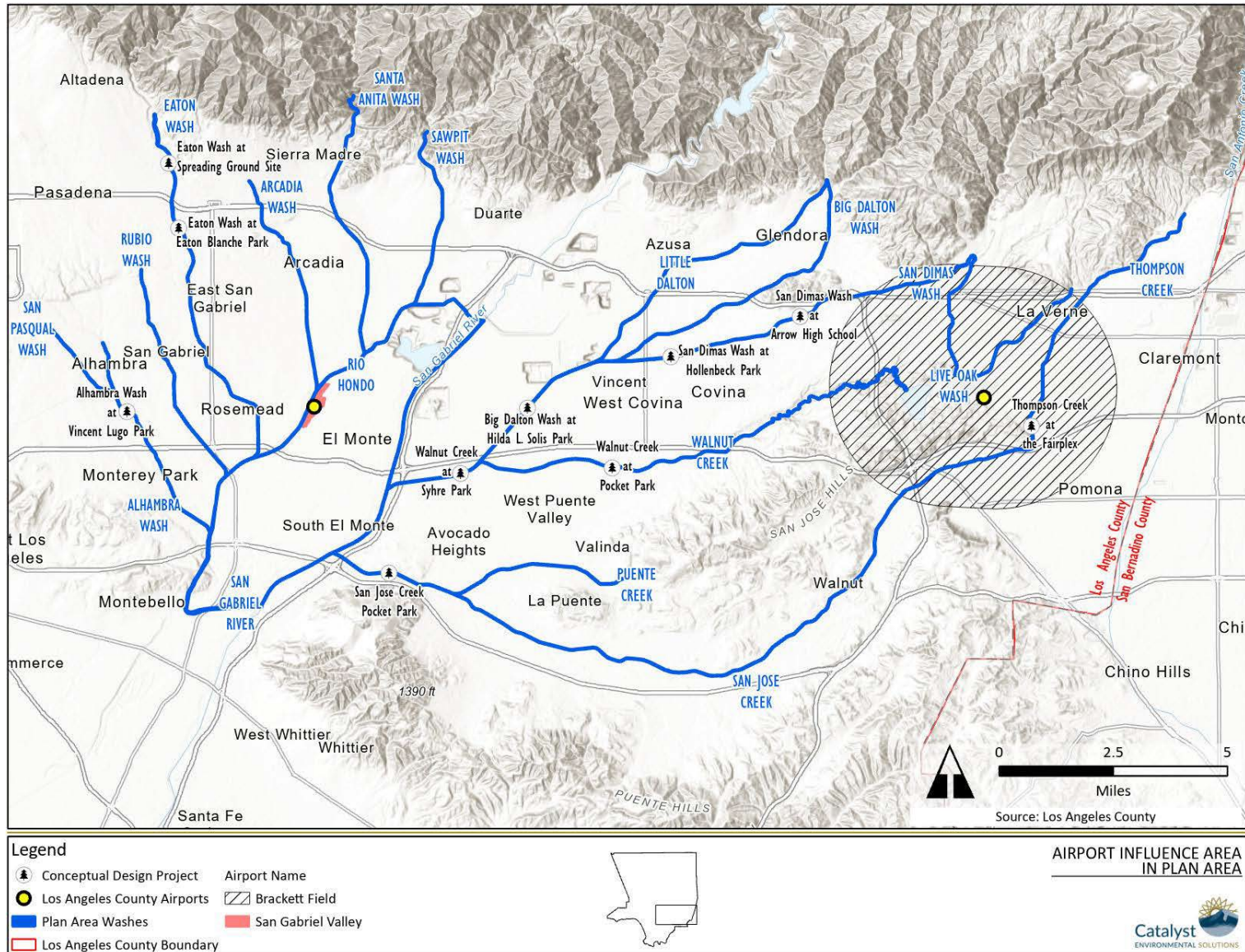


Figure 3.9-3. Airport Influence Areas in the Plan Area.

- Approach or departure airspace: 5 miles, if the wildlife attractant may cause hazardous wildlife movement into or across the approach or departure airspace

USEPA requires any operator proposing a new or expanded waste disposal operation within five statute miles of a runway end to notify the appropriate FAA Regional Airports Division Office and the airport operator of the proposal (40 CFR 258, Criteria for Municipal Solid Waste Landfills, section 258.10, Airport Safety). Although not legally required for other land use changes that do not involve landfills, FAA requests that similar notices be provided if a land use change proposed within the distances listed above has the potential to attract hazardous wildlife. Hazardous wildlife are species of wildlife (birds, mammals, reptiles), including feral and domesticated animals, not under control that may pose a direct hazard to aviation (i.e., strike risk to aircraft) or an indirect hazard such as an attractant to other wildlife that pose a strike hazard or are causing structural damage to airport facilities (e.g., burrowing, nesting, perching). Activities that could attract hazardous wildlife to airport zones of influence could include projects resulting in new or expanded wetlands, projects with poor waste management procedures, or projects that result in odors attractive to wildlife.

3.9.2 Regulatory Setting

3.9.2.1 Federal

3.9.2.1.1 Comprehensive Environmental Response, Compensation, and Liability Act/Superfund Amendments and Reauthorization Act

CERCLA, commonly known as “Superfund,” was enacted by Congress on December 11, 1980, and amended by the Superfund Amendments and Reauthorization Act on October 17, 1986. This law (42 United States Code 103) provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA establishes requirements concerning closed and abandoned hazardous waste sites, provides for liability of persons responsible for releases of hazardous waste at these sites, and establishes a trust fund to provide for cleanup when no responsible party can be identified. CERCLA also enabled the revision of the National Contingency Plan. This plan (Title 40, CFR, Part 300) provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, and/or contaminants. The National Contingency Plan also established the NPL. The NPL is the list of sites of national priority 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 EPA in determining which sites warrant further investigation.

3.9.2.1.2 Solid Waste Disposal Act/Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA; (42 U.S.C. Section 6901 et seq.)) is a federal program established to regulate solid and hazardous waste management. RCRA defines solid and hazardous waste; authorizes USEPA to set standards applicable to the owners and operators of hazardous waste treatment, storage and disposal facilities; for hazardous waste generators and transporters, establishes a permit program for hazardous waste treatment, storage, and disposal facilities; and authorizes USEPA to set criteria for disposal facilities that accept municipal solid waste and other solid waste.

3.9.2.1.3 Occupational Safety and Health Act and Occupational Safety and Health Administration Regulations

The Occupational Safety and Health Act of 1970 created the Occupational Safety and Health Administration (OSHA) to ensure worker and workplace safety. The goal was to ensure employers provide their workers a place of employment free from recognized hazards to safety and health, such as exposure to toxic chemicals, excessive noise levels, mechanical dangers, heat or cold stress, or unsanitary conditions.

OSHA develops and enforces mandatory job safety and health standards. These standards, codified in Title 29, Part 1910 of the CFR, include hazardous materials and personal protective equipment and exposure limits for a wide range of hazardous materials. Employers are required to provide personal protective equipment (i.e., protective equipment for eyes, face, or extremities; protective clothing; respiratory devices) to their employees (CFR Title 29, Section 1910.132). The OSHA standards also require that chemical manufacturers, distributors, and importers obtain and develop Safety Data Sheets (SDSs), which include information such as the properties of each chemical; the physical, health, and environmental health hazards; protective measures; and safety precautions for handling, storing, and transporting the chemical. Employers must have an SDS in the workplace for each chemical they use (CFR Title 29, Section 1910.1200).

3.9.2.1.4 Department of Transportation Hazardous Materials Regulations (49 CFR 100–185)

The U.S. Department of Transportation (USDOT) Hazardous Materials regulations cover all aspects of hazardous materials packaging, handling, and transportation. Some of the topics covered include: Parts 107 (Hazard Materials Program), 130 (Oil Spill Prevention and Response), 172 (Emergency Response), 173 (Packaging Requirements), 174 (Rail Transportation), 176 (Vessel Transportation), 177 (Highway Transportation), 178 (Packaging Specifications), and 180 (Packaging Maintenance).

3.9.2.1.5 Federal Aviation Administration Regulations

Federal Regulation Title 14 Part 77 (14 CFR 77) lays out requirements for providing notification to the FAA for construction in proximity to an airport, including the following:

§ 77.9 Construction or alteration requiring notice. If requested by the FAA, or if you propose any of the following types of construction or alteration, you must file notice with the FAA of:

- (a) Any construction or alteration that is more than 200 ft. above ground level at its site.
- (b) Any construction or alteration that exceeds an imaginary surface extending outward and upward at any of the following slopes: 1) 100 to 1 for a horizontal distance of 20,000 ft. from the nearest point of the nearest runway of each airport described in paragraph (d) of this section with its longest runway more than 3,200 ft. in actual length, excluding heliports. (2) 50 to 1 for a horizontal distance of 10,000 ft. from the nearest point of the nearest runway of each airport described in paragraph (d) of this section with its longest runway no more than 3,200 ft. in actual length, excluding heliports. (3) 25 to 1 for a horizontal distance of 5,000 ft. from the nearest point of the nearest landing and takeoff area of each heliport described in paragraph (d) of this section.
- (c) Any highway, railroad, or other traverse way for mobile objects, of a height which, if adjusted upward 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways

where overcrossings are designed for a minimum of 17 feet vertical distance, 15 feet for any other public roadway, 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road, 23 feet for a railroad, and for a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it, would exceed a standard of paragraph (a) or (b) of this section.

(d) Any construction or alteration on any of the following airports and heliports: (1) A public use airport listed in the Airport/Facility Directory, Alaska Supplement, or Pacific Chart Supplement of the U.S. Government Flight Information Publications; (2) A military airport under construction, or an airport under construction that will be available for public use; (3) An airport operated by a Federal agency or the DOD. (4) An airport or heliport with at least one FAA-approved instrument approach procedure. (e)

You do not need to file notice for construction or alteration of: (1) Any object that will be shielded by existing structures of a permanent and substantial nature or by natural terrain or topographic features of equal or greater height, and will be located in the congested area of a city, town, or settlement where the shielded structure will not adversely affect safety in air navigation; (2) Any air navigation facility, airport visual approach or landing aid, aircraft arresting device, or meteorological device meeting FAA-approved siting criteria or an appropriate military service siting criteria on military airports, the location and height of which are fixed by its functional purpose; (3) Any construction or alteration for which notice is required by any other FAA regulation. (4) Any antenna structure of 20 feet or less in height, except one that would increase the height of another antenna structure.

3.9.2.2 State

3.9.2.2.1 California Health and Safety Code

The State CEQA Guidelines define “extremely hazardous substances” as those defined by Section 25532(2)(g) of the California Health and Safety Code. Appendix A of Part 355 (commencing with Section 355.10) of Subchapter J of Chapter I of Title 40 of the CFR provides a list of extremely hazardous substances and their threshold planning quantities. The full list of extremely hazardous substances is available and updated as needed² (last updated on June 27, 2024).

The State CEQA Guidelines define “hazardous air emissions” as emissions of air contaminants identified as toxic by CARB or the designated air pollution control officer. These include substances identified in Section 44321 (a to f) of the California Health and Safety Code.

3.9.2.2.2 Government Code Section 65962.5: Cortese List

The Cortese List (summarized in Section 3.9.1.1 above) includes all hazardous waste facilities subject to corrective action; land designated as hazardous waste property or border zone property; information received by the DTSC about hazardous waste disposals on public land; sites listed pursuant to Section 25356 of the Health and Safety Code (removal and remedial action sites); and sites included in the Abandoned Site Assessment Program.

² <https://www.ecfr.gov/current/title-40/chapter-I/subchapter-J/part-355/appendix-Appendix%20A%20to%20Part%20355>

3.9.2.2.3 Hazardous Waste Control Act

The Hazardous Waste Control Act established the State hazardous waste management program, which is similar to, but more stringent than, Resource Conservation and Recovery Act program requirements. CCR Title 26 describes the requirements for the proper management of hazardous waste under the Hazardous Waste Control Act, including identification and classification; generation and transportation; design and permitting of recycling, treatment, storage, and disposal facilities; treatment standards; operation of facilities and staff training; and closure of facilities and liability requirements.

These regulations list more than 800 materials that may be hazardous and establish criteria for the identification, packaging, and disposal of such waste. Under the Hazardous Waste Control Act and CCR Title 26, the generator of hazardous waste must document waste from generation to transporter to disposal. Copies of this documentation must be filed with the DTSC. Any hazardous waste generated by projects implemented under the Plan would be disposed of in accordance with these requirements.

3.9.2.2.4 Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) (California Health and Safety Code, Chapter 6.11, Sections 25404–25404.9) provides authority to the Certified Unified Program Agency (CUPA). The Los Angeles County CUPA is managed by the Los Angeles County Fire Department Health Hazardous Materials Division. The Los Angeles County CUPA has jurisdiction in all unincorporated and incorporated areas unless a municipality is a participating agency or a CUPA. The Unified Program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of the following hazardous materials programs: Site Mitigation Unit, Hazardous Materials Business Plan (HMBP) Program, California Accidental Release Prevention Program, UST Program, AST Program, Hazardous Waste Generator Program, and Hazardous Waste Tiered-Permitting Program.

3.9.2.2.5 California Labor Code (Division 5, Parts 1, 6, 7, and 7.5)

The California Labor Code includes regulations for the workplace to ensure appropriate training on the use and handling of hazardous materials and operation of equipment and machines that use, store, transport, or dispose of hazardous materials. Division 5, Part 1, Chapter 2.5, requires that employees who are in charge of handling hazardous materials are appropriately trained and informed with respect to the materials they handle. Division 5, Part 7, requires that employees who work with volatile flammable liquids are outfitted with appropriate safety gear and clothing.

3.9.2.2.6 California Code of Regulations, Title 8—Industrial Relations

The California Division of Occupational Safety and Health (Cal OSHA) assumes primary responsibility for developing and enforcing standards for safe workplaces and work practices. These standards would apply to construction activities.

3.9.2.3 Los Angeles County

3.9.2.3.1 Los Angeles County General Plan Goals and Policies

The General Plan Safety Element outlines the following relevant goals and policies to reduce the potential risk of death, injuries, and economic damage resulting from natural and man-made hazards (Los Angeles County Department of Regional Planning 2022):

- Goal S 3: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to fire hazards.
 - Policy S 3.4: Reduce the risk of wildland fire hazards through the use of regulations and performance standards, such as fire-resistant building materials, vegetation management, fuel modification and other fire hazard reduction programs.
 - Policy S 3.5: Encourage the use of low-volume and well-maintained vegetation that is compatible with the area's natural vegetative habitats.
 - Policy S 3.7: Site and design developments located within FHSZs, such as in areas located near ridgelines and on hilltops, in a sensitive manner to reduce the wildfire risk.
 - Policy S 3.8: Support the retrofitting of existing structures in FHSZs to help reduce the risk of structural and human loss due to wildfire.
 - Policy S 3.11: Support efforts to address unique pest, disease, exotic species and other forest health issues in open space areas to reduce fire hazards and support ecological integrity.
 - Policy S 3.12: Support efforts to incorporate systematic fire protection improvements for open space, including facilitation of safe fire suppression tactics, standards for adequate access for firefighting, fire mitigation planning with landowners and other stakeholders, and water sources for fire suppression.
- Goal S 4: Effective County emergency response management capabilities.
 - Policy S 4.6: Ensure that essential public facilities are maintained during natural disasters, such as flooding.



3.9.2.4 Incorporated Cities Within the Plan Area

The table below presents the policies related to hazards and hazardous material from each of the incorporated cities within the Plan Area that would be applicable to projects implemented under the Plan within the boundaries of any incorporated city.

Table 3.9-2. Applicable Local City Policies Related to Hazards and Hazardous Materials

Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Alhambra	<p>Health and Safety:</p> <p>Goal HS-4 Minimization of injury, loss of life, property damage, and economic and social disruption caused by hazardous materials.</p> <p>Policy HS-4A Prevent and plan for response to hazardous materials releases.</p> <p>Policy HS-4B Encourage and support enforcement of state and federal laws and regulations pertaining to the generation, use, handling, storage, and transport of hazardous materials.</p> <p>Policy HS-4C Encourage and support participation in regional, state, and federal emergency preparedness actions.</p> <p>Policy HS-4D Coordinate as appropriate with the Department of Transportation and the California Highway Patrol to regulate the routing of vehicles carrying potentially hazardous materials along transportation corridors that reduce public exposure to risk.</p> <p>Policy HS-4E Coordinate as appropriate with the Los Angeles County Fire Department Health Hazardous Materials Division to regulate the siting and operation of establishments handling, generating, recycling, and/or disposing of hazardous waste.</p>	<p>Municipal Codes related to Hazards and Hazardous Materials relevant to the Plan Area can be found in Chapter 9.30 (Hazardous Materials Release Response), Section 17.50.33 (Extremely Hazardous Wastes), Section 14.08.160 (Removal of Hazards on Public Property) and Section 16.36.050 (Stormwater Pollution Lid Control Measures). Municipal codes for this city related to Wildfire are located in Table 3.21-1</p> <p>17.50.33 Extremely Hazardous Wastes Any storage, treatment, disposal or transportation of extremely hazardous waste, as defined in Cal. Health & Safety Code § 25115, by the facility owner/operator shall be reported to the Director of Community Development and the Fire Chief at least 48 hours prior to such storage, treatment, disposal or transportation. (Ord. 4499, passed 8-13-07; Am. Ord. 4735, passed 5-14-18)</p> <p>§ 9.30.020 Responsibilities of Administering Agency.</p> <p>In order to effect such implementation, the City Manager shall:</p> <p>(A) Enforce the provisions of the California Hazardous Materials Release Response Plans and Inventory Law; and</p> <p>(B) Prepare supplemental regulations from time to time to facilitate such enforcement; and</p> <p>(C) Set fees for the administration and enforcement of the program, which such fees shall be set pursuant to § 3.14.050 of this code.</p> <p>('86 Code, § 9.30.020) (Ord. 4056, passed - -)</p> <p>14.08.160 Removal of Hazards on Public Property.</p> <p>If, in the opinion of the Superintendent, any tree, shrub or plant mentioned in the preceding section is hazardous to the traveling public or impedes the progress or the vision of the public on any street, park, pleasure ground, boulevard, alley or public place, he may cause the same or such parts thereof as are hazardous or constitute an impediment to be trimmed or removed so as to remedy such conditions.</p> <p>('86 Code, § 14.08.160) (Ord. 2282, passed - -)</p> <p>Section 16.36.050 Stormwater Pollution Lid Control Measures.</p> <p>(B) The site for every planning priority project shall be designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest and use.</p>	No other applicable ordinances were identified.
Arcadia	<p>Safety Element:</p> <p>Goal S-6: Comprehensive and effective emergency and disaster response preparedness</p> <p>Policy S-6.1: Coordinate with Los Angeles County, adjacent municipalities, the Federal Emergency Management Agency, and the California Emergency Management Agency in reducing the risk of loss of life, injury, and property damage in the event of an emergency.</p>	<p>Municipal Codes related to Hazards and Hazardous Materials relevant to the Plan Area can be found in Section 9103.13.050 (Hazardous Materials), Chapter 8 (Stormwater Management and Discharge Control), and Section 3214.17 (Amendment to Section 10.16 Vehicles Transporting Hazardous Materials). Municipal codes for this city related to Wildfire are located in Table 3.21-1.</p> <p>Section 9103.13.050 (Hazardous Materials).</p> <p>No existing or proposed use, activity, or process or portion thereof shall discharge from any source whatsoever such quantities of odorous gases or other odorous matter which</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	Policy S-6.3: Maintain an up-to-date Emergency Operations Plan and Natural Hazard Mitigation Plan on a five-year basis to secure adequate federal resources in the event of a disaster.	<p>would cause injury to the public or endanger the comfort, repose, health, and safety of any persons, or would cause or have a natural tendency to cause injury or damage to business or property.</p> <p>Chapter 8. 7823. - BMPs Authorized and Required</p> <p>(4) All hazardous substances and hazardous materials shall be stored in such a manner as to prevent such substances or materials from coming into contact with stormwater or other runoff which discharges into the storm drain system. It is unlawful for any person to dispose of any hazardous waste in any trash container used for municipal trash disposal. (Ord. No. 2325, § 1(Exh. A), 4-7-15)</p> <p>(Stormwater Management and Discharge Control 7820 - Discharges Prohibited/Illicit Discharges.)</p> <p>D. Prohibited discharges or deposits include, but are not limited to, the following:</p> <p>(4) Discharges of untreated runoff from storage areas of materials containing grease, oil or other hazardous substances, and uncovered receptacles containing hazardous materials;</p> <p>(6) Discharge of untreated runoff from the washing of toxic materials from paved or unpaved areas;</p> <p>3214.17. - Section 10.16 Added.</p> <p>To Article X of said Uniform Traffic Ordinance is added Section 10.16 and its subsections as follows:</p> <p>Section 10.16. Vehicles Transporting Hazardous Materials.</p> <p>A vehicle transporting a hazardous material or substance as identified in Title 49 of the Code of Federal Regulations, as amended from time to time, a copy of which is on file with the office of the City Clerk, Arcadia Police Department, and Fire Department, which materials and substances are by this reference incorporated herein, must be attended at all times by its driver or a qualified representative of the motor carrier that operates it, and shall not be parked on any highway, highway shoulder, street, alley, public way or public place, or within 5 feet of the traveled portion thereof, within a residential zone or within 1,000 feet of any school or hospital or within 300 feet of any bridge or tunnel, except for brief periods when mechanical or equipment failure or disablement or malfunction of the vehicle, or the necessities of operation require the vehicle to be parked and make it impractical to park the vehicle in any other place.</p>	
Azusa	<p>Economy and Community Element</p> <p>Goal 2: Ensure adequate protection from fire and medical emergencies for Azusa residents and property owners.</p> <p>The Build Environment Element</p> <p>Goal 8: Preserve and provide open spaces for city’s residents that provide visual amenity, recreational opportunities, protect environmental resources, and protect the population from natural hazards.</p> <p>Natural Environment Element:</p> <p>Goal 1: Ensure the continued functioning of essential (critical, sensitive and high-occupancy) facilities following a disaster; help prevent loss of life from the failure of critical and sensitive facilities in an earthquake; and help prevent major problems for post-disaster response, such as difficult or hazardous evacuations or rescues, numerous injuries, and major cleanup or decontamination of hazardous materials.</p>	<p>Municipal Codes related to Hazards and Hazardous Materials relevant to the Plan Area can be found in Chapter 30 Fire Prevention and Protection, Chapter 60 Stormwater and Urban Runoff Pollution Prevention Section 60-9 (Stormwater and Runoff Pollution Mitigation for Construction Activity.), Section 60-12 (Public Facility Sources required to obtain a NPDES Permit) and Article 4 Article 4 (Hazardous Wate or Substance Spills, Releases, and Other Incidents). Municipal codes for this city related to Wildfire are located in Table 3.20-1.</p> <p>Chapter 30 Fire Prevention and Protection Section 30-36. (Adoption) adopts the following:</p> <p>Subject to the changes and amendments as may be set forth in this article, that certain code entitled "2017 Los Angeles County Fire Code" has been filed in the office of the city clerk, which is referred to and by this reference expressly incorporated in this article, is adopted and by reference made a part of this article as fully and for all intents and purposes as though set forth in this article at length. If there is any inconsistency between any provisions of such Fire Code and other provisions of this Municipal Code, such other provisions of this Municipal Code shall prevail.</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>(Code 1971, § 15.28.010; Ord. No. 08-011, § 1, 1-17-08; Ord. No. 11-07, § 1, 6-6-11; Ord. No. 14-02, § 1, 6-16-14; Ord. No. 2017-01 , §§ 1, 2, 4-17-17)</p> <p>Chapter 60 (Stormwater and Urban Runoff Pollution Prevention) Section 60-9 (Stormwater and Runoff Pollution Mitigation for Construction Activity.) applies to all construction activities as follows:</p> <p>No person shall commence any construction activity for which a permit is required by this Code without implementing all stormwater and runoff pollution mitigation measures required by such permit. (Ord. No. 04-02, § 2, 2-2-04)</p> <p>Sec. 60-12. - Public facility sources required to obtain a NPDES permit.</p> <p>Any public facility required to have an NPDES permit shall retain on-site and, upon request, make immediately available to the city the following documents as evidence of compliance with permit requirements, as applicable:</p> <p>(1) A copy of the NPDES permit or notice of intent to comply with a general permit to discharge stormwater associated with industrial activity as submitted to the state board or report of waste discharge as submitted to the regional board;</p> <p>(2) A waste discharge identification number issued by the state board or copy of the NPDES permit issued by the regional board;</p> <p>(3) A SWPPP and a monitoring program plan or group monitoring plan;</p> <p>(4) Stormwater quality data; and</p> <p>(5) Evidence of facility self-inspection.</p> <p>(Ord. No. 04-02, § 2, 2-2-04)</p> <p>Article 4 (Hazardous Wate or Substance Spills, Releases, and Other Incidents) Section 34-164. (Liability for Unauthorized Disposal or Release) determines that if the city takes any corrective action which, in the judgment of the city manager, is reasonably necessary to remedy or prevent an imminent substantial danger to the public health, domestic livestock, wildlife or the environment arising out of any unauthorized disposal or release of any hazardous waste or substance, the following persons shall be jointly and severally liable to the city for the cost incurred by it in taking any such corrective action:</p> <p>(1) The person whose negligent or willful act or omission proximately caused such disposal or release;</p> <p>(2) The person who owned or had custody or control of the hazardous waste or substance at the time of such disposal or release, without regard to fault or proximate cause; and</p> <p>(3) The person who owned or had custody or control of the container which held such hazardous waste or substance at the time of or immediately prior to such disposal or release, without regard to fault or proximate cause.</p> <p>(Code 1971, § 12.60.040; Ord. No. 98-09, § 2, 6-15-98)</p>	
Baldwin Park	<p>Health and Sustainability Element:</p> <p>Policy 19.02: Minimize residents’ exposure to the harmful effects of hazardous materials and waste.</p> <p>Public Safety Element</p> <p>Goal 3.0. Reduce accidents and health risks associated with use, storage, handling, and disposal of hazardous materials.</p>	<p>Municipal Codes related to Hazards and Hazardous Materials relevant to the Plan Area can be found in Section 153.140.030 (Hazardous Materials and Wastes) Chapter 150 Part 20. (Adoption of the California Fire Code with Los Angeles) and Section 52.13 (Control of Pollutants from New Developments/ Redevelopment Projects.). Municipal codes for this city related to Wildfire are located in Table 3.21-1.</p> <p>153.140.030 Hazardous Materials and Wastes is a subsection of the Performance standards established to minimize public hazards and other issues which are applicable to</p>	<p>The Baldwin Park Multi-hazard Functional Plan (1996) and supplemental plans outline emergency response actions in the event of a hazardous waste emergency. The Plans identify responsible agencies and personnel to provide assistance in the event of a hazardous incident.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 3.1: Locate land uses involved in production, storage, transportation, handling and/ or disposal of hazardous materials a safe distance from other land uses that might be adversely affected by such activities.</p>	<p>all new construction, renovation, and alteration of existing uses or structures in all zone districts. It determines:</p> <p>(A) Hazardous materials standards. To protect the health and welfare of the residents and business community of the city, the use, storage, manufacturing or disposal of hazardous materials shall be regulated and monitored according to standards established by the United States Environmental Protection Agency (EPA), the California Department of Health Services (DHS), the California Department of Toxic Substances Control (DTSC) and others identify hazardous materials and prescribe handling, use and disposal practices.</p> <p>(B) Risk management and prevention program. A risk management and prevention program, together with an inventory statement that is in accordance with federal, state and local laws, shall be prepared for all structures and land uses using materials identified as hazardous by the EPA, DHS, DTSC or other agency, as applicable.</p> <p>Part 20 (Adoption of the California Fire Code With Los Angeles)</p> <p>County Fire Code Amendments</p> <p>§ 150.225 Adoption.</p> <p>(A) The 2020 Los Angeles County Fire Code and the 2019 California Fire Code, Part 9 of Title 24 of the California Code of Regulations, are hereby adopted and enacted as the primary Fire Code of the City of Baldwin Park, and made part of this code by reference with the same force and effect as if fully set forth herein and shall be known as the Baldwin Park Fire Code.</p> <p>(B) One copy of the 2019 California Fire Code, Part 9 of Title 24 of the California Code of Regulations and 2020 Los Angeles County Fire Code has been filed for use and examination of the public in the Office of the City Clerk of the City of Baldwin Park.</p> <p>(Ord. 1441, passed 11-6-19)</p> <p>Section 52.13 (Control of Pollutants From New Developments/ Redevelopment Projects.)</p> <p>(5) Stormwater pollution control requirements. The site for every planning priority project shall be designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest and use. (Ord. 1193, passed 8-21-02; Am. Ord. 1363, passed 2-19-14)</p>	
Claremont	<p>Public Safety and Noise Element:</p> <p>Goal 6-2 Minimize the risk of injury, loss of life, and damage to property resulting from natural and human-caused disasters and conditions.</p> <p>Policy 6-2. 1 Practice proactive planning and development approaches that require developers to identify potential hazards that might affect a development and mitigate the potential hazards as needed to the satisfaction of the City.</p> <p>Policy 6-2.7 Require that development of major facilities and high occupancy buildings in the hazardous zone submit design analysis, soils, geologic, and seismic reports to the City to indicate that an undue hazard does not exist or would not result from construction on the property.</p> <p>Goal 6-7 Minimize the risks associated with urban and wildland fires.</p> <p>Policy 6. 7- 2 Work with Fire Department to enforce restrictions on vehicular and recreational use of foothill areas during critically hazardous periods.</p> <p>Policy 6- 7.6 Continue to work with Los Angeles County Weed Abatement Division to implement and enforce the county' s systematic weed abatement program.</p>	<p>Municipal Codes related to Hazards and Hazardous Materials relevant to the Plan Area can be found in Section 10.32.270 (Vehicles Transporting Hazardous Materials), Section 16.154.040 (Environmental Development Standards) and Section 15.20.010 (Adoption of Fire Code for the Consolidated Fire Protection District of Los Angeles County). Municipal codes for this city related to Wildfire are located in Table 3.21-1.</p> <p>Section 10.32.270 (Vehicles Transporting Hazardous Materials).</p> <p>Describes requirements for vehicles transporting hazardous materials or substances identified in Title 49 of the code of federal regulations to be attended by driver/qualified representative and conditions pertaining to its transportation.</p> <p>Section 16.154.040 (Environmental Development Standards)</p> <p>G. Hazardous Materials</p> <p>1. All land use decisions as defined by the Health and Safety Code, Section 25199.1, shall be consistent with the Los Angeles County Hazardous Waste Management Plan, including those portions of the plan which identify general areas or siting criteria for off-site hazardous waste management facilities.</p>	<p>City Local Hazard Mitigation Plan</p> <p>Goal: 6-8 Minimize the improper storage and dumping of hazardous waste materials.</p> <p>Policy 6-8.2 Utilize the Los Angeles County Hazardous Waste Management Plan as a guide to future hazardous waste management planning efforts.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 6-8 Minimize the improper storage and dumping of hazardous waste materials.</p> <p>Policy 6- 8. 2 Utilize the Los Angeles County Hazardous Waste Management Plan as a guide to future hazardous waste management planning efforts.</p> <p>Land Use Element:</p> <p>Goal 2-4 Protect, preserve, and manage the City's diverse and valuable open space, water, air, and habitat resources.</p> <p>Policy 2-4. Continue to place a high priority on acquiring and preserving open space lands in Claremont's hillside areas for purposes of recreation, habitat protection and enhancement, fire hazard management, public safety purposes, water resource protection, and overall community benefit</p>	<p>15.20.010 Adoption of Fire Code for the Consolidated Fire Protection District of Los Angeles County.</p> <p>A. The 2022 Fire Code for the Consolidated Fire Protection District of Los Angeles County (Title 32, Los Angeles County Code) adopted by the Los Angeles County Board of Supervisors, amending the 2022 California Fire Code, incorporating the 2021 International Fire Code published by the International Code Council, with the changes, additions and deletions set forth in this chapter and amendments set forth are adopted by reference as the Fire Code of the City.</p> <p>B. At least one (1) copy of said Fire Code will be deposited in the office of the Building Official and shall at all times be maintained by the Building Official for use and examination by the public. (22-08; 19-08; 16-13; 13-10)</p> <p>Section 8.28.050 (Stormwater pollution control measures for development planning and construction activities.)</p> <p>F. Stormwater Pollution Control Requirements. Every applicable project shall be designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest and use.</p>	
Covina	<p>Safety Element:</p> <p>Policy Area 4C. Continue to contract with the Los Angeles County Fire Department, Hazardous Materials Division 1) to administer various State-required monitoring activities and permitting processes regarding the utilization, storage, and transportation of hazardous materials and 2) to respond to major above- and below-ground as well as transport-related hazardous materials accidents.</p> <p>Policy Area 4fff. Support the efforts of all Federal, State, and Los Angeles County agencies involved in matters pertaining to the Los Angeles County Hazardous Waste Management Plan (HWMP) process.</p>	<p>Municipal Codes related to Hazards and Hazardous Materials relevant to the Plan Area can be found in Section 14.12.010 (2022 California Fire Code adoption by reference.), Section 10.32.250 (Vehicles transporting hazardous materials) and Section 8.50.060 (BMPs and permits authorized and required). Municipal codes for this city related to Wildfire are located in Table 3.21-1.</p> <p>Section 14.12.010 (2022 California Fire Code adoption by reference.)</p> <p>The city adopts the 2022 California Fire Code. Said code shall be and become the Covina fire code.</p> <p>One copy of said code is on file in the office of the city clerk, and is hereby referred to, adopted, and made a part hereof as if fully set out in this chapter. (Ord. 22-19 § 11, 2022; Ord. 19-10 § 10, 2019; Ord. 17-19 § 1, 2018; Ord. 13-2027 § 7, 2013; Ord. 10-1990 § 7, 2010; Ord. 07-1947 § 2, 2007.)</p> <p>10.32.250 Vehicles transporting hazardous materials – Parking restrictions.</p> <p>A. For purposes of this section:</p> <p>1. A motor vehicle is attended when the person in charge of the vehicle is in the vehicle, awake, and not in a sleeper berth, or is within 100 feet of the vehicle and has it within his or her unobstructed field of view.</p> <p>2. A qualified representative of a motor carrier is a person who:</p> <p>a. Has been designated by the carrier to attend the vehicle;</p> <p>b. Is aware of the nature of the hazardous material or substance contained in the vehicle he or she attends;</p> <p>c. Has been instructed on the procedures he or she must follow in emergencies concerning hazardous materials or substances contained in the vehicle he or she attends;</p> <p>d. Is authorized to move the vehicle and has the means and ability to do so.</p> <p>B. A vehicle transporting a hazardous material or substance as identified in Title 49 of the Code of Federal Regulations must be attended at all times by its driver or qualified representative of the motor carrier that operates it, and shall not be parked on any highway, highway shoulder or public place, or within five feet of the traveled portion</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>thereof, within a residential zone, or within 1,000 feet of any school, hospital or water utility reservoir site, or within 300 feet of any bridge, except for brief periods of time when mechanical or equipment failure or malfunction of the vehicle, or the necessities of operation, require the vehicle to be parked and make it impractical to park the vehicle in any other place.</p> <p>D. The rules of this section do not relieve the driver from any obligation imposed by federal, state or local laws relating to the transportation of hazardous materials or explosives, motor carrier safety regulations, or the placement of warning signs or devices when a motor vehicle is stopped on a public highway. (Ord. 11-2002 § 26, 2011.)</p> <p>8.50.060 BMPs and permits authorized and required. 12. In areas exposed to storm water, the use of best management practices (including but not limited to the practices set forth in subsections (D)(1) through (11) of this section) and/or removal and lawful disposal of all fuels, chemicals, fuel and chemical wastes, animal wastes, garbage, batteries, and other materials which have potential adverse impacts on water quality shall be required. Treatment control best management practices must be properly operated and maintained to prevent the breeding of vectors.</p>	
El Monte	<p>Public Health and Safety Element:</p> <p>PSF-3.2 Hazardous Materials. Ensure that hazardous materials and waste are recycled and disposed of in a manner that is safe for the environment, residents, and visitors in El Monte.</p> <p>Goal PHS-5 A safe and healthy environment that minimizes the public health risks and threats posed by hazardous materials and wastes.</p> <p>Goal PHS-7 Proper planning for the threat of manmade and natural hazards so as to minimize, to the greatest extent possible, the risk to life, limb, property, and essential facilities through emergency preparedness, recovery, and response.</p>	<p>Municipal Codes related to Hazards and Hazardous Materials relevant to the Plan Area can be found in Section 17.50.100 (Hazardous Materials), Section 15.34.010 (Adoption of the 2020 Los Angeles County Fire Code), Section 8.20.263 – (Mandatory C&D reporting requirement) and Chapter 8.24 - Hazardous Materials Section 8.24.010 (Liability for cleanup costs). Municipal codes for this city related to Wildfire are located in Table 3.21-1.</p> <p>17.50.100 - Hazardous materials.</p> <p>A. Required Entitlements. A conditional use permit is required for the storage of hazardous materials in conjunction with an on-site primary use in the Light Manufacturing (M-1) and General Manufacturing (M-2) zoning districts. B. Reporting Requirements. All businesses required by state law (per Chapter 6.95 of the California Health and Safety Code) to prepare hazardous materials release response plans shall submit copies of these plans, including any revisions, to the Community Development Director.</p> <p>E. Any other use, handling, storage and distribution of hazardous materials shall comply with the applicable provisions of the California Hazardous Materials Regulations and the California Fire and Building Codes, as well as the laws and regulations of the California Department of Toxic Substances Control. Activities, processes, and uses shall not generate or emit any fissionable or radioactive materials into the atmosphere, a sewage system, or into the ground.</p> <p>(Ord. No. 3011 , § 3(Exh. B), 6-21-2022)</p> <p>Chapter 15.34 - Fire Code</p> <p>15.34.010 - Adoption of the 2020 Los Angeles County Fire Code.</p> <p>A. Title 32 of the 2020 Los Angeles County Fire Code as amended and adopted by the Los Angeles County Board of Supervisors on January 24, 2017 and in effect on March 1, 2017, adopting the 2019 California Fire Code is hereby incorporated herein by reference as if fully set forth below. For purposes of this chapter 15.34, the 2020 Los Angeles County Fire Code, as adopted, may be referred to as the "El Monte Fire Code" or the "Code." B. In the event of any conflict between the 2019 California Fire Code and the 2020 Los Angeles County Fire Code, the latter shall control. C. A copy of the 2020 Los Angeles County Fire Code has been deposited in the office of the city of El Monte Building Division and shall be maintained for examination and use by the public. D. The purpose of the Code is to provide</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>minimum standards to safeguard the life, limb, health, property, and public welfare within the city of El Monte.</p> <p>(Ord. No. 3011 , § 3(Exh. A), 6-21-2022)</p> <p>8.20.263 - Mandatory C&D reporting requirements.</p> <p>5.If the covered project contains contamination by hazardous contaminants, hazardous substances, hazardous waste, medical waste or radioactive waste, the applicant shall be required to provide documentation demonstrating and evidencing the pre-existence and/or prior occurrence of such contaminants through no fault of the applicant. The applicant shall also provide receipts, or other like documentation from the facility that received the contaminants as well as the actual weight of contaminants accepted; (Ord. 2701 § 3 (part), 2007) (Ord. No. 2908, § 4, 1-24-2017)</p> <p>Chapter 8.24 - Hazardous Materials Section 8.24.010 (Liability for cleanup costs)</p> <p>Any person or business causing an unauthorized release of any hazardous material which requires the city to expend public funds for the cleanup or removal of such hazardous material shall be civilly liable to the city for all costs incurred by the city for such cleanup and removal. The city shall provide such person who may be civilly liable to the city hereunder with a written account and invoice of the costs incurred by the city and such person or business shall pay such amount to the City Fire Marshal within thirty (30) days following transmittal of such invoice. In the event that an action may thereafter be initiated by the city to collect any sum which is owed to the city hereunder, the judgment in such action may include reasonable attorneys' fees of the city incurred in connection with such collection. There is established a "City of El Monte Hazardous Materials Civil Liability Cleanup and Reimbursement Fund" and all sums which may hereafter be collected by the City Fire Marshal under this section shall be deposited into such fund. The balance of said fund shall be used and applied by the City Fire Chief for the purchase of specialized equipment, including data processing equipment, which will aid the City Fire Department in ensuring the safety of the public from the unauthorized disposal or storage of hazardous materials, or from fires which may involve such materials.</p> <p>(Prior code § 3921)</p>	
Glendora	<p>Safety Element:</p> <p>Goal SAF-2 Reduced incident of damage to life and property from wildland fires.</p> <p>Policy SAF-2.1 Require all proposed developments to prove that the development can adequately be served by fire flows.</p> <p>Policy SAF-2.2 Maintain low density/intensity land use designations in the hillside areas.</p> <p>Policy SAF-2.3 Require fire resistant building materials for structures in the hillside areas.</p> <p>Policy SAF-2.4 Require proposed developments to comply with access requirements of the Los Angeles County Fire Department and Glendora Police Department.</p> <p>Policy SAF-2.5 Continue to implement brush-clearance requirements in areas subject to wildland fire hazards</p> <p>Policy SAF-2.6 Evaluate all new development to be located in or adjacent to wildland areas to assess its vulnerability to fire and its potential as a source of fire.</p>	<p>Municipal Codes related to Hazards and Hazardous Materials relevant to the Plan Area can be found in Section 21.03.040 (Hazardous materials) and Chapter 18.04 California Fire Code Section 18.04.010 (Adopted by reference) Municipal codes for this city related to Wildfire are located in Table 3.21-1.</p> <p>§ 21.03.040 - Hazardous materials.</p> <p>B. Conditional Use Permit Required. An establishment using more than five hundred pounds or fifty-five gallons of hazardous materials or two hundred cubic feet of compressed gas in the aggregate at any one time shall obtain a conditional use permit as delineated in Section 21.02.020 of this title. Hazardous materials contained solely in a consumer product for direct sale or distribution to, and use by, the general public are exempted from the provisions of this subsection.</p> <p>(Ord. 1618 § 1 Exh. A, 1993)</p> <p>Chapter 18.04 California Fire Code Section 18.04.010 (Adopted by reference).</p> <p>The city adopts by reference the California Fire Code, 2022 Edition, which contains substantial copyrighted material from the 2021 International Fire Code, which is copyrighted work owned by the International Code Council, Inc.; and said code, including the Appendix Dhapters 4, B, BB, C, CC, and H, is adopted in total as the law of the city. One</p>	<p>The City of Glendora is preparing an update to the General Plan Safety Element and Local Hazard Mitigation Plan (LHMP). The project will address Federal and State requirements to identify hazards and vulnerabilities associated with natural disasters and develop long-term strategies for protecting people and property from future hazard events.</p> <p>Hazard mitigation is the implementation of sustained actions to reduce or eliminate long-term risk to people and property from natural or human-caused hazards and their effects. Mitigation planning is the collaborative process of determining what actions are appropriate and responsive to local conditions. Consistent with Federal and State requirements and in line with the priorities of the California Office of Emergency Services (Cal OES) and the Federal Emergency Management Agency (FEMA), the mitigation planning process will be documented in a new LHMP that contributes to achieving the following objectives:</p> <ul style="list-style-type: none">– Protection of public safety and prevention of loss of life and injury.– Reduction of harm to existing and future development.– Prevention of damage to unique economic, cultural, and environmental assets.– Minimization of operational downtime and acceleration of restoration of government and business after disasters.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy SAF-9.4 Require new developments to incorporate appropriate development features and project mitigation measures that avoid natural and man-made hazards.</p> <p>Goal SAF-14 Safe transport, use, storage and disposal of toxic and/or hazardous materials.</p> <p>Policy SAF-14.3 Enforce Federal, State, and local laws and regulations relating to the use, storage, transport and cleanup of toxic, explosive and other hazardous materials to prevent unauthorized discharges.</p> <p>Policy CON-4.3 Incorporate project-level stormwater mitigation measures to reduce potential impacts to water quality and ensure mitigation measures are adequately monitored.</p>	<p>copy of the code has been, and is now, filed in the office of the building official, and the code is adopted by reference as if incorporated and set out in full in this chapter.</p> <p>(Ord. 2074 § 1, 2022)</p>	<ul style="list-style-type: none">– Reduction of disaster response and recovery costs and exposure to risk for first responders.– Accomplishment of other community objectives, such as leveraging capital improvements, infrastructure protection, open space preservation, and economic resiliency.– Reduction of exposure for public assets.– Assistance to the public in becoming more aware of local hazards and their implications.– Presentation of information to enhance eligibility for Federal and State funding programs.– Alignment with other planning initiatives.– Identification of targeted capital improvements focused on risk reduction. <p>To advance these objectives, the LHMP will identify a combination of physical improvements and emergency management activities that serve to mitigate the impacts of locally relevant hazards. Recognizing that successful mitigation planning efforts must be communicated and understood by the public, the City will include opportunities for local stakeholder participation and input, including through the use of GIS technology to map and update the hazard information for each hazard profiled.</p>
Industry	<p>Safety Element</p> <p>Goal S4: Reduced potential for hazardous materials exposure and contamination.</p> <p>Policy S4-1: Coordinate with the LACFD to identify and enforce disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use or transport.</p> <p>Policy S4-2: Require that the users of hazardous materials be adequately prepared to prevent and mitigate hazardous materials releases.</p> <p>Policy S4-3: Discourage new sensitive land uses from locating near existing sites that use, store, or generate large quantities of hazardous materials.</p> <p>Resource Management Element</p> <p>Policy RM4-2 Prohibit the disposal of hazardous and electronic waste into the municipal waste stream.</p>	<p>Municipal Codes related to Hazards and Hazardous Materials relevant to the Plan Area can be found in Section 13.16.060 (Spills, dumping and disposal prohibited.) and Section 15.28.010 (Adoption of fire code). Municipal codes for this city related to Wildfire are located in Table 3.21-1.</p> <p>Section 15.28.010 (Adoption of fire code)</p> <p>The Los Angeles County Fire Code, codified as Title 32 of the Los Angeles County Code, as such code may be amended from time to time, except as hereinafter amended by this chapter, is adopted by reference as the fire code of the city. (Ord. 680 § 8, 2002; Ord. 527 § 1, 1986; Ord. 304 § 1, 1969)</p> <p>13.16.060 Spills, dumping and disposal prohibited.</p> <p>A. No person may dump, deposit, release, spill, leak, pump, pour, emit, empty, discharge, inject, bury or dispose into the environment any solid waste or liquid waste, including any pollutant, in or upon any part of the MS4, or upon any public or private premises in the city, or to cause or permit any solid waste or liquid waste or other pollutant to come to be located upon, in, on or under any premises in the city, except in an authorized or permitted solid waste container or at an authorized or permitted solid waste facility or publicly owned or privately owned treatment works.</p>	<p>No other applicable ordinances were identified.</p>
Irwindale	<p>Public Safety Element</p> <p>Major Issue Area: The City’s commitment to emergency preparedness as a means to respond to disasters resulting from earthquakes, hazardous materials incidents, and other natural and manmade hazards;</p> <p>Safety Element Policy 2: The City of Irwindale, at a minimum, will maintain current emergency response standards.</p>	<p>Municipal Codes related to Hazards and Hazardous Materials relevant to the Plan Area can be found in Title 8 Chapter 8.20 Solid Waste Collection and Salvage of Recycled Materials. Chapter 8.28 (Storm water and Urban Runoff Pollution).</p> <p>As described in Section 8.20.190 (Use of trucks),any person who desires to operate privately owned vehicles for transportation of solid waste, medical waste, hazardous waste and/or recyclable material under the provisions of this chapter shall utilize vehicles which are reasonably watertight and are provided with a tight cover to the reasonable satisfaction of the city manager. The city manager shall require the permittee to remove from service or repair those vehicles that allow or permit offensive odors to escape and/or material to be blown, dropped or spilled therefrom. Municipal codes for this city related to Wildfire are located in Table 3.21-1.</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>(Ord. 490 § 2(part), 1994).</p> <p>Section 8.28.070 (Reduction of pollutants in runoff) states the following:</p> <p>A. No person shall cause or threaten to cause the discharge of pollutants to the MS4 by exposing such pollutants to storm water runoff.</p> <p>(Ord. 564 § 2, 2002).</p> <p>Section 8.28.120 (Control of pollutants from other construction activities) describes the following:</p> <p>A. Any person engaged in a construction activity that is not subject to the General Construction Storm Water Activity NPDES Permit but is subject to the municipal NPDES permit, shall comply with all requirements specified in the Storm Water Management Quality Program, including any revisions made thereto.</p> <p>(Ord. 564 § 2, 2002).</p>	
La Puente	<p>Community Safety Element</p> <p>Goal 2: Safe use, transport, and disposal of hazardous materials.</p> <p>Policy 2.1 Cooperate with federal, State and County agencies to reduce risks to residents associated with the use or transport of hazardous materials.</p> <p>Policy 2.2 Develop and maintain a coordinated emergency operations plan and educate the community on emergency procedures to respond to natural and human activity hazards.</p> <p>Goal 3 Adequate emergency response to public health and safety threats.</p>	<p>Municipal Codes related to Hazards and Hazardous Materials relevant to the Plan Area can be found in Section 10.38.030 (Hazardous Materials), Section 9.04.010 (Fire Code), Section 4.16.060 - 4.16.070 (Reduction of pollutants in runoff - Low Impact Development Measures.) Municipal codes for this city related to Wildfire are located in Table 3.21-1.</p> <p>10.38.030 Hazardous Materials.</p> <p>A. Fire and Explosive Hazards. All activities involving and all storage of flammable and explosive materials shall be provided at all times with adequate safety devices, adequate firefighting and fire suppression equipment, and devices standard in the industry, except as otherwise provided by applicable fire codes.</p> <p>9.04.010 Adoption of Fire Code.</p> <p>Except as hereinafter provided, Title 32 - Fire Code of the Los Angeles County Code, as amended and in effect on March 1, 2017, adopting the California Fire Code, 2016 Edition (Part 9 of Title 24 of the California Code of Regulations) is incorporated herein by reference as if fully set forth below and shall be known and may be cited as the Fire Code of the City of La Puente.</p> <p>In the event of any conflict between provisions of the California Fire Code, 2016 Edition, Title 32 of the Los Angeles County Code, or any amendment to the fire code, as set forth in the La Puente Municipal Code, the provisions contained in the La Puente Municipal Code shall control.</p> <p>(Ord. 952 § 2, 2018: Ord. 932 § 2, 2014: Ord. 909 § 10, 2011: Ord. 908 § 10, 2010)</p> <p>Section 4.16.060 (Reduction of pollutants in runoff.)</p> <p>No person shall cause or threaten to cause the discharge of pollutants to the MS4 by exposing such pollutants to storm water runoff.</p> <p>(Ord. 936 § 3, 2015)</p> <p>Section 4.16.070 (Low Impact Development Measures.)</p> <p>(a) Objective. The provisions of this section contain requirements for construction activities and facility operations of Development and Redevelopment projects to comply with the current “Municipal NPDES permit,”” lessen the water quality impacts of development by using smart growth practices, and integrate LID design principles to mimic predevelopment hydrology through infiltration, evapotranspiration and rainfall harvest and use. LID shall be inclusive of new development</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
La Verne	<p>Public Safety Element</p> <p>Goal 3: Protect our community from the dangers of hazardous materials.</p> <p>Policy 3.1: Protect the public from the dangers of hazardous waste use and transport.</p> <p>5.4 Provide adequate fire protection.</p> <p>Policy 5.5 Minimize fire threat through safe development.</p>	<p>Municipal Codes related to Hazards and Hazardous Materials relevant to the Plan Area can be found in, 13.50.130 (Notification of uncontrolled discharges required), Section 15.32.010 (Fire code adopted by reference.), Section 13.50.090 (Urban stormwater runoff mitigation for construction activity.), and Section 13.28.220 (Hazardous waste). Municipal codes for this city related to Wildfire are located in Table 3.21-1.</p> <p>Section 13.50.130 (Notification of uncontrolled discharges required.)</p> <p>A. In the event or discovery of an uncontrolled discharge to the storm drain system, the discharger shall immediately notify the public works department by telephone. If the uncontrolled discharge may be considered hazardous material, hazardous substance or hazardous waste, the discharger shall immediately notify the fire department in addition to the public works department. The notification shall include location of the discharge, type of materials discharged, estimated concentration and volume of the discharge and corrective actions taken to contain or minimize the effects of the discharge.</p> <p>B. Within 10 calendar days from the first discovery of the uncontrolled discharge, the discharger shall submit to the director of public works a detailed, written report describing the cause of the discharge, corrective action taken, measures to be taken to prevent future occurrences, and measures taken to remediate the effects of the discharge. Such notification shall not relieve the discharger of liability or fines incurred as a result of the uncontrolled discharge. (Ord. 964 § 1, 2002)</p> <p>Section 15.32.010 (Fire code adopted by reference.)</p> <p>With the exception of the additions, deletions and amendments set forth in this chapter, Part 9 of Title 24 of the California Code of Regulations, comprising the California Fire Code 2022 Edition, which incorporates and amends the International Fire Code 2021 Edition, published by the International Code Council, including Appendices Chapters 4, B, C, D, and I, and the International Fire Code standards, is hereby adopted by reference as the fire code of the city of La Verne.</p> <p>A copy of such code is now on file in the office of the city clerk. (Ord. 1114 § 7, 2022; Ord. 1101 § 1, 2021; Ord. 1088 § 8, 2019; Ord. 1075 § 9, 2016; Ord. 1042 § 9, 2013; Ord. 1001 § 1, 2007; Ord. 985 § 1, 2006; Ord. 935 § 1, 1999; Ord. 873 § 1, 1995)</p> <p>Section 13.50.090 (Urban stormwater runoff mitigation for construction activity.)</p> <p>No person shall commence any construction activity for which a permit or approval is required without implementing all urban stormwater runoff mitigation measures required by such a permit or approval. (Ord. 964 § 1, 2002)</p> <p>Section 13.28.220 (Hazardous waste).</p> <p>No person shall deposit hazardous waste in a container, permit or allow hazardous waste to be deposited or discharged upon the surface of the ground on any premises, lot, building, or in any public street or alley. (Ord. 1096 § 1, 2020)</p>	<p>No other applicable ordinances were identified.</p>
Monrovia	<p>Safety Element</p> <p>Goal 3: Reduce the risk of fire and minimize consequences from fire events in Monrovia.</p> <p>Policy 3.1.1: Continue to plan for new construction and redevelopment that decreases the likelihood of fire and decreases tie impacts of fire damage.</p> <p>Action 3.1.1.1: Require development to provide adequate defensible space to minimize the risk of structural damage associated with wildland fires.</p>	<p>Municipal Codes related to Hazards and Hazardous Materials relevant to the Plan Area can be found in Section 17.32.010 (Fire and Explosion Hazards), Section 15.20.010 (Fire Code Adopted), Section 12.36.090 (Requirements for Industrial/Commercial And Construction Activities.) and Chapter 8.40 Hazardous Materials Release Response Section 8.40.010 (Enforcement Responsibility Assumed). Municipal codes for this city related to Wildfire are located in Table 3.21-1.</p> <p>Chapter 17.32.010 Fire and Explosion Hazards All activities involving, and all storage of, flammable and explosive materials shall be provided with adequate safety devices against</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Action 3.1.1.3: Continue to implement the California Building and California Fire Codes, as well as the following policies and standards for hillside development:</p> <ul style="list-style-type: none">• Fire suppression access to natural chaparral areas shall be provided and maintained. <p>Action 3.1.1.12: Require new development within the VHFSZ provide a pre-plan, which includes:</p> <ul style="list-style-type: none">• location and direction of evacuation routes,• at least two points of ingress and egress,• maintenance of defensible space clearances around structures and subdivisions,• provision and maintenance of fuel breaks, and• provision and maintenance of roadside fuel reduction plan to prevent fires along public roads, and• a fire resistive vegetation landscape plan <p>Action 3.1.1.13: Require all new and redevelopment occurring within the VHFSZ be designed, constructed, and maintained in accordance with the latest building and fire codes.</p> <p>Action 3.1.1.14: Ensure new and existing development located within the Very High Fire Severity Zone (VHFSZ) is designed to implement fire prevention measures.</p>	<p>hazards of fire and explosion by adequate firefighting and fire-suppression equipment and devices standard in industry.('83 Code, § 17.32.010) (Ord. 94-03 § 6, 1994)</p> <p>15.20.010 Fire Code Adopted.</p> <p>(A) With the exception of the additions, deletions and amendments set forth in this Chapter, Part 9 of Title 24 of the California Code of Regulations, comprising the California Fire Code 2022 Edition, which incorporates and amends the International Fire Code 2021 Edition, published by the International Code Council, including Appendices Chapter 4, and B, C, D, and N, and the International Fire Code standards, is hereby adopted by reference as the Fire Code of the city.</p> <p>(B) A copy of such code has been deposited in the office of the City Clerk and shall be at all times maintained by the City Clerk for use and examination by the public while it remains in effect as the Fire Code of the City of Monrovia.</p> <p>('83 Code, § 15.20.010) (Ord. 99-08 § 1, 1999; Ord. 2003-02, § 1, 2003; Ord. 2007-17, § 1 (part), 2007; Ord. 2010-16 § 2, 2010; Ord. 2013-05 § 2, 2013; Ord. 2016-12 § 4, 2016; Ord. 2019-11 § 4, 2019; Ord. 2022-09 § 4, (part), 2022)</p> <p>Section 12.36.090 (Requirements For Industrial/Commercial And Construction Activities.)</p> <p>(A) Each industrial discharger, discharger associated with construction activity, or other discharger described in any general NPDES permit addressing such discharges, as may be issued by the U.S. Environmental Protection Agency, the State Water Resources Control Board, or the Regional Board, shall comply with all requirements of such permit and the provisions of this chapter. Each discharger identified in an individual NPDES permit shall comply with and undertake all activities required by such permit. Proof of compliance with any such NPDES permit may be required in a form acceptable to the Authorized Enforcement Officer, or designated representative, prior to the issuance of any grading, building or occupancy permits, or any other type of permit or license issued by the city.</p> <p>(B) Non-storm water discharges to the MS4 from industrial, commercial, or construction activities in violation of any applicable NPDES permit or the provisions of this chapter are prohibited.</p> <p>Chapter 8.40 Hazardous Materials Release Response Section 8.40.010 (Enforcement Responsibility Assumed).</p> <p>The city assumes responsibility for implementing the provisions of Cal. Health and Safety Code Division 20, Chapter 6.95 (beginning with § 25500).</p>	
Montebello	<p>Safety Element:</p> <p>Goal 3: Prevent or minimize the loss of life and injuries from all hazards.</p> <p>Policy 3.2: Regulate the location, use, storage, and transportation of hazardous and toxic materials and protect the public from these hazards.</p> <p>Policy 3.5: Maintain communications with the Montebello Fire Department to ensure that the department is continually equipped and trained to respond to fires and other emergencies.</p> <p>Our Safe Community:</p> <p>P6.8 Provide protection from wild and urban fire hazards to persons, property, and city assets.</p>	<p>Municipal Codes related to Hazards and Hazardous Materials relevant to the Plan Area can be found in Chapter 8.36 (Storm Water and Urban Runoff Pollution Prevention) and Chapter 15.32 (California Fire Code). Municipal codes for this city related to Wildfire are located in Table 3.21-1.</p> <p>Chapter 8.36 Chapter 8.36 (Storm Water and Urban Runoff Pollution Prevention) Section 8.36.050 (Reduction of pollutants in runoff) provide the following:</p> <p>A. No person shall cause or threaten to cause the discharge of pollutants to the MS4 by exposing such pollutants to storm water runoff.</p> <p>(Ord. 2245 § 1 (part), 2002)</p> <p>Section 8.36.100 - Control of pollutants from other construction activities.</p> <p>A. Any person engaged in a construction activity that is not subject to the general construction storm water activity NPDES permit, but is subject to the municipal NPDES permit, shall comply with all requirements specified in the storm water management quality program, including any revisions made thereto.</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>Chapter 15.32 (California Fire Code) Section 15.32.010 (Adoption) provides:</p> <p>Subject to certain changes and amendments hereinafter set forth in this chapter, the city council does adopt as the fire regulations for the city, the 2019 California Fire Code (Title 24, California Code of Regulations), based on the 2018 International Fire Code, and as thereafter amended and published from time to time, by the California Building Standards Commission (hereinafter referred to as the "code"). The code provides minimum standards to safeguard life or limb, health, property and public welfare by regulating and controlling the conditions hazardous to life and property from fire or explosion. One copy of the code is on file in the office of the city clerk for public inspection, and the same is made a part hereof as though fully set forth in this chapter.</p> <p>(Ord. No. 2336, § 42, 3-10-2010; Ord. No. 2347, § 8, 12-14-2011; Ord. No. 2356, § 18, 2-26-2014; Ord. No. 2392, § 16, 1-25-2017; Ord. No. 2421, § 41, 5-13-2020; Ord. No. 2424, § 41, 5-27-2020)</p>	
Pasadena	<p>Safety Element</p> <p>Goal H-1: Reduce the potential for hazardous contamination in the City.</p> <p>Goal R-1: It is the City's desire to reduce threats to public and private property from wildland and urban fire hazards.</p> <p>Policy R-2: The City will require all new development in areas with a high fire hazard to provide fire retardant landscaping and project design to reduce their fire hazard.</p> <p>Program R-2.2: The City will continue to enforce the Weed Abatement Program in high fire risk areas.</p> <p>Program R-2.3: Fire management plans shall be required for all new development in areas subject to wildfire.</p>	<p>Municipal Codes related to Hazards and Hazardous Materials relevant to the Plan Area can be found in Chapter 8.80 (Handling and Disclosure of Hazardous Materials), Section 14.28.010 (California Fire Code adopted), Section 8.70.097 (Standard urban storm water mitigation plan.) Municipal codes for this city related to Wildfire are located in Table 3.21-1.</p> <p>Chapter 8.80, Handling and Disclosure of Hazardous Materials, of the Pasadena Municipal Code (PMC) is applicable to all businesses in the City that handle hazardous materials. It establishes uniform standards for disclosure, fees, and penalties associated with the proper handling of hazardous materials. The Pasadena fire chief is empowered to enforce compliance, and the PFD is authorized to clean up or abate the effects of any hazardous materials deposited on public or private property in the City.</p> <p>14.28.010 - California Fire Code adopted.</p> <p>Except as otherwise provided for in the chapter by specific provision, the minimum standards, provisions, and requirements for the safe construction and maintenance of property, facilities, conditions, materials, equipment, fire prevention and alarms systems, and the general supervision thereof for the purpose of combating and control of fire and fire hazard and abatement same within the corporate limits of the city shall be in accordance with the provisions and in the manner prescribed by the California Fire. Code, 2022 edition (California Fire Code) in its entirety, as published by the International Code Council. This adoption of the code also includes adoption by reference of the 2021 International Fire Code Chapters 1, 3, Appendix Dchapter 4 and Appendices B through I, K, M, N, O and Sections 1101 and 1104, all as compiled, adopted, and subsequently amended by the International Code Council, California State Fire Marshall's Office, California Building Standards Commission, or city of Pasadena. One copy of the above publication is on file for public inspection and they are adopted and incorporated herein as if fully set forth in this chapter.</p> <p>(Ord. No. 7407, § 5, 12-5-2022)</p> <p>Section 8.70.097 (Standard urban storm water mitigation plan.)</p> <p>A. Regulations pertaining to the implementation of the standard urban storm water mitigation plan (SUSMP), as approved and amended from time-to-time by the California Regional Water Quality Control Board, Los Angeles Region, shall be adopted by resolution of the City Council.</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Pico Rivera	<p>Safety Element:</p> <p>Hazardous Materials</p> <p>Goal 9.3: Safe production, use, storage, and transports of hazardous materials.</p> <p>Policy 9.3-2 Hazardous Materials Uses. Ensure that land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials are located and operated in a manner that minimizes risk to other land uses.</p> <p>Implementation Program for Policy 9.3-2:</p> <p>When approving new development, ensure that the site:</p> <ul style="list-style-type: none">– Is sufficiently surveyed for contamination and remediation, particularly for sensitive uses near existing or former toxic or industrial sites.– Is adequately remediated to meet all applicable laws and regulations, if necessary.– Is suitable for human habitation.– Is protected from known hazardous and toxic materials.– Does not pose higher than average health risks from exposure to hazardous materials. <p>Policy 9.3-5 Known Areas of Contamination: Require new development in areas of known contamination to perform comprehensive soil and groundwater contamination assessments prior to development approvals. If contamination exceeds regulatory levels, require remediation procedures consistent with applicable regulations for the proposed use prior to any site disturbance.</p> <p>Policy 9.3-12 Pesticides and Herbicides. Encourage integrated pest management principles to reduce or discontinue the use of pesticides and herbicides.</p>	<p>Municipal Codes related to Hazards and Hazardous Materials relevant to the Plan Area can be found in Chapter 10.60 (Hazardous Material Transport), Chapter 15.44 (Fire Code), and Chapter 16.04 (Stormwater and Urban Runoff Pollution Prevention). Municipal codes for this city related to Wildfire are located in Table 3.21-1.</p> <p>Under Chapter 10.60 (Hazardous Material Transport) Section 10.60.030 (Vehicle operation restrictions):</p> <p>A vehicle transporting a hazardous material or substance, as identified in Title 49 of the Code of Federal Regulations, must be attended at all times by its driver or a qualified representative of the motor carrier that operates it, and shall not be parked on any highway, shoulder, street, alley, public way or public place, or within five feet of the traveled portion thereof, within a residential zone, or within one thousand feet of any school or within three hundred feet of any bridge or tunnel, except for brief periods when mechanical or equipment failure or disablement or malfunction of the vehicle, or the necessities of operation, require the vehicle to be parked and make it impractical to park the vehicle in any other place.</p> <p>(Prior code § 3391(A))</p> <p>Under Chapter 15.44 (Fire Code) Section 15.44.010 (Document adopted by reference):</p> <p>A. Los Angeles County Fire Code (Title 32 of the Los Angeles County Code), amending the 2022 California Fire Code and comprised of the 2021 International Fire Code as published by the International Code Council is hereby adopted by reference as the Fire Code of the City of Pico Rivera.</p> <p>B. The same shall hereafter constitute the Fire Code of the city regulating the safeguarding of life, property and public welfare to a reasonable degree from the hazards of fire and explosion arising from the storage, use and handling of dangerous and hazardous materials, substances and devices; the operation, installation, construction, location, safeguarding and maintenance of attendant equipment within the jurisdiction of the Los Angeles County Fire Department, and providing for the issuance of permits and the collection of fees therefor, and providing penalties for the violation of such code.</p> <p>Section 16.04.050 (Reduction of pollutants in runoff)</p> <p>No person shall cause, or threaten to cause, the discharge of pollutants to the MS4 by exposing such pollutants to stormwater runoff.</p> <p>(Ord. 1086 § 1, 2014)</p> <p>Under Chapter 16.04 (Stormwater and Urban Runoff Pollution Prevention) Section 16.04.100 (Control of pollutants from other construction activities):</p> <p>Any person engaged in a construction activity that is not subject to the general construction stormwater activity NPDES permit, but is subject to the municipal NPDES permit, shall comply with all requirements specified in the stormwater management quality program, including any revisions made thereto.</p> <p>(Ord. 1086 § 1, 2014)</p>	No other applicable ordinances were identified.
Pomona	<p>Noise and Safety Element:</p> <p>Goal 7G.G12 Minimize risk to life and property from production, use, storage and transportation of hazardous materials and waste.</p> <p>Policy 7G.P38 Require remediation and cleanup, and evaluate risk prior to reuse, in identified areas where hazardous materials and petroleum products have impacted soil or groundwater.</p>	<p>Municipal Codes related to Hazards and Hazardous Materials relevant to the Plan Area can be found in Chapter 14 (Emergency Management and Emergency Services), Section 18-495. (Reduction of pollutants in stormwater) and Section. 22-1. (County fire code.). Municipal codes for this city related to Wildfire are located in Table 3.21-1.</p> <p>Chapter 14 of the Pomona Municipal Code (Emergency Management and Emergency Services) provides for the establishment of a city disaster council, whose responsibility is to recommend for City Council adoption emergency and mutual aid plans and agreements</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>and such ordinances and resolutions and rules and regulations as are necessary to implement such plans and agreements.</p> <p>Section 18-495. (Reduction of pollutants in stormwater)</p> <p>(3) Best management practices for new developments and redevelopments. Any construction contractor performing work in the city shall endeavor, whenever possible, to provide filter materials at the catch basin to retain any debris and dirt from flowing into the city's storm sewer system. The city engineer may establish controls on the volume and rate of stormwater runoff from new developments and redevelopments as may be appropriate to minimize the discharge and transport of pollutants. Any person or company engaging in a construction activity that requires an NPDES construction permit must demonstrate possession of such permit before grading and/or building permits may be issued. A copy of the NPDES permit shall be retained on site and shall be shown to authorized enforcement officials upon request.</p> <p>Section. 22-1. (County fire code.)</p> <p>The Los Angeles County Fire Code, as it exists on the adoption date of this Code, is hereby adopted by reference.</p> <p>Charter reference— Adoption by reference, § 512.</p> <p>State Law reference— Adoption by reference, Government Code § 50022.1 et seq.</p>	
Rosemead	<p>Public Safety Element:</p> <p>Goal 2: Ensure safety of all City residents and local workers from hazardous wastes and the hazards associated with the transport of such wastes.</p> <p>Policy 2.1: Work with the Los Angeles County Fire Department to identify and maintain an up-to date database of all producers, users, and transporters of hazardous materials and wastes.</p> <p>Policy 2.2: Strictly enforce the use of designated truck routes for vehicles transporting hazardous materials.</p> <p>Policy 2.3: Support, develop and participates in safety hazard awareness programs that provide for the safe and efficient collection and disposal of household hazardous wastes.</p>	<p>Municipal Codes related to Hazards and Hazardous Materials relevant to the Plan Area can be found in Section 8.24 (Fire Prevention Code) and Section 13.16.030 (Control of urban runoff). Municipal codes for this city related to Wildfire are located in Table 3.21-1.</p> <p>Chapter 8.24 - Fire Prevention Code</p> <p>8.24.010 - California Fire Code as amended by Los Angeles County Fire Code adopted.</p> <p>A. The 2016 California Fire Code as amended by Title 32 Los Angeles County Building Code (adopted January 24, 2017 by the Los Angeles County Board of Supervisors as the 2017 Fire Code), together with their appendices, prescribing regulations generally governing conditions hazardous to life and property from fire, hazardous materials or explosions, and provide for penalties for violations thereto, are hereby adopted by reference, and conflicting ordinances are hereby repealed. B. All of the regulations, provisions, conditions, and terms of said codes, together with their appendices, one copy of which will be on file and accessible to the public for inspection at the City Clerk's office, are hereby referred to, adopted and made part of this chapter as if fully set forth in this chapter with the exceptions, deletions, additions, and amendments thereto as set forth in this subchapter.</p> <p>(Ord. 863 § 1, 2008: prior code § 3100)</p> <p>(Ord. No. 909, § 14, 1-11-11; Ord. No. 940, § 1, 5-13-14; Ord. No. 973, § 1, 5-9-17)</p> <p>Section 13.16.030 (Control of urban runoff)</p> <p>B. New Development, Redevelopment and Construction. 2.All persons engaged in construction activity within the City shall implement BMPs to avoid, to the maximum extent practicable, the discharge of pollutants to the MS4, in accordance with the city's grading manual, as developed and updated by the City Engineer, and, when applicable, in accordance with a grading plan approved by the City Engineer for such project.</p>	No other applicable ordinances were identified.
San Dimas	<p>Safety Element:</p> <p>Goals Statement S-1: To Maintain San Dimas Safe from Natural, Seismic, and Public Safety Hazards</p>	<p>Municipal Codes related to Hazards and Hazardous Materials relevant to the Plan Area can be found in Chapter 8.32. (Solid Waste Handling and Disposal), 10.04.020 Section 3120 (added - Vehicles transporting hazardous materials), (Chapter 15.51 Fire Code) municipal codes for this city related to Wildfire are located in Table 3.21-1.</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Objective 1.3: Provide for the safe use and transportation of hazardous materials and wastes.</p> <p>Policy 1.3.3: Encourage low risk industries within the City and monitor the risks associated with existing industries such as the production and transfer of gas.</p> <p>Goal Statement S-2: Provide effective and efficient public safety services including fire and police protection and emergency access</p> <p>Policy 1.4.3: Restrict the use of flammable materials and provide additional setbacks in fire hazard zones.</p>	<p>San Dimas, California Municipal Code, Title 8 Health and Safety, Chapter 8.32 Solid Waste Handling and Disposal:</p> <p>8.32.010 Adoption of county solid waste ordinance—Copies on file.</p> <p>Except as herein provided, that certain solid waste ordinance known and designated as Ordinance No. 11,886 of the county of Los Angeles entitled Solid Waste Ordinance of the County of Los Angeles, as adopted and in effect on April 13, 1979, is adopted be reference and incorporated as fully as if set out at length herein, and shall, in conjunction with other applicable ordinances of the city of San Dimas, be the solid waste ordinance of the city, establishing minimum standards for solid waste handling and disposal.</p> <p>10.04.020 Section 3120 added - Vehicles transporting hazardous materials.</p> <p>A. A vehicle transporting a hazardous material or substance as identified in Title 49 of the Code of Federal Regulations must be attended at all times by its driver or a qualified representative of the motor carrier that operates it, and shall not be parked on any highway, highway shoulder, street, alley, public way or public place, or within 5 feet of the traveled portion thereof, within a residential zone or within 1,000 feet of any school or within 300 feet of any bridge or tunnel, except for brief periods when mechanical or equipment failure or disablement or malfunction of the vehicle, or the necessities of operation require the vehicle to be parked and make it impractical to park the vehicle in any other place.</p> <p>B. Repair, Maintenance, Refuse, Utility, Termite and Pesticide Vehicles, Fuel Delivery Vehicles, and Vehicles delivering life support and health commodities, while servicing residential areas of schools, are exempt from the provisions of Subdivision A. Additionally, such exempt vehicles need not be attended while the drivers are performing duties that are evident and necessary as the operator of the vehicle or the provider of the service.</p> <p>C. For purposes of this section:</p> <p>1. A motor vehicle is attended when the person in charge of the vehicle is on the vehicle, awake, and not in a sleeper berth, or is within 100 feet of the vehicle and has it within his unobstructed field of view.</p> <p>2. A qualified representative of a motor carrier is a person who:</p> <p>a. Has been designated by the carrier to attend the vehicle.</p> <p>b. Is aware of the nature of the hazardous material or substance contained in the vehicle he attends.</p> <p>c. Has been instructed on the procedures he must follow in emergencies concerning hazardous materials or substances.</p> <p>D. The rules of this section do not relieve a driver from any obligation imposed by federal, state or local laws relating to the transportation of hazardous materials or explosives, motor carrier safety regulations or the placement of warning signs or devices when a motor vehicle is stopped on a public street or highway.</p> <p>(Ord. 701 § 1, 1980)</p> <p>Chapter 15.51 Fire Code - Section 15.51.010 Adoption.</p> <p>Except as provided in this chapter, the California Fire Code, 2022 Edition, based on the 2021 International Fire Code, as published by the California Building Standards Commission, shall be and become the Fire Code of the City, regulating and governing the safeguarding of life and property from fire and explosion hazards arising from the storage, handling, and use of hazardous substances, materials and devices, and from conditions hazardous to life or property in the occupancy of buildings and premises in the City. The</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>California Fire Code will be on file for public examination in the office of the building official. (Ord. 1295 § 1, 2022)</p> <p>Chapter 14.11 Stormwater Management and Discharge 14.11.030 Prohibited activities.</p> <p>H. The discharge of untreated runoff to the MS4 from storage areas of materials containing grease, oil, or other hazardous substances, and uncovered receptacles containing hazardous materials is prohibited.</p> <p>P. In order to control spills, dumping, or disposal of materials to the MS4 the following are prohibited:</p> <p>5. The disposal of hazardous wastes into trash containers used for municipal trash disposal so as not to cause a discharge to the MS4.</p>	
San Gabriel	<p>Public and Environmental Safety Element</p> <p>Goal 5.7: Reduce potential harm and damage from environmental hazards.</p> <p>Target 5.7.4 Comply with all applicable regulations and provisions for the storage, use and handling of hazardous substances as established by federal (EPA), State (RWQCB, Cal OSHA, CAL EPA) and local (County of Los Angeles, City of San Gabriel) regulations.</p> <p>Target 5.7.5 Promote opportunities for aquifer recharge to minimize groundwater hazards by encouraging developers to minimize paved areas in new developments and requiring these areas to be interspersed with landscaping.</p>	<p>Municipal Codes related to Hazards and Hazardous Materials relevant to the Plan Area can be found in Chapter 96 (Fire Prevention and protection) Section 96.02 Adoption of The California Fire Code , 96.40 (Assumption of Administrative Responsibility) 96.43 (Handler to Report Release and Provide Access) Section 53.12 (Control Of Pollutants From New Developments/ Redevelopment Projects.) Municipal codes for this city related to Wildfire are located in Table 3.21-1.</p> <p>§ 96.02 Adoption of The California Fire Code.</p> <p>There is hereby adopted by the City Council for the purpose of prescribing regulations governing conditions hazardous to life and property from fire, hazardous materials or explosion, these certain codes and standards known as the 2022 Edition of the California Fire Code. As the California Fire Code, 2022 Edition, thereof and whole thereof, including Appendix Dchapter 4, B, BB, C, CC, D-I, K, N and O, 2022 Edition, the State of California Title 24, Part 9, California Fire Code Amendments of 2022, including Errata’s and Supplements hereafter, same and except such portions as are hereinafter deleted, modified, or amended by this subchapter. A copy of the Code and Standards is now on file in the office of the City Clerk and the San Gabriel Fire Department and are hereby adopted and incorporated as if fully set out at length herein. The provisions hereof shall be controlling within the limits of the incorporated areas of the city.</p> <p>(‘65 Code, § 4-4.102) (Ord. 461-C.S., passed 12-5-95; Am. Ord. 502- C.S., passed 6-3-99; Am. Ord. 531-C.S., passed 10-15-02; Am. Ord. 575-C.S., passed 11-20-07; Am. Ord. 587 C.S., passed 12-7-10; Am. Ord. 607-C.S., passed 11-19-13; Am. Ord. 630-C.S., passed 12-6-16; Am. Ord. 655, passed 11-19-19; Am. Ord. 686, passed 11-15-22)§ 96.40 Assumption Of Administrative Responsibility.</p> <p>Pursuant to its agreement with the Fire Protection District of Los Angeles County, San Gabriel hereby assumes responsibility for the administration of Cal. Health & Safety Code Chapter 6.95.</p> <p>(‘65 Code, § 4-4.301) (Ord. 461-C.S., passed 12-5-95; Am. Ord. 575-C.S., passed 11-20-07; Am. Ord. 587 C.S., passed 12-7-10)</p> <p>§ 96.43 Handler To Report Release And Provide Access.</p> <p>The handler of any hazardous material shall, upon discovery, immediately report any release or threatened release of a hazardous The handler of any hazardous material shall, upon discovery, immediately report any release or threatened release of a hazardous material to the administering agency and the State Office of Emergency Services. Each handler shall provide all state, city or county fire or public health or safety personnel and emergency rescue personnel with access to the handler’s facilities. This section does not apply to any person engaged in the transportation of a hazardous material on a highway</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>which is subject to, and in compliance with, the requirements of Cal. Veh. Code §§ 2453 and 23112.5.</p> <p>('65 Code, § 4-4.304) (Ord. 461-C.S., passed 12-5-95; Am. Ord. 575-C.S., passed 11-20-07; Am. Ord. 587 C.S., passed 12-7-10)</p> <p>Section 53.12 (Control Of Pollutants From New Developments/ Redevelopment Projects.)</p> <p>(A) Prior to the construction of a new development or redevelopment project, the subject project shall be evaluated for its potential to discharge pollutants to the MS4, based on its intended land use and other considerations. Such evaluation shall be conducted in accordance with development planning requirements established by the Regional Board or its Executive Officer, pursuant to the municipal NPDES permit, as specified in the city's Stormwater Quality Management Program, including any revisions made thereto.</p> <p>(B) Once a development or redevelopment project has been evaluated for its potential to discharge pollutants to the MS4, the city shall require appropriate BMPs to be installed during construction for implementation following project completion. The prescription of such BMPs shall be in keeping with development planning requirements established by the Regional Board or its Executive Officer, pursuant to the municipal NPDES permit, as described more particularly in the city's Stormwater Quality Management Program.</p>	
San Marino	<p>Safety Element:</p> <p>Objective S.10 Plan for and eliminate, to the extent possible, local hazards that pose a threat to persons’ safety, or may disrupt responses to emergencies.</p> <p>Policy: Plan for deployment of staff to divert public around hazards in the right-of-way caused by natural disasters and accidents, such as flooded areas, downed power lines, water and gas leaks, hazardous materials spills, etc.</p> <p>Natural Resources Element:</p> <p>Objective NR.11 Ensure that toxic and hazardous wastes are disposed of properly.</p> <p>Objective NR.13 Comply with National Pollutant Discharge Elimination System (NPDES).</p> <p>Policy: Control pollutants in surface run-off as appropriate.</p> <p>Objective NR.16 Protect vegetation in hazard zones.</p>	<p>Municipal Codes related to Hazards and Hazardous Materials relevant to the Plan Area can be found in Chapter 14 (Miscellaneous) Article 12 (Stormwater Management and Discharge Control), Chapter 25 (Uniform Codes), Municipal codes for this city related to Wildfire are located in Table 3.21-1.</p> <p>Under Article 12 (Stormwater Management and Discharge Control) 14.12.04: Prohibited Activities states that no person shall commence, establish, use, maintain, or continue any illicit connections to the MS4 or any illicit discharges to the MS4. This prohibition against illicit connections applies to the use, maintenance, or continuation of any illicit connection, whether that connection was established prior to, or after the effective date of this article. This includes:</p> <p>4. Discharges of runoff to the MS4 from storage areas of materials containing grease, oil, or other hazardous substances, and uncovered receptacles containing hazardous materials;</p> <p>Section 14.12.07: Requirements for Industrial/Commercial and Construction Activities:</p> <p>A. Each industrial discharger, discharger associated with construction activity, or other discharger described in any general NPDES permit addressing such discharges, as may be issued by the U.S. environmental protection agency, the state water resources control board, or the regional board, shall comply with all requirements of such permit and the provisions of this article. Each discharger identified in an individual NPDES permit shall comply with and undertake all activities required by such permit. Proof of compliance with any such NPDES permit may be required in a form acceptable to the authorized enforcement officer, or designated representative, prior to the issuance of any grading, building or occupancy permits, or any other type of permit or license issued by the city.</p> <p>B. Non stormwater discharges to the MS4 from industrial, commercial, or construction activities in violation of any applicable NPDES permit or the provisions of this article are prohibited.</p> <p>C. Industrial and commercial dischargers and dischargers associated with construction activities shall implement effective BMPs, including source control BMPs, in accordance with table 10 of part VI.D.6.f of the municipal NPDES permit unless a particular pollutant generating activity does not occur on a facility's site. (Ord. 0-15-1290, 5-29-2015)</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>Section 25.12.01: Fire Code Adopted:</p> <p>Except as hereinafter provided, the 2022 California Fire Code, including all appendices with errata, based on the 2021 International Fire Code, is hereby adopted by reference and incorporated herein as though fully set forth herein and shall constitute the Fire Code of the City. A copy of such code shall be located in the Planning and Building Department and shall be, at all times, maintained by the Planning and Building Department for use and examination by the public. For the purpose of this code, the Planning and Building Director shall be the building official.</p> <p>(Ord. 0-19-1357, 11-13-2019; amd. Ord. O-22-1400, 1-11-2023)</p>	
South El Monte	<p>Public Health, Safety, and Environment Element:</p> <p>Policy 2.3: Limit the Potential Hazards from the Transportation and Disposal of Hazardous Waste. Policy 2.4: Support Remediation and Pollution Prevent Efforts that Arise from Industrial, Roadway, and Household Sources.</p> <p>Action 2.4c: Limit diesel truck idling, including construction and transit vehicles, within 100 feet of schools, parks, and residences.</p>	<p>Municipal Codes related to Hazards and Hazardous Materials relevant to the Plan Area can be found in Chapter 8.32 Hazardous Materials, Chapter 8.44 (Stormwater Management And Discharge Control), Chapter 15.14 (Fire Code)</p> <p>Chapter 8.32 (Hazardous Materials) Section 8.32.010 (Depositing Dangerous materials Cleanup or abatement – liability) require the following:</p> <p>A. Any person who intentionally or negligently causes the deposit of dangerous or hazardous materials on any city property, including street or sidewalk, shall be liable for the payment of all costs incurred by the city necessary to clean up such materials. The remedy provided by this section shall be in addition to any other remedies provided by law.</p> <p>B. For purposes of this section, "dangerous and hazardous materials" are defined as any substances or materials in a quantity or form which pose an unreasonable and imminent risk to the life, health or safety of persons or property, including any street or sidewalk, or to the ecological balance of the environment, and shall include, but not be limited to, such substances as explosives, radioactive materials, petroleum or petroleum products or gases, poisons, biologic agents, flammables, corrosives, trash, debris and glass.</p> <p>C. For purposes of this section, costs incurred by the city shall include, but shall not necessarily be limited to, the following: Actual labor costs of city personnel, including worker's compensation benefits, fringe benefits, administrative overhead; cost of equipment operation, cost of materials obtained directly by the city and cost of any contract labor and materials.</p> <p>(Prior code §5-35-1; Ord. 779 §1, 1986)</p> <p>Chapter 8.44 (Stormwater Management And Discharge Control) 8.44.070 Prohibited activities.</p> <p>Determines that the following nonstormwater discharges into the MS4 are prohibited unless in compliance with a separate NPDES permit or pursuant to a discharge exemption by the regional board, the Regional Board's executive officer, or the State Water Resources Control Board:</p> <p>3. To the maximum extent practicable, discharges to the MS4 from areas where repair of machinery and equipment, including motor vehicles, which are visibly leaking oil, fluid or antifreeze, is undertaken;</p> <p>4. Discharges of untreated runoff to the MS4 from storage areas of materials containing grease, oil, or other hazardous substances, and uncovered receptacles containing hazardous materials;</p> <p>6. Discharges of untreated runoff from the washing of toxic materials from paved or unpaved areas to the MS4; provided, however, that nonindustrial and noncommercial</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>activities which incidentally generate urban runoff, such as the hosing of sidewalks, shall be excluded from this prohibition;</p> <p>7. To the maximum extent practicable, discharges to the MS4 from washing impervious surfaces in industrial/commercial areas which results in a discharge of untreated runoff to the MS4, unless specifically required by state law, or the city's municipal code, or Los Angeles County's Health and Safety Codes, or permitted under a separate NPDES permit;</p> <p>8. Discharges from the washing out of concrete trucks into the MS4;</p> <p>9. Discharges to the MS4 of any pesticide, fungicide or herbicide, banned by the USEPA or the California Department of Pesticide Regulation; or</p> <p>10. The disposal of hazardous wastes into trash containers used for municipal trash disposal where such disposal causes or threatens to cause a direct or indirect discharge to the MS4.</p> <p>Section 8.44.100 (Requirements for industrial/commercial and construction activities) determines the following:</p> <p>A. Industrial/Commercial and Construction-Related Dischargers Generally. Each discharger associated with industrial/commercial activity or construction activity, or other discharger described in any general NPDES permit addressing such discharges, as may be issued by the U.S. Environmental Protection Agency, the State Water Resources Control Board, or the Regional Board shall comply with all requirements of such NPDES permit and the city's development construction program. Each discharger identified in an individual NPDES permit shall comply with and undertake all activities required by such permit. Proof of compliance with any such NPDES permit and the city's development construction program may be required in a form acceptable to the director prior to the issuance of any grading, building or occupancy permits, or any other type of permit or license issued by the city.</p> <p>B. Non-stormwater discharges to the MS4 from industrial, commercial or construction are prohibited.</p> <p>C. Source Control BMPs for Industrial/Commercial Facilities. Industrial/commercial facilities shall implement the effective source control BMPs listed in Table 10 of Part VI.D.6.f. of the municipal NPDES permit, unless a particular pollutant generating activity does not occur on a facility's site.</p> <p>(Ord. 1182 §1, 2014)</p> <p>Chapter 15.14 (Fire Code) Section 15.14.010 (Los Angeles County Code, Title 32, Fire Code adopted)</p> <p>Los Angeles County Fire Code, Title 32, the Los Angeles County Fire Code, as amended and in effect on or before January 1, 2023, adopting the 2022 California Fire Code, is hereby adopted by reference pursuant to the provisions of Sections 50022.1 through 50022.10 of the Government Code of the State of California as though fully set forth herein, and made a part of the South El Monte Municipal Code with the same force and effect as though set out herein in full, including all of the regulations, revisions, conditions and terms contained therein.</p> <p>Not less than one copy of said Title 32 of the Los Angeles County Fire Code together with any and all amendments thereto proposed by the city of South El Monte, has been and is now filed in the office of the community development department and shall be remain on file with building official, and shall collectively be known as the "City of South El Monte Fire Code" and may be cited as Chapter 15.14 of the South El Monte Municipal Code.</p> <p>(Ord. 1261 §2, 2022)</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Temple City	<p>Hazards Element</p> <p>Goal H 3: Hazardous Waste and Materials. A safe and healthy living and working environment protected from the generation, use, storage, disposal, and transport of hazardous waste or materials.</p> <p>Policy H 3.2 Project Review: Review all proposed development projects that manufacture, use, transport, or store hazardous waste or materials and waste for compliance with appropriate federal, state, county, and local agencies.</p> <p>Policy H 3.6 Assessment of Known Areas of Contamination: Require new development in known contamination areas to perform comprehensive soil and groundwater contamination assessments, in accordance with applicable regulations, and if contamination exceeds regulatory levels, require new development to undertake remediation procedures consistent with federal, state, and local regulations prior to any site disturbance or development.</p> <p>Goal H 10: Preparedness and Response. A prepared and resilient community before, during, and after natural and human-induced disasters and hazardous events.</p> <p>Policy H 10.3 Emergency and Hazard Mitigation Plans. Continue to prepare and implement proactive emergency response plans, procedures, and operations to reduce the risk to life and property from natural or human-induced disasters and emergencies.</p>	<p>Municipal Codes related to Hazards and Hazardous Materials relevant to the Plan Area can be found in Title 3 Public Safety Chapter 1 (Fire Code), Chapter 3 (Pollution Source Reduction), 8-3-1 (Pollutant Discharge Control). Municipal codes for this city related to Wildfire are located in Table 3.21-1.</p> <p>Title 3 Public Safety Chapter 1 Fire Code Section 3-1-0: Adoption:</p> <p>The city of Temple City hereby adopts the consolidated fire protection district of Los Angeles County (district) fire code as the fire code for the city of Temple City. Said district fire code is codified in title 32 of the Los Angeles County code. (Ord. 11-946)</p> <p>Chapter 3 Pollution Source Reduction</p> <p>8-3-0: General Provisions:</p> <p>A. Leaking Vehicles and Machinery: No vehicle, machinery or device shall be allowed to leak, spill or discharge in any manner oil, grease, antifreeze, or other pollutant onto any street, alley, road, parking lot or surface in the city whereon such pollutants can or may be conveyed to the municipal storm sewer system by stormwater or nonstormwater runoff.</p> <p>B. Equipment Repair: The repair of machinery and equipment, including motor vehicles, which are visibly leaking oil, fluids or antifreeze in areas exposed to stormwater runoff is prohibited.</p> <p>C. Storage: Objects such as motor vehicle parts containing grease, oil or other hazardous substances, and unsealed receptacles containing hazardous materials shall not be stored in areas susceptible to stormwater runoff.</p> <p>D. Potentially Harmful Materials: Fuel and chemical residue and wastes, animal waste, food and food processing wastes; garbage, batteries or other types of materials that are located in areas susceptible to or exposed to stormwater, and which in the opinion of the city manager could have potential adverse impacts on water quality shall be managed by appropriate and effective BMPs or shall be removed immediately and disposed of properly.</p> <p>E. Hazardous Materials: Household hazardous waste may be disposed of through the Los Angeles County's household hazardous waste program or other appropriate disposal site, not in trash containers. Other hazardous materials shall be disposed of at a licensed hazardous waste facility and not in municipal trash receptacles.</p> <p>(Ord. 96-799; amd. Ord. 03-881)</p> <p>8-3-1: Pollutant Discharge Control</p> <p>E. Storage Area Runoff: The discharge of untreated runoff to the municipal storm drain system from storage areas where materials containing grease, oil, or other hazardous substances, and uncovered receptacles containing hazardous materials are located is prohibited.</p> <p>6-2C-15: Licensed Contractors; Disposal of Construction And Demolition (C&D) Materials:</p> <p>6-2C-18: Hazardous Waste:</p> <p>Unless specifically provided for by the solid waste franchisee and clearly designated for hazardous waste, household hazardous waste or universal waste, no person shall place or deposit hazardous waste, household hazardous waste, or universal waste in any container provided by a solid waste franchisee, or deposit, release, spill, leak, pump, pour, emit, empty, discharge, inject, dump or dispose into the environment any hazardous waste, household hazardous waste or universal waste. (Ord. 21-1053)</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
West Covina	<p>“Our Healthy Community” has no direct policy reference. Statement from Fire section reads: The Fire Department manages the City’s disaster preparedness efforts. The Department’s philosophy of “all risk preparedness” encourages members of the public to be prepared for all types of emergencies, both man-made and natural. Under the “all risk” umbrella, residents are strongly encouraged to prepare for earthquakes, fires, floods, major transportation accidents and hazardous materials spills, power outages, and communicable disease outbreaks.</p>	<p>Municipal Codes related to Hazards and Hazardous Materials relevant to the Plan Area can be found in Section 7-267 (Hazardous or toxic C&D debris), Sec. 22-186. (Parking of vehicles transporting hazardous materials), and Chapter 10 (Fire Prevention and Protection). Municipal codes for this city related to Wildfire are in Table 3.21-1.</p> <p>Sec. 7-267. - Hazardous or toxic C&D debris.</p> <p>Notwithstanding the provisions of this article, all hazardous or toxic C&D debris generated by any project shall be handled and disposed of according to any and all applicable federal, state, and local statutes, regulations, ordinances, and laws. Applicants are encouraged to recycle hazardous or toxic C&D debris only to the extent legally permitted.</p> <p>(Ord. No. 2447, § 3 (Att. 1), 12-18-18)</p> <p>Sec. 22-186. (Parking of vehicles transporting hazardous materials.)</p> <p>A vehicle transporting a hazardous material or substance as identified in title 49 of the Code of Federal Regulations must be attended at all times by its driver or a qualified representative of the motor carrier that operates it, and shall not be parked on any highway, highway shoulder, street, alley, public way or public place, or within five (5) feet of the traveled portion thereof, within a residential zone or within one thousand (1,000) feet of any school or within three hundred (300) feet of any bridge or tunnel, except for brief periods when mechanical or equipment failure or disablement or malfunction of the vehicle, or the necessities of operation require the vehicle to be parked and make it impractical to park the vehicle in any other place.</p> <p>Repair, maintenance, refuse, utility, termite and pesticide vehicles, fuel delivery vehicles, and vehicles delivering life support and health commodities, while servicing residential areas or schools, are exempt. Additionally, such exempt vehicles need not be attended while the drivers are performing duties that are evident and necessary as the operator of the vehicle or the provider of the service.</p> <p>For purposes of this section:</p> <p>(a) A motor vehicle is attended when the person in charge of the vehicle is on the vehicle, awake and not in a sleeper berth, or is within one hundred (100) feet of the vehicle and has it within his unobstructed field of view.(b)A qualified representative of a motor carrier is a person who:(1)Has been designated by the carrier to attend the vehicle.(2)Is aware of the nature of the hazardous material or substance contained in the vehicle he attends.(3)Has been instructed on the procedures he must follow in emergencies concerning hazardous materials or substances.(4)Is authorized to move the vehicle and has the means to do so.</p> <p>The rules of this section do not relieve a driver from any obligation imposed by federal, state or local laws relating to the transportation of hazardous materials or explosives, motor carrier safety regulations or the placement of warning signs or devices when a motor vehicle is stopped on a public street or highway.</p> <p>(Ord. No. 1489, § 1, 9-8-80)</p> <p>Chapter 10 Fire Prevention and Protection Sec. 10-20. - Adopted.</p> <p>Except as otherwise provided in this article, the City Council of the City of West Covina hereby adopts by reference for the purpose of prescribing regulations governing conditions hazardous to life and property from fire or explosion, that certain Code known as the 2019 California Fire Code, which adopts by reference the 2018 International Fire Code, published by the International Code Council, including Appendix Dhapters with errata. In the event of any conflict or ambiguity between any provision contained in such</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>codes set forth above, and any amendment thereto contained in this article or other provision of the Municipal Code, the amendment or addition shall control.</p> <p>One (1) complete copy of the 2019 California Fire Code, with errata and supplements and one (1) complete copy of the 2018 International Fire Code shall be at all times maintained by the city clerk for use and examination by the public.</p> <p>(Ord. No. 1960, § 2, 11-21-95; Ord. No. 2033, § 4, 6-1-99; Ord. No. 2083, § 4, 10-1-02; Ord. No. 2166, § 2, 12-4-07; Ord. No. 2212, § 2, 12-21-10; Ord. No. 2252, § 2, 12-3-13; Ord. No. 2302, § 2, 11-15-16; Ord. No. 2468, § 4(a), 12-17-19; Ord. No. 2467, § 3(a), 1-7-20)</p> <p>Sec. 10-24. - Establishment of limits in which storage of liquefied petroleum gases is to be restricted. (b) The limits referred to in Section 3804.2 of the adopted Fire Codes in which bulk storage of liquid petroleum gas is restricted are hereby established as follows: The entire area of this city.</p> <p>(Ord. No. 1903, § 3, 6-16-92; Ord. No. 1960, § 2, 11-21-95; Ord. No. 2166, § 2, 12-4-07; Ord. No. 2212, § 2, 12-21-10)</p> <p>Applicable Amendments include:</p> <p>A new subsection 304.1.2(a) - High Fire Hazard Designation - shall be added and shall read as follows:</p> <p>The City of West Covina hereby adopts the most recent County of Los Angeles High Fire Hazard Zone Map to identify and designate high fire hazard areas within city limits.</p>	

3.9.3 Impact Assessment

3.9.3.1 Significance Criteria

Appendix G of the State CEQA Guidelines was reviewed to determine whether the Plan would result in significant impacts related to hazards and hazardous materials. These guidelines serve as the threshold of significance for determining impacts related to hazards and hazardous materials and consider if the Plan would:

- 9(a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- 9(b) *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?*
- 9(c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*
- 9(d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*
- 9(e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*
- 9(f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*
- 9(g) *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

3.9.3.2 Methodology

Impacts associated with the Plan related to hazards and hazardous materials are evaluated qualitatively based on a literature review of potential hazards in the Plan Area in comparison to the proposed construction and operation activities.

3.9.3.3 Plan Impacts

- 3.9.3.3.1 9(a). Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- 3.9.3.3.1.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant. As greenway paths, greenway amenities, pocket parks, greenspaces, safe crossings, and stormwater management facilities require similar types of construction, the following

discussion applies to all of these project elements. Construction of project elements would involve the routine transport, use, and disposal of minimal amounts of hazardous materials that are typically used in construction projects, such as solvents, paints, oils, and grease and materials. The transport, use, and disposal of these materials would be compliant with applicable regulations such as those under RCRA, OSHA, DOT, California Labor Code, and the CCR. The regulations mentioned cover hazardous materials related topics such as proper personal protective equipment, transport, handling, and disposal.

Although solvents, paints, oils, grease, fuel, and other materials would be transported, used, and disposed of during construction of projects implemented under the Plan, these materials are typically used in construction projects and would not represent the transport, use, and disposal of acutely hazardous materials. These hazardous materials are also generally used in small amounts and any potential construction-related hazardous releases or emissions would be from such commonly used materials as paints and solvents and oils/fuels and would not include substances listed in 40 CFR 355 Appendix A: Extremely Hazardous Substances and Their Threshold Planning Quantities. Releases of common construction hazardous materials would be small and localized. Spills that could occur would be contained and cleaned according to the SDS as appropriate. Hazardous materials SDS would include accidental release cleanup measures such as appropriate neutralization techniques, decontamination protocols, cleaning or vacuuming guidance, and examples of adsorbent materials.

Any stormwater discharges during construction would be covered under the applicable building code, LID, and other ordinances of the jurisdiction, County, or city within which the project is located (as per the MS4 permit described above in Section 3.9.2, Regulatory Framework). This MS4 permit subjects the Los Angeles County Flood Control District, County of Los Angeles, 85 incorporated cities within the coastal watersheds of Los Angeles County, Ventura County Watershed Protection District, County of Ventura, and 10 incorporated cities within Ventura County to WDRs for their MS4 discharges originating from within their jurisdictional boundaries composed of stormwater and non-stormwater. The MS4 permit also requires permittees to implement construction requirements for implementation related to minimum construction site BMPs for erosion, sediment, non-stormwater management, and waste management on all construction sites that are less than one acre.

Projects containing any combination of greenway paths, greenway amenities, pocket parks, greenspaces, safe crossings, and stormwater management facilities could result in greater than one acre of soil disturbance. Construction projects that disturb one acre of land or more are required to obtain coverage under the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Order No. 2022-0057-DWQ (as discussed in Section 3.7, Geology and Soils). The project proponent would be required to prepare a SWPPP in compliance with Section 402 of the Federal CWA and would file a Notice of Intent with the LARWQCB to obtain coverage under the NPDES Construction General Permit. The SWPPP would include spill prevention measures to avoid and, if necessary, clean up accidental releases of hazardous materials. Compliance with all NPDES Construction General Permit requirements including the preparation and implementation of a SWPPP and associated BMPs would minimize the potential for mishandling and/or the release of hazardous materials. All hazardous materials brought to the construction site would be disposed in accordance with applicable regulations (see question 9(b) for discussion of potential impacts from release of hazardous materials to the environment in the event the individual project site contains contaminated soils). Therefore, construction of greenway paths, greenway amenities, pocket parks,

greenspaces, safe crossings, and stormwater management facilities is not expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous waste materials. Impacts would be less than significant.

Operations

Less than Significant. Operations of the greenway paths, greenway amenities, pocket parks, greenspaces, safe crossings, and stormwater management facilities would attract visitors to the Plan Area. Recreational uses (such as those associated with pedestrian, bike, and multi-use trails) and related amenities (e.g., fencing, benches, landscaping, restrooms.) and maintenance of those recreational uses would occur. The transport, use, and disposal of hazardous materials would consist of solvents, paints, fuels for equipment commonly associated with maintenance of public spaces. Their use would be minimal and localized, and spills that may occur would be contained and cleaned as they occur consistent with applicable rules and regulations. In some cases, maintenance could involve the use of pesticides and/or herbicides. However, these materials would be used in small amounts, intermittently, and with proper care as dictated by their accompanying SDS, and only County-approved substances would be used under the Plan. Thus, the potential for release of hazardous materials would be minimal. Therefore, operation of greenway paths, greenway amenities, pocket parks, greenspaces, safe crossings, and stormwater management facilities is not expected to create a significant hazard for the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Construction and operation impacts would be less than significant. No mitigation is required.

3.9.3.3.2 9(b). 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?

3.9.3.3.2.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant with Mitigation. Hazardous materials sites with a potential for contaminated onsite soil and/or groundwater exist within the Plan area as shown in Figure 3.9-1. In addition, as described in Section 3.12, Mineral Resources, oil wells are present in the vicinity of the Plan Area. These could be encountered during construction of greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities as these plan components could be constructed anywhere within the Plan Area. The larger the proposed project footprint under the Plan (e.g., maximum size park development, maximum length greenway segment), the more soil disturbance and thus the greater the risk of exposure to contaminated media. Smaller footprints or installation of prefabricated structures (e.g., greenway amenities such as benches, shade structures, drinking fountains, etc.) would require little ground disturbance and would therefore present a smaller risk of

exposure to potentially contaminated media. Construction in previously disturbed areas, such as installing safe crossings at existing roads, would likewise result in a smaller risk of encountering contaminated media because previous excavations would have already occurred there. Contaminated sites would be remediated or addressed in coordination with the appropriate federal, state, or local agency. These could include USEPA, SWRCB, DTSC, or local environmental health or fire department.

Because the exact location and design of projects that would be implemented under the Plan have not yet been determined, future projects could be located on sites with contaminated soil and/or groundwater and ground-disturbing (grading or excavation) activities conducted during construction could encounter contaminated soil or groundwater. Implementation of **MM HAZ-1: Pre-construction Hazardous Site Records Search** would identify if the project site is located on or near a hazardous materials site. If the site is located on or near a hazardous site and is determined to present a potential risk, then additional engineering controls and **MM HAZ-2: Phase I/II Environmental Site Assessment** and **MM HAZ-3: Soil and Groundwater Management Plan** should be incorporated as necessary. Implementation of **MM HAZ-2: Phase I/II Environmental Site Assessment**, which consists of a Phase I Environmental Site Assessment, would provide recommendations for further assessment or mitigation measures to assess or mitigate potential environmental impacts under the oversight of the applicable regulatory agency, as necessary. Implementation of **MM HAZ-3: Soil and Groundwater Management Plan** would further ensure that any contaminated soils are properly identified, excavated, and disposed of off-site.

With the implementation of **MM HAZ-1: Pre-construction Hazardous Site Records Search**, **MM HAZ-2: Phase I/II Environmental Site Assessment**, and **MM HAZ-3: Soil and Groundwater Management Plan**, and coordination with the appropriate oversight agency (as necessary), the potential upset and accident conditions involving the release of hazardous materials into the environment associated with construction activities would be less than significant.

Operations

Less than Significant. Hazardous materials used during operations of greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities would be minimal, primarily for maintenance, and consist of commonly used hazardous materials such as solvents, paints, fuels for equipment, and approved herbicides or pesticides. Spills involving these materials would be contained and cleaned as they occur in accordance with SDSs. The amount would be small and localized, and spills would be contained and cleaned as they occur, consistent with applicable regulations. Thus, the potential for release of hazardous materials would be minimal. Therefore, operation of greenway paths and greenway amenities would not be expected to create a significant hazard for the public or the environment through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials, and impacts would be less than significant.

Mitigation Measures

MM HAZ-1: Pre-construction Hazardous Site Records Search. Prior to ground disturbance at each proposed project site, a database search pursuant to California Government Code Section 65962.5 shall be conducted to identify if the project site is located on or near a hazardous materials site and to determine the applicability of any regulatory requirements or hazardous material risks associated with the construction site or the adjacent sites. If the site is not located on or adjacent to a hazardous

materials site or is determined not to present a risk to the public or environment, no further action would be necessary. If the site is located on or near a hazardous site and is determined to present a potential risk, then additional engineering controls may be necessary, including **MM HAZ-2: Phase I/II Environmental Site Assessment** and **MM HAZ-3: Soil and Groundwater Management Plan** as appropriate.

MM HAZ-2: Phase I/II Environmental Site Assessment. Prior to ground disturbance, a Phase I Environmental Site Assessment shall be conducted in conformance with industry-accepted practices, American Society of Testing Materials (ASTM) Designation E1527-05, and the USEPA All Appropriate Inquiry Rule (40 CFR Section 312). Based on the Phase I Environmental Site Assessment findings, recommendations for further assessment (i.e., Phase II Environmental Site Assessment) or mitigation measures shall be recommended, as appropriate.

MM HAZ-3: Soil and Groundwater Management Plan. Should the assessments required under MM HAZ-2 above reveal chemicals of concern above applicable clean-up goals, or should unanticipated contamination be found during site excavation, a Soil and Groundwater Management Plan shall be prepared. The Soil and Groundwater Management Plan shall be implemented prior to, during, and after excavation and grading activities on the Project Site to ensure that any contaminated soils are properly identified (type and extent), excavated, and disposed of off-site. The sampling program shall include the following:

- Health and safety plan that specifies pre-field activities (e.g., marking of boring locations, obtaining utility clearance) and field activities (e.g., sampling procedures, health and safety measures, soil stockpile management, etc.)
- Necessary permits for well installation and/or boring advancement
- A soil sampling and analysis plan, including chemical testing methods, and quality assurance/quality control procedures. Laboratory analyses to be conducted by a State-certified laboratory
- Hazardous material handling and disposal processes, including appropriate certified hazardous material hauling (transport) and disposal/recycling facilities

Significance After Mitigation

For construction, implementation of mitigation measures **MM HAZ-1: Pre-construction Hazardous Site Records Search**, **MM HAZ-2: Phase I/II Environmental Site Assessment**, and **MM HAZ-3: Soil and Groundwater Management Plan** would ensure that impacts due to reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment are less than significant with mitigation.

For operation, impacts would be less than significant, and no mitigation is required.

3.9.3.3.3 9(c). Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

3.9.3.3.3.1 Greenway Paths + Greenway Amenities, Greenway Paths + Pocket Parks and Greenspaces, Greenway Paths + Safe Crossings, Greenway Paths + Stormwater Management

Construction

Less than Significant with Mitigation. As described in the Section 3.3.1.5, Sensitive Receptors, there are numerous schools within and in vicinity of the Plan Area (See Table 3.3-4. School Districts within the Plan Area). Construction of greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities would involve routine transport, use, and disposal of hazardous materials such as solvents, paints, oils, and grease and materials that are typically used in construction projects and would not include substances listed in 40 CFR 355 Appendix A: Extremely Hazardous Substances and Their Threshold Planning Quantities. Releases would be small and localized and would be contained and cleaned according to the material's SDSs, as applicable. Such transport, use, and disposal would be compliant with applicable regulations such as those under RCRA, OSHA, DOT, California Labor Code, and the CCR.

Since the location and design of future projects are currently unknown, individual projects implemented under the Plan could be constructed on or immediately adjacent to a hazardous materials site that are within 0.25 mile of a school. Depending on the contaminant characteristics of the hazardous materials site and extent of contamination, soil disturbing activities could encounter contaminated soil and/or groundwater. Therefore, potentially significant impacts could occur due to handling affected media within 0.25 mile of an existing or proposed school.

To avoid exposure at nearby schools once a future project location site is identified, project proponents shall implement **MM HAZ-1: Pre-construction Hazardous Site Records Search** to identify if the project site is located on or near a hazardous materials site. If the site is located on or near a hazardous site and it is determined that ground disturbance could pose a risk of emission of hazardous materials, then the project proponent shall implement **MM HAZ-2: Phase I/II Environmental Site Assessment**, which consists of a Phase 1 Environmental Assessment (and subsequently, a Phase II as necessary) and implement **MM HAZ-3: Soil and Groundwater Management Plan** to further ensure that any contaminated soils are properly identified, excavated, and disposed of off-site. Impacts would be less than significant with mitigation.

Operations

Less than Significant. Operations of the greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities would be associated with recreational uses (such as those associated with pedestrian, bike, and multi-use trails) and maintenance of the project components. Transport, use, and disposal of hazardous materials used in operations would be those associated with maintenance of the greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities. Their use would be minimal, and they would consist of commonly used hazardous materials, such as solvents, paints, fuels for equipment, and approved herbicides and pesticides. The amount would be small and localized, and spills that may occur would be contained and cleaned as they occur consistent with applicable regulations.

Thus, the potential for release of hazardous materials would be minimal. Therefore, operation of greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities would not be expected to emit or require handling of hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school, and impacts would be less than significant.

Mitigation Measures

MM HAZ-1: Pre-construction Hazardous Site Records Search.

MM HAZ-2: Phase I/II Environmental Site Assessment.

MM HAZ-3: Soil and Groundwater Management Plan.

Significance After Mitigation

For construction, implementation of included mitigation measures **MM HAZ-1: Pre-construction Hazardous Site Records Search, MM HAZ-2: Phase I/II Environmental Site Assessment, and MM HAZ-3: Soil and Groundwater Management Plan** would ensure that any potential soil or groundwater contamination at a project site is identified and handled in a manner so as not to be a source of exposure and risk to nearby schools.

For operation, impacts would be less than significant. No mitigation is required.

3.9.3.3.4 9(d). Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

3.9.3.3.4.1 Greenway Paths and Greenway Amenities + Pockets Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant with Mitigation. Because the location and design of future projects are currently unknown, the construction of the greenway component with any combination of subcomponents (i.e., greenway paths + greenway amenities, greenway paths + pocket parks and greenspaces, greenway paths + safe crossings, or greenway paths + stormwater management) has the potential to occur on hazardous materials sites compiled pursuant to Government Code Section 65962.5. The beneficial project elements of subcomponents (pocket parks and greenspaces, safe crossings, and stormwater management) would be larger in size than greenway amenities, but once an individual project site is known and if it is located on or near a hazardous materials site, ground-disturbing activities during construction could encounter contaminated materials (groundwater and/or soil) regardless of the size of the project. Exposure of workers and the public to contaminated media is considered a potentially significant impact. To avoid exposure and risk to workers, the public, and the environment, a desktop review of the project-site shall be conducted to identify the proximity of hazardous locations to the site (**MM HAZ-1: Pre-construction Hazardous Site Records Search**). If the site is located on or adjacent to a hazardous site and it is determined that ground disturbance could pose a risk of exposure of workers or the public to contaminated media, then the project proponent shall conduct a Phase I Environmental Site Assessment and subsequently Phase II Environmental Site Assessment (**MM HAZ-2: Phase I/II**

Environmental Site Assessment), as necessary, and prepare and draft a Soil and Groundwater Management Plan (**MM HAZ-3: Soil and Groundwater Management Plan**). With the implementation of these measures, impacts would be reduced to less than significant levels.

Operations

Less than Significant. If a future project to be implemented under the Plan is located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the operations and maintenance of the greenway and associated beneficial project elements could encounter contaminated media (soil and/or groundwater) during regular maintenance activities. Operations would not require additional substantial soil or groundwater disturbance. Therefore, operations activities would not contribute to a significant hazard to the public or environment conditions associated with the project being located on a Cortese List site, and impacts would be less than significant.

Mitigation Measures

MM HAZ-1: Pre-construction Hazardous Site Records Search.

MM HAZ-2: Phase I/II Environmental Site Assessment.

MM HAZ-3: Soil and Groundwater Management Plan.

Significance After Mitigation

For construction, implementation of mitigation measures **MM HAZ-1: Pre-construction Hazardous Site Records Search, MM HAZ-2: Phase I/II Environmental Site Assessment, and MM HAZ-3: Soil and Groundwater Management Plan** would ensure that a site which is included on a list of compiled pursuant to Government Code Section 65962.5 is properly identified and any potential hazardous materials are handled appropriately and will not present a significant hazard to the public or the environment. Construction impacts would be less than significant with mitigation.

For operation, impacts would be less than significant. No mitigation is required.

3.9.3.3.5 9(e). For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

3.9.3.3.5.1 Greenway Paths and Greenway Amenities + Pockets Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction and Operations

Less than Significant. Since the location and design of future projects are currently unknown, the greenway with any combination of subcomponents (i.e., greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities) could be constructed and operated within two miles of a public airport or public use airport and within areas covered by an airport land use if near the SGV Airport or Brackett Field. If necessary, project proponents would notify the FAA of construction per 14 CFR Part 77 (as described in Section 3.9.2.1.5) for construction that might impact the airports to ensure compliance with FAA rules and regulations and avoid constructing any hazards to

airports and air traffic. However, notification is not likely required since greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities would not include or structures of significant height that could potentially obstruct airports or air traffic. Design would follow the *Design Guidelines and Standards* and greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities would not generate significant glare or distracting light. Additionally, construction in proximity to airports may result in temporary noise increases associated with normal construction, use of the greenway paths and amenities, and maintenance activities; however as detailed in Section 3.13, Noise, increases would not be excessive for people residing or working near the SGV Airport or Bracket Field area since the construction noise would be temporary and subject to the construction noise standards of the respective jurisdiction. Similarly, landscape and maintenance activities would also be subject to the noise standards of the respective jurisdiction and would be of short duration and intermittent throughout the year. Noise associated with visitors is expected to be below 65 decibels (dBA) community noise equivalent level (CNEL), which is defined in the Title 21 Airport Noise Standard as the threshold for noise-sensitive land use compatibility. Thus, visitors would not increase noise levels above the 65 dBA CNEL land use compatibility contour. As such, construction and operation activities associated with greenway paths, greenway amenities, pocket parks or greenspaces, safe crossings, and stormwater management facilities would not be excessive for people residing or working near an airport. Therefore, construction and operation impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

3.9.3.3.6 9(f). Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

3.9.3.3.6.1 Greenway Paths and Greenway Amenities + Pockets Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant with Mitigation. Depending on individual project locations, construction activities for greenway paths and amenities, pocket parks and greenspaces, safe crossings, and stormwater management could occur near emergency service facilities (e.g., fire stations and hospitals) and along roadways used by emergency service providers and have the potential to temporarily restrict access for emergency vehicles traveling to and around future project sites. Temporary lane closures for vehicle, bike, or pedestrian traffic may be required. Construction would be consistent with any applicable general plan, hazard mitigation plan, emergency response plan and fire department or police department emergency response requirements, by providing adequate emergency access, minimizing temporary impacts on local evacuation routes, and not permanently affecting major arterials surrounding project sites. Construction managers and personnel would follow the Manual on Uniform Traffic Control Devices (Caltrans 2024) guidelines to ensure the safety of vehicle, pedestrian, and bicycle traffic during construction. However, construction, including temporary lane closures and construction-

related traffic causing delays or obstructing the movement of emergency vehicles, could impair emergency access in the Plan Area, resulting in potentially significant impacts to emergency response. Implementation of **MM WF-1: Construction Coordination with Emergency and Fire Services** would require that the relevant emergency response services are consulted prior to construction and are able to identify necessary measures to prevent the impairment of emergency response, thereby reducing the potential impacts during construction.

Operations

Less than Significant. Operations of the Plan components would increase vehicle, bike, and pedestrian traffic and the use of amenities at future project sites, which could impact emergency access and response. Greenway paths would be designed per the *Design Guidelines and Standards* to include a minimum of 12 feet of unobstructed drivable width to allow access by emergency and maintenance vehicles. Overall, the greenway segments would be located on a minimum 13-foot ROW width to accommodate the minimum 12 feet of unobstructed width for the path and its shoulders, plus the width necessary (one foot) to accommodate channel wall fencing and signposts or other auxiliary features outside of the shoulders. Additionally, there would be a vertical clearance of at least 10 feet to the bottom of overhead structures including lighting. Maintenance of the greenway paths and amenities would be temporary and would not require equipment that would block emergency access. There would be no permanent road closures or obstructions associated with operations. Signage would be used to alert users to rules and regulations within and along the Greenway Network to warn users of dangerous conditions, and/or inform bicyclists and drivers of regulations and upcoming conditions. Therefore, operations would not physically impair or otherwise interfere with emergency response or evacuation in the project vicinity, and impacts would be less than significant.

Mitigation Measures

Mitigation Measure WF-1: Construction Coordination with Emergency and Fire Services.

Significance After Mitigation

Implementation of **MM WF-1: Construction Coordination with Emergency and Fire Services** would require that the relevant emergency response services are consulted prior to construction and are able to identify necessary measures to prevent the impairment of emergency response, thereby reducing the potential impacts during construction to less than significant.

For operations, no mitigation is required and impacts would be less than significant.

3.9.3.3.7 9(g). Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

3.9.3.3.7.1 Greenway Paths and Greenway Amenities + Pockets Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Significant and Unavoidable. Wildfire risk is described in greater detail in Section 3.20.1 (Wildfire, Environmental Setting). The Plan Area contains primarily urbanized/developed areas which are outside of the designated VHFHSZ (CAL FIRE 2007, 2011); however, small portions of the Plan Area, primarily the

northern extent in the San Gabriel foothills region, are located within the VHFHSZ, and there are small areas designated as VHFHSZs along the edge of the Angeles National Forest.

Depending on individual project location, it can reasonably be assumed that staging areas and construction zones for greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities could occur on the District ROW and adjacent parcels where they fall within or near lands classified as VHFHSZ. Implementation of **MM WF-1: Construction Coordination with Emergency and Fire Services** would prepare local response agencies for responding to fires on project sites in the Plan Area.

Where the Plan Area intersects these designations, there is a potential for construction to occur in areas prone to hazards such as landslides or floods, which are exacerbated by wildfires. FHSZs in the Plan Area are shown in Figure 3.20-1 in Section 3.20, Wildfire. Fault and landslide-prone areas in the Plan Area are shown in Figures 3.7-2 and 3.7-3 in Section 3.7, Geology and Soils. Flood hazard areas in the Plan Area are shown in Figure 3.10-3 in Section 3.10, Hydrology and Water Quality.

Construction would comply with applicable construction standards, including a pre-fire plan, refueling protocols, and proper storage of combustible materials, as required by the California Building Code, California Fire Code and OSHA Safety and Health Regulations, which require the development of a fire protection program through all phases of construction and demolition work and addresses requirements for appropriate firefighting equipment, water sources, and sprinkler and alarm systems. Construction of projects under the Plan would be required to comply with all applicable California Building Code and California Fire Code requirements for development in a VHFHSZ (e.g., water supply, hydrant and standpipe spacing, signs, fire department access). Equipment used during construction may exacerbate wildfire risk due to sparks from construction equipment or vehicles and the use of flammable materials, such as oils and solvents, have the potential to ignite adjacent vegetation. The construction of and installation of overhead or underground electric utilities may temporarily increase the risk of ignition of materials due to the high fire risk of electricity. Electric utility construction would be conducted by qualified experts who would follow proper safety procedure required by CPUC and structures requiring electricity (primarily restrooms) would be required to be built in accordance with California Building Code requirements. To reduce the risk of fire during construction activity, project proponents shall implement **MM WF-2: Prepare a Construction Fire Protection Plan**.

Ultimately, wildfires could exacerbate conditions of slope instability or flood because wildfires destroy vegetation and change soil conditions, which could expose people or structures to post-fire hazards regardless of whether flood or geologic hazards are addressed during project design. Because locations of specific project sites are not known at this time, construction of projects located in VHFHSZs or that have recently involved wildfires combined with areas prone to landslides or slope instability could expose workers, structures, and property to significant risks related to post-fire conditions. **MM WF-2: Prepare a Construction Fire Protection Plan** would ensure that project proponents plan for these potentialities by implementing Post-Fire Risk Reduction measures. Nonetheless, construction associated with projects located in VHFHSZs would have the potential to exacerbate the existing wildfire risk which may expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Therefore, impacts would be significant and unavoidable.

Operations

Significant and Unavoidable. Once operational, greenway paths and other plan components would be expected to result in increased numbers of daily users to project sites (e.g., increased vehicle, bike, and pedestrian traffic). If a project implemented under the Plan is within or adjacent to a VHFSZ, it could expose visitors and staff to hazardous conditions associated with the high risk of wildfire at the site who were not previously exposed to this risk. Approximately 80 percent of wildfires are estimated to have been ignited by humans (Balch et al. 2017). Increased presence of humans along newly constructed greenways and at amenities and pocket parks and greenspaces within VHFSZs could exacerbate existing wildfire risk by increasing the possibility of human-caused wildfires.

Operations would also include routine maintenance such as landscaping and repair of amenities, as needed. These activities would be conducted in accordance with California Fire Code, which mandates proper refueling protocols and storage of combustible materials, and OSHA Safety and Health Regulations, which requires appropriate firefighting equipment, water sources, and sprinkler and alarm systems. Projects would also operate in compliance with the State-mandated defensible space standards (PRC Section 4291, see Section 0). Although **MM WF-2: Prepare a Construction Fire Protection Plan** would be implemented to reduce the risk of fire during construction and compliance with local and State regulations would be further ensured via implementation of **MM WF-3: Operations Fire Prevention Measures**, because projects could be within or adjacent to VHFSZs, it cannot be guaranteed that the operation of greenway paths and other project components would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Therefore, impacts would be significant and unavoidable.

Mitigation Measures

Mitigation Measure WF-1: Construction Coordination with Emergency and Fire Services

Mitigation Measure WF-2: Prepare a Construction Fire Protection Plan.

Mitigation Measure WF-3: Operations Fire Prevention Measures.

Significance After Mitigation

The vast majority of projects that could be constructed under the Plan would not be within fire hazard zones; however, portions of the Plan Area present greater potential for exposure of people or structures to wildfire or post-wildfire conditions which could result in harm. In those areas, implementation of **MM WF-1: Construction Coordination with Emergency and Fire Services**, **MM WF-2: Prepare a Construction Fire Protection Plan**, **MM WF-3: Operations Fire Prevention Measures** would reduce the likelihood of adverse outcomes to the greatest extent feasible. However, even with careful planning, the existence of Plan projects in sensitive areas could expose people or structures to significant risks. Therefore, construction and operation impacts would remain significant and unavoidable.

3.9.3.4 Impacts of Conceptual Design Projects

This section discusses potential impacts from the 10 conceptual designs discussed in Section 2.4. If the impact analysis is different for the 10 conceptual designs, a table is provided below and addresses the CEQA framework question for each conceptual design. Any mitigation measures referenced below is discussed in the section above.

- 3.9.3.4.1 9(a). Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Construction and Operations

Less than Significant. The subcomponents and beneficial elements proposed for all 10 conceptual design projects are within the maximum extent limits described in Section 2.3.1, Components of the Plan and CEQA Organization. Construction and operation of the conceptual design projects would not result in additional impacts related to the routine transport, use, or disposal of hazardous materials not already addressed in Section 3.9.3.3.1 and no impacts of greater severity than described in Section 3.9.3.3.1.

- 3.9.3.4.2 9(b). 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?

Construction

Less than Significant with Mitigation. Because a construction disturbance footprint has not been developed for any of the conceptual projects, these sites would all be subject to the same mitigation measures described under Section 3.9.3.3.2.1. With the implementation of **MM HAZ-1: Pre-construction Hazardous Site Records Search, MM HAZ-2: Phase I/II Environmental Site Assessment, and MM HAZ-3: Soil and Groundwater Management Plan** and coordination with the appropriate oversight agency (as necessary), the potential upset and accident conditions involving the release of hazardous materials into the environment associated with construction activities would be less than significant.

Operations

Less than Significant. The subcomponents and beneficial elements proposed for all 10 conceptual design projects are within the maximum extent limits described for the Plan components in Section 2.3.1, Components of the Plan and CEQA Organization. Construction and operation of the conceptual design projects would not result in additional impacts related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials not already addressed in Section 3.9.3.3.2.1 and no impacts of greater severity than described in Section 3.9.3.3.2.1.

- 3.9.3.4.3 9(c). Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Construction

Many of the conceptual design projects are located within 0.25 mile of a school, as shown in Table 3.9-3. Brief descriptions providing greater details of this analysis for each example site are provided in the table below. As indicated in each of the descriptions, none of the conceptual design examples introduce any subcomponents and beneficial elements not previously considered within the Plan and therefore, would not result in any new impacts or more severe impacts than as described for the Plan.

Table 3.9-3. Analysis of Construction Impacts for Conceptual Design Examples within One-quarter Mile of a School

Conceptual Design Project	<i>9(c). Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</i>
Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i>	Less than Significant with Mitigation. McKinley Elementary is located approximately 0.21 miles away from the Project site, and the site is located in Area 3 of the SGV Superfund Site. To avoid exposure to nearby schools, a desktop review of the Project site shall be conducted to identify the proximity of hazardous locations to the site (MM HAZ-1: Pre-construction Hazardous Site Records Search). If the site is located on or adjacent to a hazardous site and it is determined that ground disturbance could pose a risk, then the project proponent shall implement MM HAZ-2: Phase I/II Environmental Site Assessment and prepare and draft a Soil and Groundwater Management Plan (MM HAZ-3: Soil and Groundwater Management Plan). Therefore, impacts would be less than significant with mitigation.
Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i>	Less than Significant with Mitigation. Central Elementary School is approximately 0.07 mile and Baldwin Park High School is approximately 0.18 mile away from the Project site, and the site is located in the Baldwin Park OU of the SGV Superfund Site. To avoid exposure to nearby schools, a desktop review of the Project site shall be conducted to identify the proximity of hazardous locations to the site (MM HAZ-1: Pre-construction Hazardous Site Records Search). If the site is located on or adjacent to a hazardous site and it is determined that ground disturbance could pose a risk, then the project proponent shall implement MM HAZ-2: Phase I/II Environmental Site Assessment and prepare and draft a Soil and Groundwater Management Plan (MM HAZ-3: Soil and Groundwater Management Plan). Therefore, impacts would be less than significant with mitigation.
Eaton Wash Greenway at Spreading Ground Site <i>City of Pasadena</i>	No Impact. Pasadena High School is approximately 0.04 miles and Focus Point Academy is approximately 0.06 mile away from the Project site. However, there are no hazardous waste sites within 0.25 mile of the Project site.
Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i>	Less than Significant with Mitigation. Willard Elementary School is approximately 0.23 mile away from the Project site, and there is a voluntary cleanup site located within 0.25 mile of the Project site. To avoid exposure to nearby schools, a desktop review of the Project-site shall be conducted to identify the proximity of hazardous locations to the site (MM-HAZ-1: Pre-construction Hazardous Site Records Search). If the site is located on or adjacent to a hazardous site and it is determined that ground disturbance could pose a risk, then the project proponent shall implement MM HAZ-2: Phase I/II Environmental Site Assessment and prepare and draft a Soil and Groundwater Management Plan (MM HAZ-3: Soil and Groundwater Management Plan). Therefore, impacts would be less than significant with mitigation.
San Dimas Wash at Arrow High School <i>City of Glendora</i>	No Impact. Sunrise Christian Preschool is located approximately 0.09 mile and Arrow High School & Oak Knoll Virtual Academy are approximately 0.18 mile away from the Project site. However, there are no hazardous waste sites within 0.25 mile of the Project site.
San Dimas Wash at Hollenbeck Park <i>City of Covina</i>	No Impact. Cyprus Elementary School is approximately 0.25 mile away from the Project site. However, there are no hazardous waste sites within 0.25 mile of the Project site.

Conceptual Design Project	9(c). Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
San Jose Creek at Pocket Park <i>City of Industry and the unincorporated LA County community of Avocado Heights</i>	No Impact. There are no schools within 0.25 mile of the site.
Thompson Creek at the Fairplex <i>Cities of Pomona, La Verne, and Claremont</i>	No Impact. There are no schools within 0.25 mile of the site.
Walnut Creek at Syhre Park <i>Cities of Baldwin Park and West Covina</i>	Less than Significant with Mitigation. Van Wig Elementary School is approximately 0.19 mile away and Florence Flanner Elementary School is approximately 0.20 mile from the Project site, and there are multiple Cleanup Program sites located in the vicinity of the Project Site. The site is also within the Baldwin OU of the SGV Superfund Site. To avoid exposure to nearby schools, a desktop review of the Project-site shall be conducted to identify the proximity of hazardous locations to the site (MM HAZ-1: Pre-construction Hazardous Site Records Search). If the site is located on or adjacent to a hazardous site and it is determined that ground disturbance could pose a risk, then the project proponent shall implement MM HAZ-2: Phase I/II Environmental Site Assessment and prepare and draft a Soil and Groundwater Management Plan (MM HAZ-3: Soil and Groundwater Management Plan). Therefore, impacts would be less than significant with mitigation.
Walnut Creek at Pocket Park <i>City of West Covina</i>	No Impact. Cameron Elementary School I is approximately 0.20 mile away and West Covina High School is approximately 0.25 mile from the Project site. However, there are no hazardous waste sites within 0.25 mile of the Project site.

Operations

Less than Significant. The subcomponents and beneficial elements proposed for all 10 conceptual designs are within the maximum extent limits as described for the Plan in Section 2. Operation of the conceptual design projects would not result in additional impacts related to hazardous emissions, materials, substances, or waste within one-quarter mile of an existing or proposed school that has not already been addressed in Section 3.9.3.3.3 and no impacts of greater severity than described in Section 3.9.3.3.3.

- 3.9.3.4.4 9(d). Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Construction

Construction of the 10 conceptual projects could result in impacts related to hazardous materials sites on a list compiled pursuant to Government Code Section 65962.5. Brief descriptions providing greater details of this analysis for each example site are provided in Table 3.9-4. As indicated in each of the descriptions, none of the conceptual design examples introduce any subcomponents or beneficial

elements not previously considered within the Plan and therefore, would not result in any new impacts or more severe impacts than as described for the Plan.

Table 3.9-4. Analysis of Construction Impacts of Conceptual Design Examples Located Near a Hazardous Materials Site

Conceptual Design Project	<i>9(d). Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</i>
Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i>	Less than Significant with Mitigation. The Project site is located in Area 3 of the SGV Superfund Site. To avoid exposure and risk to workers, the public, and the environment, a desktop review of the Project-site shall be conducted to identify the proximity of hazardous locations to the site (MM HAZ-1: Pre-construction Hazardous Site Records Search). If the site is located on or adjacent to a hazardous site and it is determined that ground disturbance could pose a risk, then the project proponent shall implement MM HAZ-2: Phase I/II Environmental Site Assessment and prepare and draft a Soil and Groundwater Management Plan (MM HAZ-3: Soil and Groundwater Management Plan). Therefore, impacts would be less than significant with mitigation.
Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i>	Less than Significant with Mitigation. The Project site is located in the Baldwin Park OU of the SGV Superfund Site. To avoid exposure and risk to workers, the public, and the environment, a desktop review of the Project-site shall be conducted to identify the proximity of hazardous locations to the site (MM HAZ-1: Pre-construction Hazardous Site Records Search). If the site is located on or adjacent to a hazardous site and it is determined that ground disturbance could pose a risk, then the project proponent shall implement MM HAZ-2: Phase I/II Environmental Site Assessment and prepare and draft a Soil and Groundwater Management Plan (MM HAZ-3: Soil and Groundwater Management Plan). Therefore, impacts would be less than significant with mitigation.
Eaton Wash Greenway at Spreading Ground Site <i>City of Pasadena</i>	No Impact. The Project site is not located on a hazardous materials site.
Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i>	No Impact. The Project site is not located on a hazardous materials site.
San Dimas Wash at Arrow High School <i>City of Glendora</i>	No Impact. The Project site is not located on a hazardous materials site.
San Dimas Wash at Hollenbeck Park <i>City of Covina</i>	No Impact. The Project site is not located on a hazardous materials site.
San Jose Creek at Pocket Park <i>City of Industry and the unincorporated LA County community of Avocado Heights</i>	Less than Significant with Mitigation. The site is within the Puente Valley OU of the SGV Superfund Site. To avoid exposure and risk to workers, the public, and the environment, a desktop review of the Project-site shall be conducted, per MM HAZ-1: Pre-construction Hazardous Site Records Search , to identify the proximity of hazardous locations to the site (MM HAZ-1: Pre-construction hazardous site records search). If the site is located on or adjacent to a hazardous site and it is determined that ground disturbance could pose a risk, then the project proponent shall implement MM HAZ-2: Phase I/II Environmental Site Assessment and prepare and draft a Soil and

Conceptual Design Project	9(d). Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
	Groundwater Management Plan (MM HAZ-3: Soil and Groundwater Management Plan). Therefore, impacts would be less than significant with mitigation.
Thompson Creek at the Fairplex <i>Cities of Pomona, La Verne, and Claremont</i>	No Impact. The Project site is not located on a hazardous materials site.
Walnut Creek at Syhre Park <i>Cities of Baldwin Park West Covina</i>	Less than Significant with Mitigation. The site is within the Baldwin OU of the SGV Superfund Site. To avoid exposure and risk to workers, the public, and the environment, a desktop review of the Project-site shall be conducted to identify the proximity of hazardous locations to the site (MM HAZ-1: Pre-construction Hazardous Site Records Search). If the site is located on or adjacent to a hazardous site and it is determined that ground disturbance could pose a risk, then the project proponent shall implement MM HAZ-2: Phase I/II Environmental Site Assessment and prepare and draft a Soil and Groundwater Management Plan (MM HAZ-3: Soil and Groundwater Management Plan). Therefore, impacts would be less than significant with mitigation.
Walnut Creek at Pocket Park <i>City of West Covina</i>	No Impact. The Project site is not located on a hazardous materials site.

Operations

Less than Significant. The subcomponents and beneficial elements proposed for all 10 conceptual designs are within the maximum extent limits as described for the Plan. Operation of the conceptual design projects would not result in additional impacts related to the hazardous materials sites not already addressed in Section 3.9.3.3.4 and no impacts of greater severity than described in Section 3.9.3.3.4.

3.9.3.4.5 9(e). For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Construction and Operations

Less than Significant. The Thompson Creek at the Fairplex project is the only conceptual design located within two miles of an airport and within an airport land use plan (Brackett Field). There would be no impacts for the other nine conceptual design projects. The subcomponents and beneficial elements of the Thompson Creek at the Fairplex design are within the maximum extent limits as described for the Plan in Section 2. Therefore, construction and operation impacts of the conceptual design would not result in additional safety hazards or noise not already addressed in Section 3.9.3.3.5 and no impacts of greater severity than described in Section 3.9.3.3.5.

3.9.3.4.6 9(f). Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Construction

Less than Significant with Mitigation. The subcomponents and beneficial elements proposed for all 10 conceptual design projects are within the maximum extent limits described for the Plan components in Section 2.3.1, Components of the Plan and CEQA Organization. Construction of the conceptual design projects would not result in additional impacts related to emergency response and plans not already addressed in Section 3.9.3.3.6 and no impacts of greater severity than described in Section 3.9.3.3.6. Implementation of **MM WF-1: Construction Coordination with Emergency and Fire Services** would require that the relevant emergency response services are consulted prior to construction and are able to identify necessary measures to prevent the impairment of emergency response, thereby reducing the potential impacts during construction to less than significant levels.

Operations

Less than Significant. The subcomponents and beneficial elements proposed for all 10 conceptual design projects are within the maximum extent limits described in Section 2.3.1, Components of the Plan and CEQA Organization. Construction of the conceptual design projects would not result in additional impacts related to emergency response and plans not already addressed in Section 3.9.3.3.6 and no impacts of greater severity than described in Section 3.9.3.3.6.

3.9.3.4.7 9(g). Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Construction

Significant and Unavoidable. The San Jose Creek Pocket Park is the only conceptual design project that would be sited near a VHFSZ. Impacts from construction of that conceptual design project could be potentially significant and unavoidable. **MM WF-1: Construction Coordination with Emergency and Fire Services** would be implemented to reduce the risk that construction would impair an adopted emergency response plan or evacuation plan. However, the possibility remains that consulting emergency service agencies would not result in measures capable of reducing impacts to less than significant. Due to its location adjacent to steep slopes, wildfires could exacerbate conditions of slope instability or flood because wildfires destroy vegetation and change soil conditions, which could expose people or structures to post-fire hazards. **MM WF-2: Prepare a Construction Fire Prevention Plan** would ensure that project proponents plan for these potentialities by compiling a Post-Fire Risk Reduction Plan. However, risk still remains due to the location of the conceptual design project. Therefore, the San Jose Creek Pocket Park conceptual design project would result in significant and unavoidable impacts by exposing people or structures to significant risks posed by wildfires.

Operations

Significant and Unavoidable. Of the 10 conceptual design projects, only San Jose Creek Pocket Park is near a VHFSZ. Impacts from operation of that conceptual design project could be significant because it would attract visitors to the area which may be susceptible to risks from wildfire event. Implementation of **MM WF-2: Prepare a Construction Fire Prevention Plan** and **MM WF-3: Operations Fire Prevention**

Measures would allow project proponents to prepare for the possibility, however, impacts would remain significant and unavoidable.

3.10 Hydrology and Water Quality

This section evaluates the potential impacts of the Plan on surface and groundwater quality, and water supply, as well as potential impacts related to hazards such as floods, tsunamis, and seiche.

Table 3.10-1. Summary of Potential Impacts of the Plan on Hydrology and Water Quality.

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
Would the Plan:			
10(a). Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			
Greenway Paths + Greenway Amenities	Less than Significant	Less than Significant	Construction: No Mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant	Less than Significant	Operations: No Mitigation
Greenway Paths + Safe Crossings	Less than Significant	Less than Significant	
Greenway Paths + Stormwater Management	Less than Significant	Less than Significant	
10(b). Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			
Greenway Paths + Greenway Amenities	Less than Significant	Less than Significant	Construction: No Mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant	Less than Significant	Operations: No Mitigation
Greenway Paths + Safe Crossings	Less than Significant	Less than Significant	
Greenway Paths + Stormwater Management	Less than Significant	Less than Significant	
10(c). 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 off-site; iii. create or contribute runoff water which would exceed the capacity of existing or			

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
Would the Plan:			
planned stormwater drainage systems or provide substantial additional sources of polluted runoff; iv. impede or redirect flood flows?			
Greenway Paths + Greenway Amenities	Less than Significant	Less than Significant	Construction: No Mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant	Less than Significant	Operations: No Mitigation
Greenway Paths + Safe Crossings	Less than Significant	Less than Significant	
Greenway Paths + Stormwater Management	Less than Significant	Less than Significant	
10(d). In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			
Greenway Paths + Greenway Amenities	Less than Significant	Less than Significant	Construction: No Mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant	Less than Significant	Operations: No Mitigation
Greenway Paths + Safe Crossings	Less than Significant	Less than Significant	
Greenway Paths + Stormwater Management	Less than Significant	Less than Significant	

3.10.1 Environmental Setting

3.10.1.1 Surface Water

The San Gabriel River originates in the San Gabriel Mountains and flows 58 miles south until its confluence with the Pacific Ocean. The river receives drainage from 689 square miles in eastern Los Angeles County (LARWQCB 2000). Major tributaries to the San Gabriel River include Walnut Creek, Big and Little Dalton Wash, San Dimas Wash, San Jose Creek, Coyote Creek, and Fullerton Creek.

The upper reaches of the watershed contain woodland and riparian habitat and wilderness areas used for recreation. The Cogswell, San Gabriel, and Morris dams serve flood control and water conservation purposes in the upper watershed. The Santa Fe Dam and Reservoir, located four miles downstream from the mouth of the San Gabriel Canyon, provides flood protection to downstream communities and provides recreational opportunities. The District has operated and maintained the Santa Fe Reservoir Spreading Grounds since 1953 through an easement with the USACE. The spreading grounds recharge water to the Main San Gabriel Basin underlying the SGV.

The watershed is hydraulically connected to the Los Angeles River through the Whittier Narrows Reservoir (occurring mostly during high storm flows). The Whittier Narrows Dam collects runoff from upstream along with releases into the San Gabriel River from Santa Fe Dam and provides flood control. The area also serves as a park with recreational opportunities: an area located in the southeast area of the basin which was developed as mitigation for the established recreation facilities and serves water conservations purposes. Below the Whittier Dam are the San Gabriel Coastal Basin Spreading Grounds and the Rio Hondo Spreading Grounds, both owned and operated by the District, utilized for groundwater recharge. The 10-mile segment below Whittier Narrows is a concrete-lined channel and surrounded by high-density development and urban environments (LARWQCB 2000).

The individual washes in the Plan Area are described in detail in Section 2.2, Project Location and Setting. Additional information about the historic and present conditions of the San Gabriel River and its tributaries are provided in the Plan.

3.10.1.2 Water Quality

Beneficial uses are water quality milestones for water that need to be attained and maintained over time. Water may be a reservoir, lake, stream, river segment or estuary. The SWRCB has designated 21 “Beneficial Uses” for surface waters such as contact recreation or groundwater recharge. The Water Quality Control Plan: Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan; LARWQCB 2014) specifies beneficial uses that apply to waterbodies with potential to be affected by the Plan (Table 3.10-2). The Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan: (i) designates beneficial uses for surface and ground waters, (ii) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's antidegradation policy, and (iii) describes implementation programs to protect all waters in the Region. In addition, the Basin Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations. The Basin Plan is amended regularly (LARWQCB 2024).

Table 3.10-2. Beneficial Uses of Waterbodies within the Plan Area

Waterbody	MUN	GWR	FRSH	WARM	WILD	RARE	WET
Alhambra Wash	P*	I		P	P	E	
Arcadia Wash	P*	I		P	P		
Big Dalton Wash	P*	I		P	P		
Eaton Wash (below dam) (Rio Hondo Reach 3 to Eaton Dam)	P*	I		I	E		
Little Dalton Wash	P*	I		P	P		
Live Oak Wash	E*	I	I	I	E		
San Dimas Wash (lower) (Big Dalton Wash to Ham Canyon)	P*	I		I	E	E	
Puddingstone Wash	E*	I		I	E		
Puente Creek	P*	I		P	P		
Rubio Wash	P*	I		I	E	P	

Waterbody	MUN	GWR	FRSH	WARM	WILD	RARE	WET
San Jose Creek Reach 1 (San Gabriel River Reach 3 to Temple Ave.)	P*	I		I	E		
San Jose Creek Reach 2 (Temple Ave. to Thompson Wash)	P*	I		I	E		
Santa Anita Wash (lower) (Rio Hondo Reach 3 to Elkins Ave.)	P*	I		P	P		
Sawpit Wash	I	I		I	I		
Thompson Wash (San Jose Creek Reach 2 to Web Canyon)	P*	I		I	E		
Walnut Creek Wash	P*	I		I	E		E
San Gabriel River Reach 3 (Whittier Narrows Dam to San Jose Creek)	P*	I		I	E		
San Gabriel River Reach 3 (San Jose Creek to Ramona Blvd.)	P*	I		I	E		
Whittier Narrows Flood Control Basin	P*	E		E	E	E	

Source: LARWB 2014

Key: GWR: Groundwater Recharge, WARM: Warm Freshwater Habitat, FRSH: Freshwater Replenishment, WET: Wetland Habitat, WILD: Wildlife Habitat, MUN: Municipal and Domestic Supply, RARE: Rare, Threatened, or Endangered Species; E: Existing Beneficial Use, P: Potential Beneficial Use, I: Intermittent Beneficial Use, * Asterisked MUN designations are designated under SB 88-63 and RB 89-03. Some designations may be considered for dedesignation at a later date.

CWA Section 303(d) requires states to identify “impaired waterbodies” (those not meeting established water quality standards), identify the pollutants causing the impairment, establish priority rankings for waters on the list, and develop a schedule for development of control plans (Total Maximum Daily Loads (TMDLs) to improve water quality). Waterbodies in the Plan Area that are listed as impaired under Section 303(d) are provided in Table 3.10-3 and shown in Figure 3.10-1.

Table 3.10-3. Impaired Waterbodies in the Plan Area

Waterbody	Impairment	TMDL
Alhambra Wash	Ammonia	None
Rio Hondo Reach 3 (above Spreading Grounds)	Iron, Oxygen, Dissolved, Indicator Bacteria	Indicator Bacteria
Rio Hondo Reach 2 (at Spreading Grounds)	Coliform Bacteria, Cyanide	Coliform Bacteria
Rio Hondo Reach 1 (Confl. LA River to Santa Ana Fwy)	pH, Toxicity, Lead, Trash, Copper, Zinc, Indicator Bacteria	pH; Lead; Trash; Copper; Zinc; Indicator Bacteria
Peck Road Park Lake	Trash, Odor, Organic Enrichment/Low Dissolved Oxygen, DDT (tissue), Chlordane (tissue)	Trash; Odor; Organic Enrichment/Low Dissolved Oxygen; DDT (tissue); Chlordane (tissue)
Legg Lake	Ammonia, Odor, pH, Trash, PCBs (Polychlorinated biphenyls), DDT	Ammonia; Odor; Trash
Sawpit Creek	Bis(2ethylhexyl)phthalate (DEHP), Indicator Bacteria	None
Santa Fe Dam Park Lake	PCBs (Polychlorinated biphenyls), pH	pH

Waterbody	Impairment	TMDL
San Gabriel River Reach 3 (Whittier Narrows to Ramona)	Indicator Bacteria	Indicator Bacteria
San Gabriel River Reach 2 (Firestone to Whittier Narrows Dam)	Lead, Cyanide, Temperature, water	Lead
Walnut Creek Wash (Drains from Puddingstone Res)	pH, Indicator Bacteria, Benthic Community Effects	None
Puente Creek	Indicator Bacteria, Selenium	None
San Jose Creek Reach 1 (SG Confluence to Temple St.)	Ammonia, pH, Total Dissolved Solids, Indicator Bacteria, Toxicity	Indicator Bacteria
San Jose Creek Reach 2 (Temple to I-10 at White Ave.)	Indicator Bacteria	Indicator Bacteria
Puddingstone Reservoir	Mercury, Organic Enrichment/Low Dissolved Oxygen, DDT, PCBs (Polychlorinated biphenyls), Chlordane	None
South San Jose Creek	Toxicity, pH, Ammonia	None
San Antonio Creek	pH	None

Source: SWRCB 2018

3.10.1.3 [Flooding](#)

Los Angeles County has experienced 12 federally declared flood disasters since 1975. These have primarily occurred under El Niño and La Niña conditions. Many of these resulted in significant flood damage to residential properties. Historically, flooding in Los Angeles County has occurred in Lancaster, Malibu Lake, Rowland Heights, and the San Gabriel and Santa Monica mountains. These areas are near steep hillsides where rainwater runs off quickly flooding areas along the hillside. Other flood-prone areas occur near streams or lakes where rainwater runs off quickly (LA County Department of Public Works 2024a).

Historically, the SGV was dominated by a constantly shifting network of shallow streams and river channels which conveyed water across vast wetland areas to the ocean. These dynamic waterways were a result of the San Gabriel Mountains which rise steeply to the north of the SGV. Through the dynamic relationships of topography, geology, and climate the San Gabriel Mountains transport tremendous amounts of sediment and water into the SGV during major rain events, presenting both challenges and a significant source of the region's water supplies.

During large storms, the streams of the SGV would overflow and change course rapidly throughout the alluvial floodplain. Even the path of the San Gabriel River has shifted and changed directions throughout history, at times joining the Rio Hondo, Los Angeles River, or even east to the Santa Ana River and Coyote Creek (Stein et al. 2007). These rivers, creeks, and streams have also supported great concentrations and diversity of plant and animal life and have been central in the traditions and lives of people for generations.

The District is empowered to provide flood protection, water conservation and, under certain circumstances, recreation and aesthetic enhancement within its boundaries. Over the course of its 100+ years of existence, the District has been building and maintaining an extensive drainage and water conservation system throughout LA County to reduce the risk of flooding, improve local water supply reliability, and provide passive recreational opportunities. Most of the once natural tributaries of the Rio Hondo and the San Gabriel River were channelized using concrete to establish predictable flow paths. Additionally, urbanization has made existing land used for groundwater recharge irreplaceable and vital to the sustainability of regional drinking water supplies.

The District oversees drainage infrastructure within 86 incorporated cities as well as the unincorporated County areas. This includes major dams and reservoirs, open channels, spreading grounds, underground storm drains, pump plants, debris basins, sediment placement sites, seawater intrusion barriers, and catch basins (LA County Department of Public Works 2024b). Numerous dams and spreading grounds are located in or near the Plan Area (Figure 3.10-2).

The Plan Area is predominantly outside of the FEMA 1 percent storm event (100-year) floodplain (Figure 3.10-2). Some areas adjacent to the District channels are within moderate flood hazard areas between the limits of the FEMA 100- and 500-year floodplain (0.2 percent annual chance of flood), areas protected from a 1 percent storm event (100-year) flood by levees (Zone X, shaded [yellow] in Figure 3.10-3), or areas of minimal flood hazard beyond the 0.2 percent storm event (500-year) floodplain (Zone X, unshaded in Figure 3.10-3). Definitions of flood hazard zone codes are provided in Table 3.10-4.

Table 3.10-4. FEMA Flood Hazard Zones.

Zone	Flood Hazard
Special Flood Hazard Areas	
Zone A	Areas with a 1 percent annual chance of flooding and a 26 percent chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas, no depths or base flood elevations are shown within these zones.
Zone AE	The base floodplain where base flood elevations are provided. AE Zones are now used on new format FIRMs instead of A1-A30 Zones.
Zone AH	Areas with a 1 percent annual chance of shallow flooding, usually in the form of a pond, with an average depth ranging from 1 to 3 feet. These areas have a 26 percent chance of flooding over the life of a 30-year mortgage. Base flood elevations derived from detailed analyses are shown at selected intervals within these zones.
Zone AO	River or stream flood hazard areas and areas with a 1 percent or greater chance of shallow flooding each year, usually in the form of sheet flow, with an average depth ranging from 1 to 3 feet. These areas have a 26 percent chance of flooding over the life of a 30-year mortgage. Average flood depths derived from detailed analyses are shown within these zones.
Other Flood Areas	
Zone B and X (shaded)	Area of moderate flood hazard, usually the area between the limits of the 100-year and 500-year floods. B Zones are also used to designate base floodplains of lesser hazards, such as areas

Zone	Flood Hazard
	protected by levees from the 100-year flood, or shallow flooding areas with average depths of less than 1 foot or drainage areas less than 1 square mile.
Zone C or X (unshaded)	Area of minimal flood hazard, usually depicted on FIRMs as above the 500-year flood level. Zone C may have ponding and local drainage problems that do not warrant a detailed study or designation as base floodplain. Zone X is the area determined to be outside the 500-year flood and protected by levee from 100-year flood.
Zone D	Areas with possible but undetermined flood risks.

Source: FEMA 2023

3.10.1.4 Groundwater

The Plan Area overlies the SGV Groundwater Basin, which covers an area of approximately 167 square miles. It is bounded to the north by the Raymond Fault and San Gabriel Mountains; to the southwest and south by a crescent-shaped system of hills (Repetto, Merced, Puente, and San Jose Hills); and to the east by the Chino fault and the San Jose fault. The only significant break along this boundary falls between the Merced and Puente Hills at Whittier Narrows. As the lowest point in the SGV, Whittier Narrows is the only location where groundwater and surface water exit the Basin. The San Gabriel Basin aquifer is the primary source of drinking water for over one million residents in the SGV. Forty-five different water purveyors extract groundwater in the Basin for use as municipal water supply. Many additional commercial/industrial users also extract and use groundwater from the Basin (DWR 2004; DSTC 2022).

Principal water-bearing formations of the basin are unconsolidated and semi-consolidated sediments which range in size from coarse gravel to fine-grained sands. The major sources of natural recharge are infiltration of rainfall on the valley floor and percolation of runoff from the adjacent mountains. The basin also receives imported water and return flow from applied water.

The physical groundwater basin is divided into two main parts, the Main Basin and the Puente Subbasin. The SGV Basin was adjudicated in January 1973 as the “Main San Gabriel Basin”, which does not include the Puente Narrows portion of the basin. The Main San Gabriel Basin Watermaster administers the Basin's adjudicated water rights and provides a basin-wide governing body for management of water resources. The Puente Subbasin, lying in the southeast portion of the map above, is tributary to the Main Basin and hydraulically connected to it, with no barriers to groundwater movement. It is, however, not within the legal jurisdiction of Main San Gabriel Basin Watermaster, and is thus considered a separate entity for management purposes (Main San Gabriel Basin Watermaster 2022). The Puente Basin was adjudicated in 1986 (DWR 2004).

As described in more detail in Section 3.9, Hazards and Hazardous Materials, the Basin’s groundwater is contaminated from the disposal of volatile organic compounds, including trichloroethylene, perchloroethylene, used as solvents, as well as perchlorate, 1,2,3-trichloropropane, N-nitrosodimethylamine; 1,4 dioxane, and hexavalent chromium. This discovery led the USEPA to place four areas of the Basin on the NPL under authority of CERCLA (i.e., Superfund program). These areas are further divided into six active operable units: Baldwin Park, El Monte, South El Monte, Puente Valley, Area 3 and Whittier Narrows (see Figure 3.9-2). The USEPA has built 14 groundwater treatment systems throughout the operable units to clean up the groundwater (USEPA 2021).

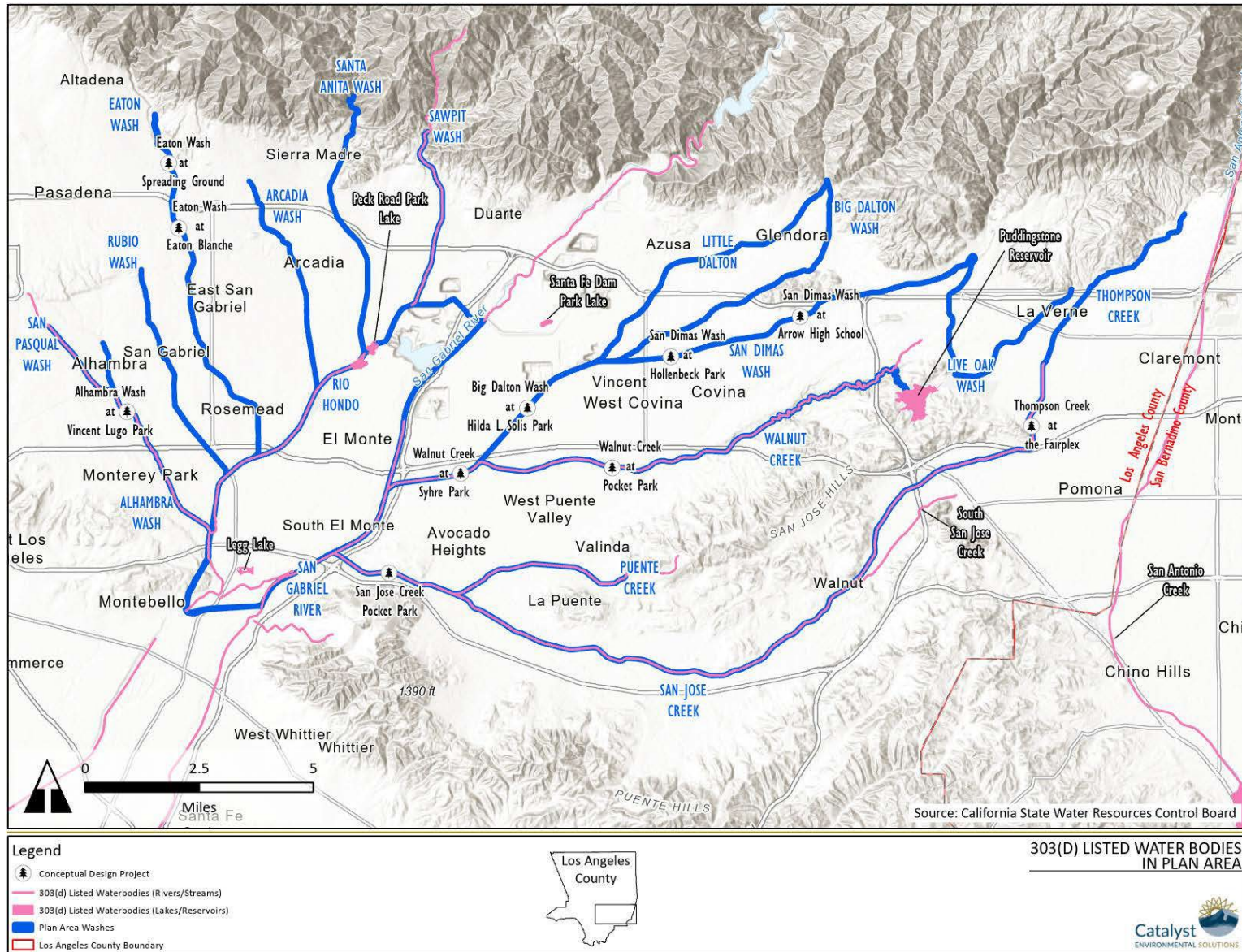


Figure 3.10-1. Impaired Waterbodies in the Plan Area.

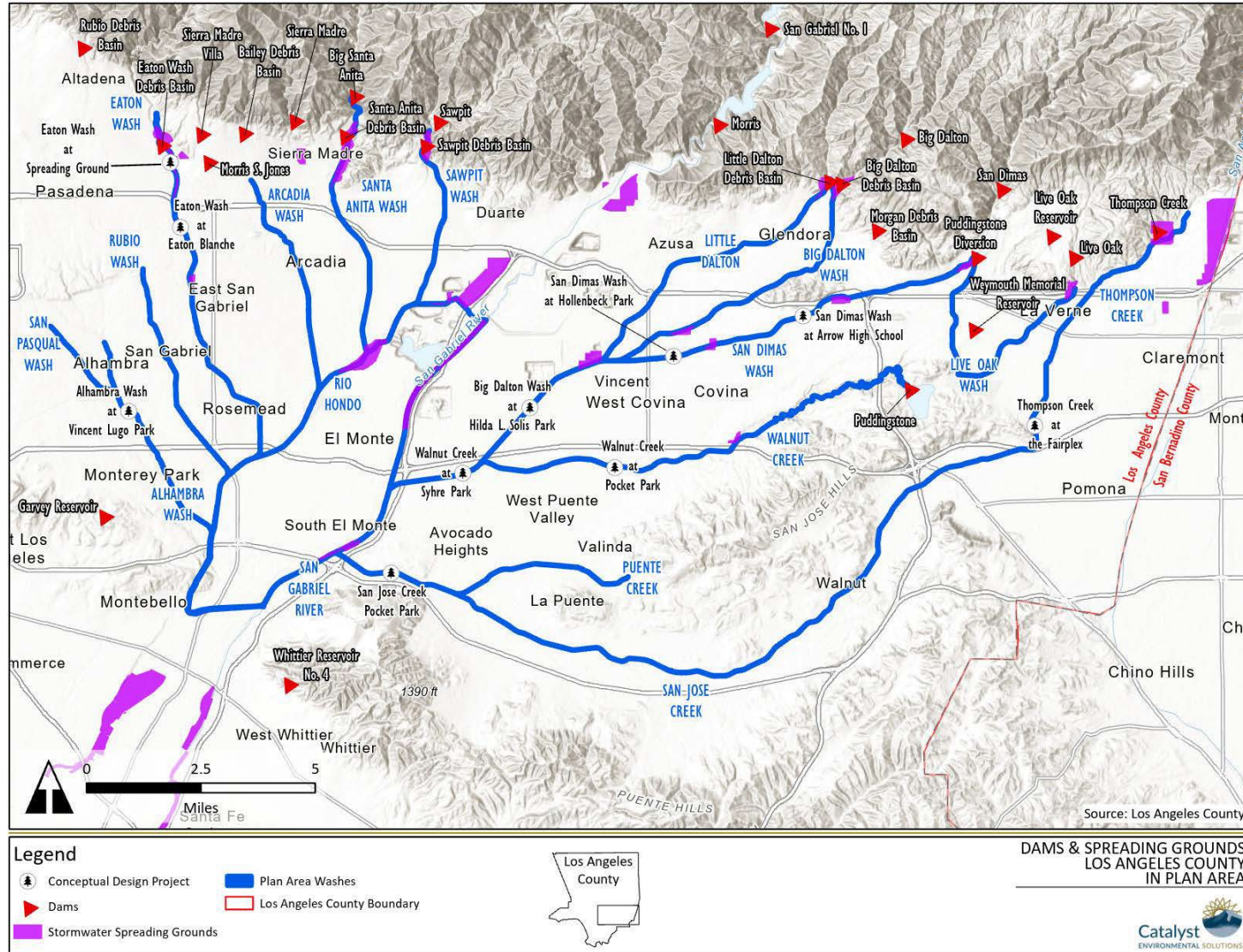


Figure 3.10-2. Dams and Spreading Grounds in and Near the Plan Area.

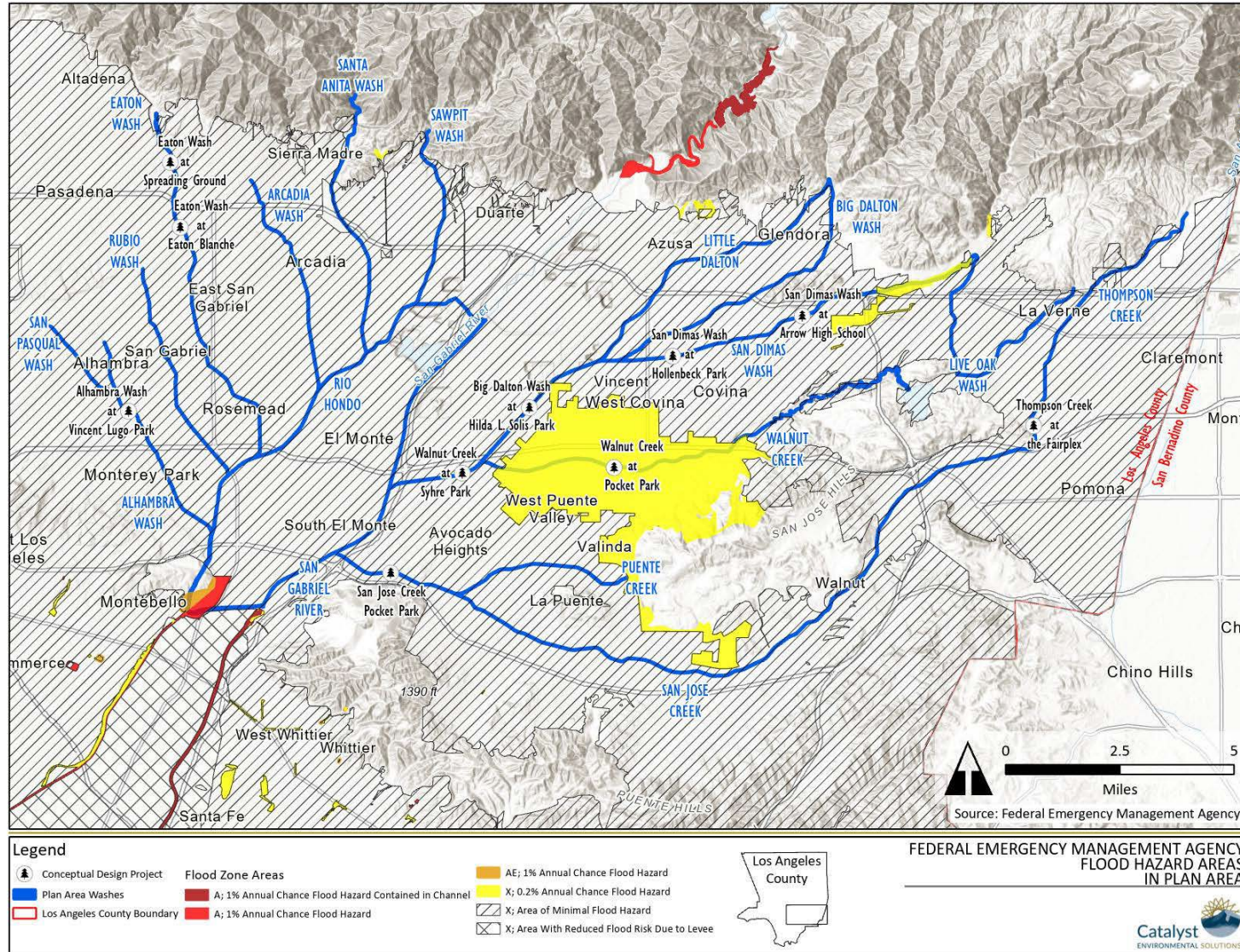


Figure 3.10-3. FEMA Flood Hazard Areas in the Plan Area.

The San Gabriel Basin Water Quality Authority, formed in 1992 by the legislature, plans for and coordinates with several agencies with authority affecting cleanup of the Basin to promote improvement of the groundwater quality in the Basin (SGBWQA 2022).

3.10.1.5 Tsunami or Seiche Zones

The Plan Area is not located in an area with tsunami hazards (Los Angeles County Department of Regional Planning 2022, CDOC 2022c). Therefore, tsunamis or seismic sea waves do not pose a hazard to the Plan Area. Seiches are large waves generated in enclosed bodies of water in response to seismic activity. Numerous reservoirs that could be subject to surface water oscillations following seismic activity are present in and near the Plan Area (Figure 3.10-2).

3.10.2 Regulatory Setting

3.10.2.1 Federal

3.10.2.1.1 Clean Water Act and Associated Programs

The CWA establishes the basic structure for regulating discharges of pollutants into the Waters of the United States and regulating quality standards for surface waters, including lakes, rivers, and coastal wetlands. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the CWA was significantly reorganized and expanded in 1972. Under the CWA, USEPA has implemented pollution control programs and has developed national water quality criteria recommendations for pollutants in surface waters. In California, the SWRCB and its nine RWQCBs administer various sections of the CWA.

Section 401 – Water Quality Certification

Under Section 401 of the CWA, a federal agency may not issue a permit or license to conduct any activity that may result in any discharge into waters of the United States unless a state or authorized tribe where the discharge would originate issues a Section 401 water quality certification verifying compliance with existing water quality requirements or waives the certification requirement. Some of the major federal licenses and permits subject to Section 401 include Section 402 NPDES permits, Section 404 permits, and Rivers and Harbors Act Section 9 and 10 permits.

Section 402 – National Pollutant Discharge Elimination System

Section 402 of the CWA establishes the NPDES. Under Section 402, a permit is required for point source discharges of pollutants into navigable waters of the United States (other than dredge or fill material). Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. In California, the NPDES Permit program is administered by the SWRCB. Permits contain specific water quality-based limits and establish pollutant monitoring and reporting requirements. Discharge limits in NPDES Permits may be based on water quality criteria designed to protect designated uses of surface waters, such as recreation or supporting aquatic life. RWQCBs in California are responsible for implementing the NPDES permit program within their respective jurisdiction (see the discussion of state regulations below).

Section 303(d) – Impaired Waters and TMDLs

Section 303 of the CWA (as well as the State-level Porter-Cologne Water Quality Control Act [Porter-Cologne Act], discussed further below) requires that California adopt water quality standards. In addition, under CWA Section 303(d), states are required to identify “impaired waterbodies” (those not meeting established water quality standards), identify the pollutants causing the impairment, establish priority rankings for waters on the list, and develop a schedule for development of control plans to improve water quality. USEPA then approves the state’s recommended list of impaired waters or adds to and/or removes waterbodies from the list. Each RWQCB must update the Section 303(d) list every two years.

TMDLs are pollution control plans triggered by the CWA Section 303(d) list. The TMDL is a “pollution budget,” designed to restore the health of a polluted waterbody and provide protection for beneficial uses. The TMDL also contains the target reductions needed to meet water quality standards and allocates those reductions among the pollutant sources in the watershed (i.e., point sources, nonpoint sources, and natural sources) (40 CFR 130.2). A TMDL is unique to a specific waterbody and its surrounding pollutant sources.

The current effective USEPA-approved 303(d) list for waterbodies in California is the 2014–2016 list, approved on April 6, 2018. Activities that may result in discharge of a contaminant to waterbodies listed as impaired for that contaminant would be of particular concern, because of the lack of the waterbody’s assimilative capacity for that contaminant.

3.10.2.1.2 Rivers and Harbors Act Section 408

Through Section 14 of the Rivers and Harbors Appropriation Act of 1899, codified as 33 USC Section 408, USACE administers projects that may permanently or temporarily alter the use of any USACE Civil Works project. The intent of Section 408 is to ensure that proposed infrastructure projects do not harm public interest and do not affect the USACE’s project’s ability to meet its authorized purpose. Many of the washes within the Plan Area are concrete lined channels that serve as flood control facilities.

3.10.2.1.3 National Toxics Rule and California Toxics Rule

USEPA promulgated the National Toxics Rule (NTR), effective in 1993. The NTR establishes numeric criteria for specific priority toxic pollutants to bring the states into compliance with Section 303 of the CWA.

In 2000, USEPA promulgated the California Toxics Rule (CTR), containing additional numeric water quality criteria for priority toxic pollutants for waters in California. The criteria in the CTR supplements the criteria in the NTR (i.e., the CTR does not change or supersede any criteria previously promulgated for California in the NTR.) The CTR 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 statewide as having beneficial uses.

3.10.2.1.4 Federal Anti-Degradation Policy

The federal anti-degradation policy includes minimum criteria to protect existing beneficial uses, ensure the level of water quality is offset to maintain existing uses, and prevent degradation of quality water.

This policy stipulates that states adopt at a minimum the following provisions and allows states to adopt even more stringent rules (40 CFR 131.12):

- (1) Existing instream water uses and the level of water quality necessary to protect the existing uses shall be maintained and protected.
- (2) Where the quality of waters exceed levels necessary to support propagation of fish, shellfish, and wildlife and recreation in and on the water, that quality shall be maintained and protected unless the state finds, after full satisfaction of the intergovernmental coordination and public participation provisions of the state's continuing planning process, that allowing lower water quality is necessary to accommodate important economic or social development in the area in which the waters are located.
- (3) Where high quality waters constitute an outstanding National resource, such as waters of National and state parks, wildlife refuges, and waters of exceptional recreational or ecological significance, that water quality shall be maintained and protected.

3.10.2.2 State

3.10.2.2.1 Porter-Cologne Water Quality Control Act

The Porter-Cologne Act requires the RWQCBs to adopt water quality control plans (Basin Plans) for the protection of surface water and groundwater quality. The Act also authorizes the RWQCBs to issue WDRs, including NPDES Permits. Any activity, discharge, or proposed activity or discharge from a property or business that could affect California's surface, coastal, or groundwater will (in most cases) be subject to WDR. The California Water Code authorizes the SWRCB and the RWQCBs to conditionally waive WDRs if this is in the public interest. Discharges made by individual projects implemented under the Plan may be subject to WDR requirements.

Water Quality Control Plan, Los Angeles Region

The Porter-Cologne Act authorizes the RWQCBs to adopt, review, and revise policies for all waters of the State (including surface water and groundwater) and directs them to develop regional basin plans. The relevant regional basin plan is the Water Quality Control Plan: Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties. Section 13170 of the California Water Code also authorizes the SWRCB to adopt basin plans on its own initiative. RWQCBs are required, by law, to develop, adopt, and implement a basin plan for the entire region. Water quality standards are set forth in the regional Basin Plan. According to Section 13050 of the California Water Code, basin plans consist of designation or establishment of beneficial uses to be protected, water quality objectives to protect those uses, and a program of implementation needed for achieving the objectives for the waters within a specified area. Because beneficial uses, together with their corresponding water quality objectives, can be defined per federal regulations as water quality standards, the basin plans are regulatory references for meeting the state and federal requirements for water quality control.

CWA Section 402 mandates permits for municipal stormwater discharges. On November 8, 2012, the Los Angeles RWQCB adopted Order No. R4-2012-175 (NPDES Permit No. CAS004001), which was updated in 2021 to meet CWA Section 402 requirements. The adopted Waste Discharge Requirements (WDRs) applied to MS4 discharges within the Coastal Watersheds of Los Angeles County, except those discharges originating from the City of Long Beach MS4 (County MS4 Permit). The County MS4 Permit

became effective December 28, 2012. Order No. R4-2012-175, as updated in 2021, is the fourth iteration of the stormwater permit for MS4s in Los Angeles County, which includes the District, County, and 84 incorporated cities (including the City of Los Angeles) within the County watersheds, excluding the City of Long Beach. This permit requires runoff issues to be addressed during major phases of urban development (planning, construction, and operation) to reduce the discharge of pollutants from stormwater to the maximum extent practicable, effectively prohibits non-stormwater discharges, and protects the beneficial uses of receiving waters.

The County MS4 Permit includes TMDL provisions designed to ensure that Los Angeles County achieves waste load allocations and meets other requirements of TMDLs covering receiving waters affected by the County's MS4 discharges. The County MS4 Permit also contains provisions that allow the permit to be modified, revoked, reissued, or terminated under certain circumstances. For example, provisions may be incorporated as a result of future amendments to the Basin Plan, such as a new or revised water quality objective or the adoption or reconsideration of a TMDL, including program implementation.

The County MS4 Permit allows permittees the flexibility to develop Watershed Management Programs (WMPs) or EWMPs to implement the requirements of the permit on a watershed scale through customized strategies, control measures, and BMPs. An EWMP provides guidance for municipalities throughout Los Angeles County to simultaneously comply with federal and state water quality mandates; improve the quality of rivers, creeks, and beaches; and address current and future regional water supply challenges. EWMPs identify current and future multi-benefit projects that will capture, treat, and use or infiltrate as much stormwater as possible.

LA County Public Works prepared the LID Standards Manual (LA County Department of Public Works 2014) to comply with the requirements of the MS4 Permit and supersede the County Standard Urban Stormwater Mitigation Plan. The LID Standards Manual provides guidance for the implementation of stormwater quality control measures in new development and redevelopment projects in unincorporated County areas with the intention of improving water quality and mitigating potential water quality impacts from stormwater and non-stormwater discharges. Unlike traditional stormwater management, which collects and conveys stormwater runoff through storm drains, pipes, or other conveyances to a centralized stormwater facility, LID uses site design and stormwater management to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to the source of rainfall.

The LID standards (Chapter 12.84; Ord. 2013-0044 § 1, 2013: Ord. 2008- 0063 § 1) include mimicking undeveloped stormwater runoff rates and volumes in any representative storm events up to and including the Capital Flood;³ preventing pollutants of concern from leaving the development site in stormwater as the result of storms, up to and including a Water Quality Design Storm Event; and minimizing hydromodification impacts on natural drainage systems. Applicable projects include, but are not limited to, new development involving one acre or greater of disturbed area and adding more than 10,000 square feet of impervious surface area; new restaurants with 5,000 square feet or more of

³ The Capital Flood is defined in the Los Angeles County Department of Public Works Hydrology Manual (2006) as the runoff produced by a 50-year frequency design storm, falling on a water saturated watershed. The Capital Flood also requires adding the effects of fires and erosion (known as bulking). The Capital Flood is different from the 100-year flood typically used by FEMA, but the inclusion of bulking can result in the Capital Flood being greater than the 100-year flood in terms of flooded area.

surface area; redevelopment projects that result in the creation, addition, or replacement of 5,000 square feet or more of impervious surface area on a site that has been previously developed; or development of a previously undeveloped site.

3.10.2.2.2 Policy for Implementation of Toxics Standards for Inland Surface Waters Enclosed Bays and Estuaries of California

In 1994, the SWRCB and USEPA agreed to a coordinated approach for addressing priority toxic pollutants in inland surface waters, enclosed bays, and estuaries of California. In March 2000, the SWRCB adopted the Policy for Implementation of Toxics Standards for Inland Surface Waters, Enclosed Bays, and Estuaries of California, commonly referred to as the State Implementation Policy. The State Implementation Policy implements NTR and CTR criteria, and applicable Basin Plan objectives, for toxic pollutants. When the RWQCBs issue any permit allowing the discharge of any toxic pollutant(s) pursuant to the CWA or the Porter-Cologne Act, the permit's promulgation and implementation must be consistent with the State Implementation Policy's substantive or procedural requirements. Any deviation from the State Implementation Policy requires the concurrence of USEPA if the RWQCBs are issuing any permit pursuant to the CWA. Consistency with the State Implementation Policy occurs when water permits are issued for individual projects implemented under the Plan.

3.10.2.2.3 California Anti-Degradation Policy

The SWRCB enacted the Statement of Policy with Respect to Maintaining High Quality of Waters in California, which is also referred to as the California Anti-Degradation Policy. This policy incorporated the federal anti-degradation policy and is used to ensure that high quality water is maintained and limits the discharge of pollutants into high quality water in the state (Resolution Number 68-16, SWRCB 1968), as follows:

1. Whenever the existing quality of water is better than the quality established in policies as of the date on which such policies become effective, such existing high quality will be maintained until it has been demonstrated to the State that any change will be consistent with maximum benefit to the people of the State, will not unreasonably affect present and anticipated beneficial use of such water and will not result in water quality less than that prescribed in the policies.
2. Any activity which produces or may produce a waste or increased volume or concentration of waste and which discharges or proposes to discharge to existing high quality waters will be required to meet waste discharge requirements which will result in the best practicable treatment or control of the discharge necessary to assure that (a) a pollution or nuisance will not occur and (b) the highest water quality consistent with maximum benefit to the people of the State will be maintained.

3.10.2.3 Los Angeles County

3.10.2.3.1 Los Angeles County General Plan Goals and Policies

The General Plan Safety Element outlines the following relevant goal and policies to reduce the potential risk of death, injuries, and economic damage resulting from natural and man-made hazards Los Angeles County Department of Regional Planning 2022):

Goal S 2: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to flood and inundation hazards.

- Policy S 2.1: Discourage development in the County’s Flood Hazard Zones.
- Policy S 2.2: Discourage development from locating downslope from aqueducts.
- Policy S 2.4: Ensure that developments located within the County’s Flood Hazard Zones are sited and designed to avoid isolation from essential services and facilities in the event of flooding.

3.10.2.3.2 Los Angeles County Stormwater Pollution Control Requirements for Construction Activities

To comply with the Phase II General Construction Permit, Los Angeles County has established a set of BMPs with which all permitted construction activities on unincorporated county lands must comply (LA County Department of Public Works 2010). The Manual applies to the County and to contractors and is enforced by the County⁴. The BMPs, which are based on the state’s Stormwater Best Management Practices Handbook (2003), are as follows:

- Eroded sediments and other pollutants must be retained on site and may not be transported from the site via sheetflow, swales, area drains, natural drainage courses or wind.
- Stockpiles of earth and other construction related materials must be protected from being transported from the site by the forces of wind or water.
- Fuels, oils, solvents and other toxic materials must be stored in accordance with their listing and are not to contaminate the soil and surface waters. All approved storage containers are to be protected from the weather. Spills must be cleaned up immediately and disposed of in a proper manner. Spills may not be washed into the drainage system.
- Non-stormwater runoff from equipment and vehicle washing and any other activity shall be contained at the project site.
- Excess or waste concrete may not be washed into the public way or any other drainage system. Provisions shall be made to retain concrete wastes on site until they can be disposed of as solid waste.
- Trash and construction related solid wastes must be deposited into a covered receptacle to prevent contamination of rainwater and dispersal by wind.
- Sediments and other materials may not be tracked from the site by vehicle traffic. The construction entrance roadways must be stabilized so as to inhibit sediments from being deposited into the public way. Accidental depositions must be swept up immediately and may not be washed down by rain or other means.
- Any slopes with disturbed soils or denuded of vegetation must be stabilized so as to inhibit erosion by wind and water.

LA County Public Works may identify and require additional BMPs, as appropriate.

⁴ From page 8 of the Manual: “The Contractor is subject to enforcement action by Chapter 12.80 of the Los Angeles County Code (12.80.630) that states, “Any person, firm, corporation, municipality or district or any officer or agent of any firm corporation, municipality or district violating any provision of this chapter shall be guilty of a misdemeanor. Such violation shall be punishable by a fine of not more than \$1,000 or by imprisonment in the county jail for a period not to exceed six months, or by both fine and imprisonment. Each day during any portion of which such violation is committed, continued or permitted shall constitute a separate offense and shall be punishable as such (Ord. 98-0021§1(part), 1998).” LACDPW applies this code to all their construction sites.”

3.10.2.3.3 Los Angeles County Hydrology Manual

The Los Angeles County Hydrology Manual establishes Public Works' hydrologic design procedures and serves as a reference and training guide. The hydrologic techniques in the manual apply to the design of local storm drains, retention and detention basins, pump stations, and major channel projects. The techniques also apply to storm drain deficiency and flood hazard evaluations. Low-flow hydrology methods related to water quality standards are also discussed. Standards provided in the manual govern all hydrology calculations done under Public Works' jurisdiction.

The Los Angeles County Hydrology Manual requires that a storm drain conveyance system be designed for a 10-year storm event, and that the combined capacity of a storm drain and street flow system accommodate flow from a 25-year storm event. Areas with sump conditions are required to have a storm drain conveyance system capable of conveying flow from a 2 percent (50-year) storm event.

3.10.2.3.4 Los Angeles County Hydraulics Design Manual

The District's Hydraulic Design Manual provides criteria for hydraulic design, design requirements for maintenance and access, and water surface calculations for closed conduits and open channels, as well as criteria for catch basins, levees, and other hydraulic infrastructure features within Los Angeles County.



3.10.2.4 Incorporated Cities Within the Plan Area

The table below presents the policies related to hydrology and water quality from each of the incorporated cities within the Plan Area that would be applicable to projects implemented under the Plan within the boundaries of any incorporated city.

Table 3.10-5. Applicable Local City Policies Related to Hydrology and Water Quality

Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Alhambra	<p>Resources Element:</p> <p>Goal R-1: Maintenance of water supplies that meet the needs of Alhambra residents, businesses, and visitors.</p> <p>Policy R-1A: Maintain high-quality, reliable water supply, treatment, distribution, pumping, and storage systems to meet current and future daily and peak water demands.</p> <p>Policy R-1B: Encourage water conservation and, when feasible, use recycled water in residential, commercial, industrial, public, and other developments.</p> <p>Policy R-1C: Efficiently manage water demands and efficiently use urban water supplies.</p> <p>Policy R-1D: Focus on further development and implementation of water conservation programs.</p> <p>Policy R-1E: Maximize stormwater filtration and/or infiltration through use of low-impact development methods.</p> <p>Policy R-1F: Maintain appropriate levels of water pressure throughout the City's fire hydrant system and implement appropriate system upgrades as needed and feasible.</p> <p>Services & Infrastructure Element:</p> <p>Goal SI-9 A: reliable water supply, treatment, and distribution system that meets current and future water demand as affordably as possible, while considering the City's goals related to resource conservation.</p> <p>Policy SI-9A: Maintain, upgrade, and expand water supply, distribution, storage, and treatment facilities to ensure access to adequate water supplies.</p> <p>Policy SI-9B: Ensure that local drinking water meets or exceeds federal and state drinking water regulatory standards.</p> <p>Policy SI-9C: Explore opportunities to aid in the recharge of local groundwater basins.</p> <p>Goal SI-10: A wastewater and stormwater collection and treatment system that meets the needs of existing and planned development.</p> <p>Policy SI-10A: Maintain, upgrade, and expand wastewater and stormwater collection facilities to ensure that wastewater and stormwater generated in Alhambra can be effectively managed.</p> <p>Policy SI-10B: Track regional treatment system capacity and, as necessary and appropriate, participate in efforts to upgrade or expand treatment capabilities.</p> <p>Policy SI-10C: Require that development be connected to the municipal sewer system and ensure that adequate capacity is available for the treatment of generated wastewater flows and safe disposal of generated sludge.</p> <p>Policy SI-10D: Explore ways in which gray water can be used to reduce demands on groundwater and other water supplies.</p>	<p>Municipal codes related to hydrology and water quality relevant to the Plan Area can be found in Chapter 16.36 (Stormwater Low Impact Development (LID) Standards), Section 16.36.060 (Source Control Best Management Practices Requirements), Section 16.34.070 (Construction Activity Storm Water Measures), Section 23.48.030 (Applicability of State Model Water Efficient Landscape Ordinance), and Section 16.36.050 (Stormwater Pollution LID Control Measures).</p> <p>Chapter 16.36 (Stormwater Low Impact Development (LID) Standards) defines projects that must comply with the requirements of low impact development standards to include:</p> <p>(A) All development projects equal to 1 acre or greater of disturbed area that adds more than 10,000 square feet of impervious surface area.</p> <p>(I) Projects located in or directly adjacent to, or discharging directly to an environmentally sensitive area (ESA), where the development will:</p> <p>(1) Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and</p> <p>(2) Create 2,500 square feet or more of impervious surface area.</p> <p>(K) Redevelopment projects.</p> <p>(1) Land disturbing activity that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site on planning priority project categories.</p> <p>(2) Where redevelopment results in an alteration to more than fifty 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 must be mitigated.</p> <p>(3) Where redevelopment results in an alteration of less than fifty percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction stormwater quality control requirements, only the alteration must be mitigated, and not the entire development.</p> <p>(4) Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of facility or emergency redevelopment activity required to protect public health and safety. Impervious surface replacement, such as the reconstruction of parking lots and roadways which does not disturb additional area and maintains the original grade and alignment, is considered a routine maintenance activity. Redevelopment does not include the repaving of existing roads to maintain original line and grade.</p> <p>(L) Any other project as deemed appropriate by the Director.</p> <p>(Ord. 4654, passed 3-10-14)</p>	<p>City of Alhambra Final 2020 Urban Water Management Plan (UWMP) provides the City with a reliable management action plan for long-term resource planning to ensure adequate water supplies are available to meet existing and future water supply needs. In addition, the 2020 UMWP incorporates water supply reliability determinations resulting from potential prolonged drought, regulatory revisions, and/or changing climatic conditions. Further, the UWMP provides information on groundwater, surface water, and stormwater characteristics, and management actions (City of Alhambra 2021).</p> <p>The Model Water Efficient Landscaping Ordinance (MWELO), was adopted by the State on July 15, 2015. A corresponding ordinance was adopted by the City on January 11, 2016, and is contained in AMC Chapter 23.48, Landscaping Standards. Under Chapter 23.48, all projects that require landscape and irrigation plan review by the Model WELO are required to submit landscape and irrigation plans compliant with the Model WELO for approval by the Design Review Board.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	Policy SI-10E: Require storm drain infrastructure that implements Low-Impact Development practices (bioretention areas, cisterns, and/or rain barrels) and incorporates state-of-the-art best management practices.	<p>Section 16.36.060 (Source Control Best Management Practices Requirements) requires the following Best Management Practices be implemented and if necessary additional BMPS which are listed in the National Pollutant Discharge Elimination System Municipal Separate Storm Sewer System (MS4) Permit Order No. R4-2012-0175:</p> <p>(A) Signage at storm drains. In the project area of new development or redevelopment subject to this chapter, a notice that dumping in storm drains and catch basins is illegal.</p> <p>(B) Outdoor storage of materials. (1) All materials stored outdoors in new development or redevelopment subject to this chapter which, if exposed to storm water, reasonably may be expected to add pollutants to storm water, shall be isolated from contact with storm water. (2) The storage area for materials referred to in division (1) above must be covered completely.</p> <p>(C) Outdoor trash storage areas. Except where they serve only single-family residences, solid waste containers in new development or redevelopment subject to this chapter shall be placed between collections.</p> <p>(D) Wash area. Each wash area for motor vehicles or equipment in any new development or redevelopment subject to this chapter shall use:</p> <p>(1) An adequate overhead covering;</p> <p>(2) A device that clarifies or otherwise pretreats all wash water; and</p> <p>(3) A drain conducting all treated wash water to a sanitary sewer.</p> <p>(Ord. 4654, passed 3-10-14)</p> <p>Under Section 16.34.070 (Construction Activity Storm Water Measures) projects must adhere to the following:</p> <p>(A) Each person applying to the city for a grading or building permit for projects for which compliance with regulations governing State Construction Activity Storm Water Permits (“GCASPs”) is required, must submit satisfactory proof to the city (1) that a Notice of Intent (NOI) to comply with the GCASP has been filed, and (2) that a Storm Water Pollution Prevention Plan has been prepared, before the city shall issue any grading or building permit on the construction project. A copy of the NOI and the SWPPP shall be maintained on-site during grading and construction and shall be made available for inspection, review and copying upon the request of any city inspector.</p> <p>(B) It shall be a violation of this chapter for any person or entity required under federal or state law to comply with the requirements for a State Construction Activity Storm Water Permit (GCASP) for construction activity in the city to conduct, authorize or permit construction activities in the city at any facility which discharges to the city’s MS4 without complying with all applicable requirements for a GCASP.</p> <p>(C) Each person applying for a grading or building permit for any project for which compliance with regulations governing State Construction Activity Storm Water Permits is not required, shall submit to the city for information, and shall implement a grading and construction activity runoff control program adequate to accomplish all of the following:</p> <p>(1) Retain on-site the sediments generated on or brought to the project site, using treatment control or structural BMPs;</p> <p>(2) Retain construction-related materials and wastes, spills and residues at the project site and prevent discharges to streets, drainage facilities, the MS4, receiving waters or adjacent properties;</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>(3) Contain non-storm water runoff from equipment and vehicle washing at the project site; and,</p> <p>(4) Control erosion from slopes and channels through use of effective BMPs, such as limitation of grading during the wet season, inspection of graded areas during rain events; planting and maintenance of vegetation on slopes, if any, and covering any slopes susceptible to erosion.</p> <p>(D) No person generating or producing pavement saw cutting wastes in any street, curb or sidewalk in the city shall fail to recover and properly dispose of such saw cutting wastes, and in no case shall such wastes be permitted or suffered to enter any part of the MS4, including, but not limited to any storm drain.</p> <p>(E) No person performing street and road maintenance in any street in the city shall fail to manage street and road maintenance materials in a manner which prevents such materials from being discharged to the MS4.</p> <p>(F) No person shall wash any concrete truck or any part of any concrete truck, including, but not limited to any chute, pump or tools, in any place in the city except an area designated for that purpose by the city, if the city has designated such a place. No person shall permit or suffer any concrete rinseate or washwater from any truck, pump, tool or equipment to enter any drain, open ditch, street or road or any catch basin or any other part of the MS4.</p> <p>(Ord. 4445, passed 2-10-03; Am. Ord. 4446, passed 2-24-03; Am. Ord. 4646, passed 12-9-13; Am. Ord. 4648, passed 12-9-13)</p> <p>Section 23.48.030 (Applicability of State Model Water Efficient Landscape Ordinance) states that:</p> <p><i>All projects that require landscape and irrigation plan review as required by the Model Water Efficient Landscape Ordinance shall comply with 23 California Code of Regulations 490, et seq. Applicants for such projects shall submit landscape and irrigation plans compliant with the Model Water Efficiency Landscape Ordinance for approval by the Design Review Board.</i></p> <p>(Ord. 4682, passed 1-11-16)</p> <p>Section 16.36.050 (Stormwater Pollution Low Impact Development Control Measures):</p> <p>(B) Street and road construction of 10,000 square feet or more of impervious surface shall follow USEPA guidance regarding Managing Wet Weather with Green Infrastructure: Green Streets (December 2008 EPA-833-F-08-009) to the maximum extent practicable.</p> <p>(C) The remainder of planning priority projects shall prepare a Low Impact Development Plan to comply with the following:</p> <p>(1) Retain stormwater runoff onsite for the Stormwater Quality Design Volume (SWQDv) defined as the runoff from:</p> <p>(a) The 85th percentile 24-hour runoff event as determined from the Los Angeles County 85th percentile precipitation isohyetal map; or</p> <p>(b) The volume of runoff produced from a 0.75 inch, 24-hour rain event, whichever is greater.</p> <p>(2) Minimized hydromodification impacts to natural drainage systems as defined in the Municipal NPDES permit.</p> <p>(3) When, as determined by the City, 100 percent onsite retention of the SWQDv is technically infeasible, partially or fully, the infeasibility shall be demonstrated in the</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>submitted Low Impact Development Plan. The technical infeasibility may result from conditions that may include, but are not limited to:</p> <p>(a) The infiltration rate of saturated in-situ soils is less than 0.3 inch per hour and it is not technically feasible to amend the in-situ soils to attain an infiltration rate necessary to achieve reliable performance of infiltration or bioretention BMPs in retaining the SWQDv onsite.</p> <p>(b) Locations where seasonal high groundwater is within five to 10 feet of surface grade;</p> <p>(c) Locations within 100 feet of a groundwater well used for drinking water;</p> <p>(d) Brownfield development sites or other locations where pollutant mobilization is a documented concern;</p> <p>(e) Locations with potential geotechnical hazards;</p> <p>(f) Smart growth and infill or redevelopment locations where the density and/or nature of the project would create significant difficulty for compliance with the onsite volume retention requirement.</p> <p>(4) If partial or complete onsite retention is technically infeasible, the project Site may biofiltrate 1.5 times the portion of the remaining SWQDv that is not reliably retained onsite. Biofiltration BMPs must adhere to the design specifications provided in the Municipal NPDES Permit.</p> <p>(a) Additional alternative compliance options such as offsite infiltration may be available to the project site. The project site should contact the City to determine eligibility. Alternative compliance options are further specified in County of Los Angeles Low Impact Development Standards Manual 2009 or as may later be amended.</p> <p>(5) The remaining SWQDv that cannot be retained or biofiltered onsite must be treated onsite to reduce pollutant loading. BMPs must be selected and designed to meet pollutant-specific benchmarks as required per the Municipal NPDES Permit. Flow-through BMPs may be used to treat the remaining SWQDv and must be sized based on a rainfall intensity of:</p> <p>(a) 0.2 inches per hour, or</p> <p>(b) The one year, one-hour rainfall intensity as determined from the most recent Los Angeles County isohyetal map, whichever is greater.</p> <p>(6) A multi-phased project may comply with the standards and requirements of this section for all of its phases by: (a) designing a system acceptable to the City to satisfy these standards and requirements for the entire site during the first phase, and (b) implementing these standards and requirements for each phase of development or redevelopment of the Site during the first phase or prior to commencement of construction of a later phase, to the extent necessary to treat the stormwater from such later phase. For purposes of this section, MULTI-PHASED PROJECT shall mean any planning priority project implemented over more than one phase and the site of a multi-phased project shall include any land and water area designed and used to store, treat or manage stormwater runoff in connection with the development or redevelopment, including any tracts, lots, or parcels of real property, whether developed or not, associated with, functionally connected to, or under common ownership or control with such development or redevelopment.</p> <p>(Ord. 4654, passed 3-10-14)</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Arcadia	<p>Resource Sustainability Element:</p> <p>Goal RS-4: Wise and sustainable water use practices that respond to and support the needs of City residents and businesses.</p> <p>Policy RS-4.1: Continue to participate in regional programs that protect water resources in Arcadia.</p> <p>Policy RS -4.2: Address state-of-the-science approaches to water supply, demand, and conservation as part of regular updates to the City’s Urban Water Management Plan, including the possibility of using reclaimed water as part of a groundwater basin recharge strategy.</p> <p>Policy RS-4.3: Require that applications for major new development projects address the adequacy and reliability of water supplies as described in SB 610.</p> <p>Policy RS-4.4: Maintain a high level of groundwater recharge capacity within formal recharge facilities belonging to the City.</p> <p>Policy RS-4.5: Analyze the City’s current water conservation programs (such as plumbing retrofits, public information programs) to expand, as necessary, the effectiveness of City efforts to reduce water consumption.</p> <p>Policy RS-4.6: Implement aggressive public and private programs to reduce water use and water waste associated with landscape irrigation, including the planting of native and drought-tolerant plants, use of efficient irrigation systems, and collection and recycling of runoff.</p> <p>Policy RS-4.7: Cooperate with the efforts of other cities and agencies and pursue City-sponsored ventures to make use of recycled water more cost effective. Prioritize establishment of recycled water infrastructure and services and implement the use of recycled water at schools, parks, at City facilities, and other potential irrigation, commercial, or industrial use sites.</p> <p>Policy RS-4.8: Explore how private on-site storm water capture systems can be designed and maintained to maximize protection of surface water quality and groundwater basin recharge capabilities.</p> <p>Policy RS-4.9: Incorporate Low Impact Development (LID) strategies into new construction and city projects.</p> <p>Policy RS-4.10: Fulfill the City’s responsibilities relative to the requirements of the County’s NPDES permit program by enforcing regulations aimed at reducing groundwater and urban runoff pollution.</p> <p>Policy RS-4.11: Maintain contingency plans for continuing water service in the event of large-scale emergencies.</p> <p>Policy RS-4.12: Require the installation of efficient irrigation systems (e.g., drip irrigation, soil moisture sensors and automatic irrigation systems) which minimize runoff and evaporation, and which maximize the water that will reach the plant roots.</p> <p>Policy RS-4.13: Investigate the efficacy and long-term benefits both environmentally and fiscally of using pervious pavement systems.</p> <p>Policy RS-4.14: Consider requiring the plumbing retrofit of older existing buildings with water efficient plumbing fixtures when the unit is sold.</p>	<p>Municipal codes related to hydrology and water quality relevant to the Plan Area can be found in Chapter 7828. (Low Impact Development (LID) – Control of Runoff Required for Planning Priority Projects), Chapter 7827. (Control Of Runoff Required - Construction Activity), Chapter 7554.3 (Applicability), Chapter 8 (Stormwater Management and Discharge Control) Section 7813. (Construction and Application), and Chapter 8 (Stormwater Management and Discharge Control) Section 7823. (Best Management Practices Authorized and Required).</p> <p>Under Chapter 7828. (Low Impact Development (LID) – Control of Runoff Required for Planning Priority Projects) Planning Priority Projects include and must follow this guidance:</p> <p>B. Street and road construction of 10,000 square feet or more of impervious surface shall follow USEPA guidance regarding Managing Wet Weather with Green Infrastructure: Green Streets (December 2008 EPA-833-F-08-009) to the maximum extent practicable.</p> <p>C. The remainder of Planning Priority Projects shall prepare a Low Impact Development Plan to comply with the following:</p> <p>(1) Retain stormwater runoff onsite for the Stormwater Quality Design Volume (SWQDv) defined as the runoff from:</p> <p>(a) The 85th percentile 24-hour runoff event as determined from the Los Angeles County 85th percentile precipitation isohyetal map; or</p> <p>(b) The volume of runoff produced from a 0.75 inch, 24-hour rain event, whichever is greater.</p> <p>(2) Minimize hydromodification impacts to natural drainage systems as defined in the Permit.</p> <p>(3) When, as determined by the City, 100 percent onsite retention of the SWQDv is technically infeasible, partially or fully, the infeasibility shall be demonstrated in the submitted Low Impact Development Plan. The technical infeasibility may result from conditions that may include, but are not limited to:</p> <p>(a) The infiltration rate of saturated in-situ soils is less than 0.3 inch per hour and it is not technically feasible to amend the in-situ soils to attain an infiltration rate necessary to achieve reliable performance of infiltration or bioretention BMPs in retaining the SWQDv onsite.</p> <p>(b) Locations where seasonal high groundwater is within five to 10 feet of surface grade;</p> <p>(c) Locations within 100 feet of a groundwater well used for drinking water;</p> <p>(d) Brownfield development sites or other locations where pollutant mobilization is a documented concern;</p> <p>(e) Locations with potential geotechnical hazards;</p> <p>(f) Smart growth and infill or redevelopment locations where the density and/or nature of the project would create significant difficulty for compliance with the onsite volume retention requirement.</p> <p>(4) If partial or complete onsite retention is technically infeasible, the project Site may biofiltrate 1.5 times the portion of the remaining SWQDv that is not reliably retained onsite. Biofiltration BMPs must adhere to the design specifications provided in the Permit. Additional alternative compliance options such as offsite infiltration may be available to the project Site. Alternative compliance options are further specified in the</p>	<p>City of Arcadia Final 2020 Urban Water Management Plan (UWMP) provides the City with a reliable management action plan for long-term resource planning to ensure adequate water supplies are available to meet existing and future water supply needs. In addition, the 2020 UMWP incorporates water supply reliability determinations resulting from potential prolonged drought, regulatory revisions, and/or changing climatic conditions. Further, the UWMP provides information on groundwater, surface water, and stormwater characteristics, and management actions (City of Arcadia 2021).</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>County of Los Angeles Department of Public Works Stormwater Best Management Practices Design and Maintenance Manual. The project Site should contact the Director to determine eligibility and obtain approval. In all cases, the project Site must comply with all relevant provisions of the Permit.</p> <p>(5) The remaining SWQDv that cannot be retained or biofiltered onsite must be treated onsite to reduce pollutant loading. BMPs must be selected and designed to meet pollutant specific benchmarks as required per the Permit. Flow through BMPs may be used to treat the remaining SWQDv and must be sized based on a rainfall intensity of:</p> <p>(a) 0.2 inches per hour, or(b)The one year, one hour rainfall intensity as determined from the most recent Los Angeles County isohyetal map, whichever is greater.</p> <p>(6) A Multi-Phased Project may comply with the standards and requirements of this section for all of its phases by:</p> <p>(a) designing a system acceptable to the City to satisfy these standards and requirements for the entire Site during the first phase, and</p> <p>(b) implementing these standards and requirements for each phase of Development or Redevelopment of the Site during the first phase or prior to commencement of construction of a later phase, to the extent necessary to treat the stormwater from such later phase. For purposes of this section, "Multi-Phased Project" shall mean any Planning Priority Project implemented over more than one phase and the Site of a Multi-Phased Project shall include any land and water area designed and used to store, treat or manage stormwater runoff in connection with the Development or Redevelopment, including any tracts, lots, or parcels of real property, whether Developed or not, associated with, functionally connected to, or under common ownership or control with such Development or Redevelopment.</p> <p>(Ord. No. 2325, § 1(Exh. A), 4-7-15)</p> <p>Chapter 7827. (Control of Runoff Required – Construction Activity):</p> <p>A. Generally. In addition to any other requirements set forth in this Chapter, prior to obtaining a grading or building permit, each operator of any construction activity shall submit evidence to the Director that all applicable permits have been obtained, including but not limited to the State Water Board's Construction Permit, State Water Board 401 Water Quality Certification. Each operator of any construction activity shall implement such an erosion and sediment control plan and BMPs required by the Director to ensure that discharges of pollutants are effectively prohibited and will not cause or contribute to an exceedance of water quality standards. A SWPPP prepared in accordance with the General Construction Permit may be substituted for an erosion and sediment control plan. All construction and grading activities shall comply with applicable laws and regulatory documents, including all applicable City ordinances and the City's Permit regulating discharges into and from the storm drain system.</p> <p>B. Best Management Practices for New Developments and Redevelopments. No grading permit shall be issued for any development with a disturbed area of one (1) acre or greater unless the applicant can show that (i) a Notice of Intent to comply with the State Construction Activity Stormwater Permit has been filed and (ii) a Stormwater Pollution Prevention Plan has been prepared. The City may adopt regulations establishing controls on the volume and rate of stormwater runoff from new developments and redevelopments of less than one (1) acre as</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>may be appropriate to minimize the discharge and transport of pollutants. The Public Works Director may require of any developer or construction contractor performing work in the City provide a local stormwater pollution prevention plan prior to the beginning of such work. Construction activity does not include routine maintenance to maintain original line and grade, hydraulic capacity, the original purpose of the facility or emergency construction activities required to protect the public health and safety.</p> <p>C. Erosion and Sediment Control Plan Required. In addition to any other requirements set forth in this Chapter, prior to obtaining a grading or building permit, each operator of any construction site of less than one (1) acre shall cause to be prepared and submitted to the City an erosion and sediment control plan. No operator of any construction activity shall commence any construction activity prior to receiving written approval of the erosion and sediment control plan from the Director.</p> <p>D. Erosion and Sediment Control Plan Contents. An erosion and sediment control plan must address the following elements, at a minimum:</p> <p>(1) For construction sites of less than one acre:</p> <p>(a) Best management practices designed to control erosion and sediment, and manage waste and non-stormwater in accordance with the Permit; and</p> <p>(2) For construction sites of one acre or more:</p> <p>(a) All elements of a Stormwater Pollution Prevention Plan, but only if a construction site is one acre or greater;</p> <p>(b) Methods to minimize the footprint of the disturbed area and to prevent soil compaction outside of the disturbed area;</p> <p>(c) Methods to protect native vegetation and trees;</p> <p>(d) Sediment and erosion control;</p> <p>(e) Controls to prevent tracking on and off the site;</p> <p>(f) Nonstormwater control (e.g., vehicle washing, dewatering, etc.);</p> <p>(g) Material management (delivery and storage);</p> <p>(h) Spill prevention and control;(i) Waste management (e.g., concrete washout, waste management, sanitary waste management);</p> <p>(i) Identification of site Risk Level as identified in the General Construction Permit;</p> <p>(j) Rationale for the selection and design of the proposed BMPs, including quantifying the expected soil loss from different BMPs; and</p> <p>(3) For all construction sites: Any other element required by the Director.</p> <p>E. Erosion and Sediment Control Plan Development. Erosion and sediment control plans for construction sites of one acre or more must be developed and certified by a Qualified SWPPP Developer. Structural BMPs shall be designed by a licensed California Engineer.</p> <p>F. Erosion and Sediment Control Plan Certification. Erosion and sediment control plans for construction sites of one acre or more shall be signed by the landowner or landowner's agent, certifying as follows:</p> <p>"I certify that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to ensure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system or those persons directly responsible for gathering the information, to the best of my knowledge and belief, the information</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>submitted is true, accurate, and complete. I am aware that submitting false or inaccurate information, failing to update the erosion and sediment control plan to reflect current conditions, or failing to properly or adequately implement the erosion and sediment control plant may result in revocation of grading and other permits and other sanctions provided by law."</p> <p>(Ord. No. 2325, § 1(Exh. A), 4-7-15)</p> <p>Under Chapter 7554.3 (Applicability) the following projects fall under the Water Efficient Landscaping Ordinance:</p> <p>A. After December 1, 2015, and consistent with the Governor's Executive Order No. B-29-15, this Division shall apply to all of the following landscape projects:</p> <ol style="list-style-type: none">1. New construction projects with an aggregate landscape area equal to or greater than 500 square feet requiring a building or landscape permit, plan check, or design review;2. Rehabilitated landscapes projects with an aggregate landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit, plan check, or design review;3. Existing landscapes that were installed before December 1, 2015, and are over one acre in size are limited to Section 7554.3.E. <p>B. Any project with an aggregate landscape area of 2,500 square feet or less may comply with the performance requirements of this ordinance or conform to the prescriptive measures contained in the City's Water Efficient Landscaping Documentation Package and Guidelines.</p> <p>C. For projects using treated or untreated graywater or rainwater captured on site, any lot or parcel within the project that has less than 2,500 square feet of landscape and meets the lot or parcel's landscape water requirement (Estimated Total Water Use) entirely with treated or untreated graywater or through stored rainwater captured on site is only subject to the prescriptive measures compliance option in the City's Water Efficient Landscaping Documentation Package and Guidelines.</p> <p>(Ord. No. 2330, § 1, 11-3-15)</p> <p>Chapter 7554.5 (Irrigation Requirements) of the Water Efficient Landscaping Ordinance, projects must adhere to the following:</p> <p>A. Irrigation Design Plan—This section applies to landscaped areas requiring permanent irrigation, not areas that require temporary irrigation solely for the plant establishment period. For the efficient use of water, an irrigation system shall meet all the requirements listed in this section and the manufacturers' recommendations. The irrigation system and its related components shall be planned and designed to allow for proper installation, management, and maintenance. An irrigation design plan meeting the following design criteria shall be submitted as part of the Landscape Documentation Package.</p> <p>(Ord. No. 2330, § 1, 11-3-15)</p> <p>Chapter 7554.6 (Soil and Grading Requirements) of the Water Efficient Landscaping Ordinance, projects must provide the following reports:</p> <p>A. Soil Management Report—In order to reduce runoff and encourage healthy plant growth, a soil management report shall be completed by the project applicant, or his/her designee</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>B. Grading Design Plan—For the efficient use of water, grading of a project site shall be designed to minimize soil erosion, runoff, and water waste. A grading plan shall be submitted as part of the Landscape Documentation Package. A comprehensive grading plan prepared by a civil engineer for other local agency permits satisfies this requirement.</p> <p>(Ord. No. 2330, § 1, 11-3-15)</p> <p>Chapter 7554.9 (Stormwater Management and Rainwater Retention) of the Water Efficient Landscaping Ordinance, projects must adhere to the following:</p> <p>A. Stormwater management combines practices to minimize runoff and increase infiltration which recharges groundwater and improves water quality. Implementing stormwater best management practices into the landscape and grading design plans to minimize runoff and to increase on-site rainwater retention and infiltration are encouraged.</p> <p>B. Project applicants shall refer to the City of Arcadia or Regional Water Quality Control Board for information on any applicable stormwater technical requirements.</p> <p>C. All planted landscape areas are required to have friable soil to maximize water retention and infiltration. Refer to Section 7554.4.A.3D. It is strongly recommended that landscape areas be designed for capture and infiltration capacity that is sufficient to prevent runoff from impervious surfaces (i.e. roof and paved areas) from either:</p> <ol style="list-style-type: none">1. The one inch, 24-hour rain event; or2. The 85th percentile, 24-hour rain event, and/or additional capacity as required by any applicable local, regional, state or federal regulation. <p>(Ord. No. 2330, § 1, 11-3-15)</p> <p>Chapter 8 (Stormwater Management and Discharge Control) Section 7813. (Construction and Application) states the following:</p> <p>This Chapter shall be construed to assure consistency with the requirements of the Federal Clean Water Act and acts amendatory thereof or supplementary thereto, applicable implementing regulations, and existing or future NPDES Permit and any amendment, revision or reissuance thereof.</p> <p>(Ord. No. 2325, § 1(Exh. A), 4-7-15)</p> <p>Chapter 8 (Stormwater Management and Discharge Control) Section 7823. (Best Management Practices Authorized and Required) states the following:</p> <p>D. The following BMPs are required:</p> <p>(1) The occupant or tenant, or in the absence of occupant or tenant, the owner, lessee, or proprietor of any real property in the City in front of which there is a paved sidewalk shall maintain the sidewalk free of dirt or litter to the maximum extent practicable. Sweepings from the sidewalk shall not be swept or otherwise made or allowed to go into the gutter or roadway, but shall be disposed of in receptacles maintained on the real property as required for the disposal of garbage.</p> <p>(2) Standard for Parking Lots and Similar Structures. Persons owning or operating a paved parking lot or similar structure with twenty-five (25) or more parking spaces shall clean those structures as frequently and thoroughly as practicable in a manner that does not result in discharge of pollutants to the storm drain system.</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>(3) Each person who owns, manages, or operates any machinery or equipment which is to be repaired or maintained shall use Best Management Practices or shall place the machinery or equipment that is to be repaired or maintained in such a place that leaks, spills, and other maintenance-related pollutants are not discharged to the storm drain system.</p> <p>(4) All hazardous substances and hazardous materials shall be stored in such a manner as to prevent such substances or materials from coming into contact with stormwater or other runoff which discharges into the storm drain system. It is unlawful for any person to dispose of any hazardous waste in any trash container used for municipal trash disposal.</p> <p>(6) Standards for Private Drains and Catch Basins. Persons owning or operating drainage facilities that are directly connected to the public storm drain system shall clean those facilities between May 1st and September 30th of each year, and reclean those facilities, as needed, before their sumps are forty percent (40 percent) full of material. This requirement includes, but is not limited to, catch basins, culverts and parkway drains.</p> <p>(Ord. No. 2325, § 1(Exh. A), 4-7-15)</p>	
Azusa	<p>Chapter 3: The Built Environment</p> <p><i>Infrastructure</i></p> <p>Goal 2: Provide a water supply system that is able to meet the projected water demands; upgrade and expand water treatment, supply, and distribution facilities; and pursue funding sources to reduce the cost of water provision for the city.</p> <p>Policy 2.1: Monitor the demands on the water system, manage development to mitigate impacts and/or facilitate improvements to the water supply and distribution system, and maintain and expand water supply and distribution facilities.</p> <p>Policy 2.2: Continue to update the water master plan and an associated capital improvements program, and evaluate the adequacy of the water supply and distribution supply.</p> <p>Policy 2.3: Designate, preserve, and acquire land for water storage and transmission facilities, as necessary.</p> <p>Policy 2.4: Require that new development and retrofit existing developments to contain safeguards and measures preventing water supply degradation.</p> <p>Policy 2.5: Require all new development to connect to the sewer system.</p> <p>Policy 2.6: Minimize water consumption through site design, use of efficient systems, and other techniques.</p> <p>Policy 2.7: Continue the City’s water conservation efforts; review programs periodically and modify and/or expand them as appropriate and feasible.</p> <p>Policy 2.8: Continue to require the incorporation of water conservation features in the design of all new construction and site development.</p> <p>Policy 2.9: Consider creating rebate or other incentive programs for the replacement of leaking, aging, and/or inefficient plumbing with water saving plumbing and fixtures.</p> <p>Policy 2.10: Require the use of reclaimed water for landscaped irrigation, grading, and other non-contact uses in new developments, where available or expected to be available.</p>	<p>Municipal codes related to hydrology and water quality relevant to the Plan Area can be found in Chapter 60 (Stormwater and Urban Runoff Pollution Prevention) Section 60-9 (Stormwater and Runoff Pollution Mitigation for Construction Activity), Section 60-15 (Good Housekeeping Provisions), and Section 60-16 (Best Management Practice for Construction Activity), Section 60-19 (BMPs to be Consistent with Environmental Goals), Chapter 14 (Buildings and Building Regulations) Section 14-412 (Nuisances Designated), and Chapter 88.34 (Landscaping Standards) Section 88.34.020 (Applicability)</p> <p>Under Chapter 60 (Stormwater and Urban Runoff Pollution Prevention) Section 60-9 (Stormwater and Runoff Pollution Mitigation for Construction Activity) the following apply:</p> <p>No person shall commence any construction activity for which a permit is required by this Code without implementing all stormwater and runoff pollution mitigation measures required by such permit. (Ord. No. 04-02, § 2, 2-2-04)</p> <p>Under Section 60-15 (Good Housekeeping Provisions) the following apply:</p> <p>An owner or occupant of any property shall comply with the following good housekeeping requirements:</p> <p>No person shall leave, deposit, discharge, dump, or otherwise expose any pollutant in an area where actual or potential discharge to the city streets or the storm drain system may occur. Any spills, discharge, or residues shall be removed as soon as possible and disposed of properly.</p> <p>(1) Runoff from landscape irrigation, air conditioning condensate, water line flushing, foundation/footing drains, individual residential car washing, dechlorinated swimming pool discharges and sidewalk washing shall be conducted in a manner not in violation of other provisions of this Code.</p> <p>(2) Runoff from washing paved areas, including but not limited to parking lots, on industrial or commercial property is prohibited unless specifically required by federal, state, or local health or safety codes and not in violation of any other provision of this Code. Runoff from authorized washing of paved areas shall be minimized to the extent practicable.</p>	<p>City of Azusa Final 2020 Urban Water Management Plan (UWMP) provides the City with a reliable management action plan for long-term resource planning to ensure adequate water supplies are available to meet existing and future water supply needs. In addition, the 2020 UMWP incorporates water supply reliability determinations resulting from potential prolonged drought, regulatory revisions, and/or changing climatic conditions. Further, the UWMP provides information on groundwater, surface water, and stormwater characteristics, and management actions (City of Azusa 2021).</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 2.11: Ensure the costs of improvements to the existing water supply and distribution facilities necessitated by new development to be borne by the new development benefiting from the improvements, either through the payment of fees, or the actual cost of construction, or both in accordance with State Nexus legislation.</p> <p>Policy 2.12: Evaluate the water rate payer fees, development charges, and service acquisition charges to see if the fees and charges adequately meet the operation maintenance, renovation/upgrade, and new construction needs.</p> <p>Goal 3: Provide a wastewater (sewer) collection and treatment system that is able to support permitted land uses, upgrading existing deficient systems, and pursue funding sources to reduce costs of wastewater provision in the city.</p> <p>Policy 3.1: Ensure the City provides and maintains a sewer collection and treatment facilities system that adequately conveys and treats wastewater generated by existing and planned development at a maximized cost efficiency.</p> <p>Policy 3.2: Update the sewer master plan to reflect anticipated growth and current capacities.</p> <p>Policy 3.3: Work with the County of Los Angeles to determine if the existing sewer collection systems are adequate to meet existing and anticipated future demand.</p> <p>Policy 3.4: Develop a record maintenance system that records the capacity and use of sewer facilities, monitors impacts and demands, and manages development, thereby mitigating impacts and/or facilitating improvements.</p> <p>Policy 3.5: Ensure the costs of improvements to the existing sewer collection and treatment facilities necessitated by new development to be borne by the new development benefiting from the improvements, either through the payment of fees, or the actual cost of construction, or both in accordance with State Nexus legislation.</p> <p>Policy 3.6: Evaluate the sewer connection fees and other charges to see if the fees and charges adequately meet the operation maintenance, renovation/ upgrade, and new construction needs.</p> <p>Policy 3.7: Ensure that all sewer collection facilities are operated in a manner that maximizes public safety.</p> <p>Policy 3.8: Continue to monitor businesses that may generate hazardous waste to prevent contamination of water.</p> <p>Policy 3.9: Continue to work with the County Sanitation District to ensure that use of Best Management Practices is used in the City.</p> <p>Goal 4: Provide a flood control system that is able to support the permitted land uses while preserving the public safety; upgrade existing deficient systems; and pursue funding sources to reduce the costs of flood control provision in the city.</p> <p>Policy 4.1: Maintain existing public storm drains and flood control facilities, upgrade and expand storm drain and flood control facilities.</p> <p>Policy 4.4: Monitor the demands and manage development to mitigate impacts and/or facilitate improvements to the storm drainage system.</p> <p>Policy 4.5: Designate, preserve, and acquire land, as necessary, for storm drainage and flood control facilities.</p> <p>Policy 4.6: During development review, determine if any structures meant for human habitation are constructed within the 100-year flood plain. If necessary, evaluate the structure's flood safety, and require remedial actions.</p>	<p>(3) Objects, such as motor vehicle parts, containing grease, oil, or other hazardous materials, and unsealed receptacles containing hazardous materials, shall not be stored in areas exposed to stormwater or otherwise susceptible to runoff.</p> <p>(4) Any machinery or equipment which is to be repaired or maintained in areas exposed to stormwater or otherwise susceptible to runoff shall be provided with containment areas to control leaks, spills, or discharges.</p> <p>(5) All motor vehicle parking lots with more than 25 parking spaces and located in areas exposed to stormwater or otherwise susceptible to runoff shall have debris removed by regular sweeping or other equally effective measures. Such debris shall be collected and properly disposed of. (Ord. No. 04-02, § 2, 2-2-04)</p> <p>Under Section 60-16 (Best Management Practice for Construction Activity) the following apply:</p> <p>All BMPs required as a condition of any permit for construction activity granted pursuant to this Code shall be maintained in full force and effect during the term of the project, unless otherwise authorized by the city. (Ord. No. 04-02, § 2, 2-2-04)</p> <p>Under Section 60-19 (BMPs to be Consistent with Environmental Goals) no person shall install or implement a BMP that transfers pollutants to air, groundwater, surface soils and/or other media in a manner inconsistent with applicable environmental laws and regulations. (Ord. No. 04-02, § 2, 2-2-04)</p> <p>Under Chapter 14 (Buildings and Building Regulations) Section 14-412 (Nuisances Designated) it is declared a public nuisance for any person owning, leasing, occupying or having charge or possession of any real property in this city to:</p> <p>(2) Maintain the property, the topography or configuration of which, whether a natural state or as a result of grading operations, causes or will cause erosion, subsidence or surface water runoff problems which will or may be injurious to the public health, safety and welfare or to adjacent or nearby properties. (Code 1971, § 15.08.010)</p> <p>Under Chapter 88.34 (Landscaping Standards) Section 88.34.020 (Applicability) the following applies:</p> <p>A. New Projects. Each new nonresidential, single-family tract, and multi-family residential project shall provide landscaping in compliance with this chapter. All residential development projects shall provide street trees in compliance with Section 88.34.060.B.2.d(3).</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 4.7: Require improvements to the existing storm drain and flood control facilities necessitated by new development to be borne by the new development benefiting from the improvements, either through the payment of fees, or the actual cost of construction, or both in accordance with State Nexus legislation.</p> <p>Policy 4.8: Require new developments to employ the most efficient drainage technology to increase ground percolation, control drainage, and minimize damage to environmentally sensitive areas.</p> <p>Policy 4.10: Encourage using construction methods and technologies that will reduce the size or decrease the number of impervious surfaces in both new development and the retro-fit of existing development.</p>		
Baldwin Park	<p>Health and Sustainability Element:</p> <p>Goal HS-4. Increase the efficiency and sustainability of public and private infrastructure in Baldwin Park.</p> <p>Policy 4.01: Reduce the amount of impermeable surfaces citywide.</p> <p>Policy 4.02: Incorporate Low Impact Development (LID) techniques in the design and upgrade of public infrastructure.</p> <p>Action HS-4.1: Develop a city-wide approach to stormwater management that takes advantage of excellent local soil infiltration environment, including bottomless catch basins; porous concrete gutters; pervious pavers at intersections, crosswalks, and in park hardscapes; linear bioinfiltration strips in parkways and building setbacks; and rain gardens with dry wells.</p> <p>Action HS-4.4: Continue to require all new development projects that exceed \$25,000 to install Low Impact Development technologies to treat, capture, and infiltrate stormwater and urban runoff on site, where it lands.</p> <p>Action HS-4.5: Require the use of permeable paving for parking lots, streets, driveways, pathways, etc.</p> <p>Action HS-4.7: Work to mitigate irrigation practices that result in overspray and collection of runoff in gutters.</p> <p>Action HS-4.9: Require all new developments to utilize Low Impact Development strategies, including rain gardens, bioswales, stormwater filters and screens for storm drains, in-ground infiltration using dry wells and infiltration trenches, and water recycling facilities, with the goal of retaining and treating all stormwater on site.</p> <p>Goal HS-8. Achieve a high level of water conservation, and continue to improve the quality of local groundwater.</p> <p>Policy 8.01: Promote drought-tolerant landscaping and water conservation technologies and techniques.</p> <p>Policy 8.02: Protect and restore above and below ground water bodies from the negative impacts of stormwater pollution. (See also Modern and Green Infrastructure.)</p> <p>Policy 8.03: Reduce the amount of impervious surfaces in the City through selection of materials, site planning, and street design.</p> <p>Action HS-8.1: Develop a native and drought-tolerant planting palette for use by local developers, with a focus on the physical and climatic context and corresponding maintenance needs.</p>	<p>Municipal codes related to hydrology and water quality relevant to the Plan Area can be found in Section 153.160 (Water-Efficient Landscaping Standards) Subsection 153.160.020 (Applicability), Subsection 153.160.200 (Stormwater Management and Rainwater Retention), and Chapter 52 (Storm Water and Urban Runoff Pollution Prevention) Section 52.11 (control of Pollutants from State Permitted Construction Activities), Section 52.12 (Control of Pollutants from Other Construction Activities), and Section 52.13 (Control of Pollutants from New Developments/Redevelopment Projects).</p> <p>Under Section 153.160 (Water-Efficient Landscaping Standards) Subsection 153.160.020 (Applicability) the following projects must adhere to water-efficient landscaping standards:</p> <p>(A) Landscape projects. After December 1, 2015 and consistent with Executive Order No. B-29-15, the provisions of this subchapter shall apply to all of the following landscape projects:</p> <p> (1) New development projects with an aggregate landscape area equal to or greater than 500 square feet requiring a building or landscape permit, plan check, or design review.</p> <p> (2) Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit, plan check or design review.</p> <p>(B) The reporting requirements of this subchapter shall become effective December 1, 2015 and the remainder of this subchapter shall be effective no later than February 1, 2016.</p> <p>(C) Any project with an aggregate landscape area of 2,500 square feet or less may comply with the performance requirements of this subchapter or conform to the prescriptive measures contained in § 153.160.225.</p> <p>(D) For projects using treated or untreated graywater or rainwater captured on site, any lot or parcel within the project that has less than 2,500 square feet of landscape and meets the lot or parcel's landscape water requirement (estimated total water use) entirely with treated or untreated graywater or through stored rainwater captured on site is subject only to § 153.160.220(A)(5) of the city's Municipal Code. (Ord. 1346, passed 5-2-12; Am. Ord. 1379, passed 11-4-15)</p> <p>Under Section 153.160 (Water-Efficient Landscaping Standards) Subsection 153.160.200 (Stormwater Management and Rainwater Retention) projects defined above must adhere to the following:</p> <p>A) Stormwater best management practices. Stormwater management practices minimize runoff and increase infiltration which recharges groundwater and improves</p>	<p>No other applicable ordinances were identified.</p>



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	<p>Action HS-8.2: Install drought-tolerant landscaping and water-conserving irrigation systems at City facilities, medians, and parkway strips to reduce water use and maintenance costs.</p> <p>Action HS-8.3: Require that all newly installed private landscaping covering more than 1,000 square feet install drought-tolerant landscaping and water conserving irrigation systems.</p> <p>Action HS-8.5: Encourage the use of high-efficiency irrigation technology, and allow recycled site water to be used for irrigation.</p> <p>Action HS-8.6: Explore opportunities for more actions using treated or raw well water for park irrigation.</p> <p>Action HS-8.7: Consider adopting an ordinance that requires the installation of water efficient fixtures upon the sale of a property.</p> <p>Action HS-8.8: Increase awareness and involve the public in addressing water runoff problems associated with daily activities.</p> <p>Action HS-8.9: Work with new development projects to increase on-site water infiltration and storage, and to preserve, restore, or incorporate natural drainage systems into the site design for the project.</p> <p>Action HS-8.10: Require contractors to comply with approved stormwater pollution prevention planning practices for all projects.</p> <p>Action HS-8.11: Conduct routine inspections of construction sites to check for proper erosion control methods during construction activities.</p> <p>Action HS-8.12: Consider revising the Water Conservation Ordinance to allow the use of artificial turf for landscaping purposes.</p> <p>Open Space and Conservation Element:</p> <p>Goal 5.0: Conserve and protect groundwater supply and water resources.</p> <p>Policy 5.1: Encourage water conservation through education, use of drought tolerant landscapes, and water-conserving technology.</p> <p>Policy 5.2: Promote the use of native plant material in landscapes and drought tolerant trees, especially in landscapes on City properties.</p> <p>Policy 5.3: Encourage use and production of reclaimed water.</p> <p>Policy 5.4: Continue enforcement of municipal National Pollutant Discharge Elimination System (NPDES) Permit to protect water quality within the San Gabriel River watershed.</p> <p>Policy 5.5: Cooperate with the EPA in efforts to remedy groundwater contamination and implement cleanup practices for the Baldwin Park Superfund site.</p> <p>Policy 5.6: Vigorously prosecute unlicensed dumping of toxic or hazardous materials into the ground or water in Baldwin Park. Encourage citizens to report dumping when they observe it.</p>	<p>water quality. Implementing stormwater best management practices into the landscape and grading design plans to minimize runoff and to increase on-site rainwater retention and infiltration are encouraged.</p> <p>(B) Regional Water Quality Control Board. Project applicants shall refer to the Regional Water Quality Control Board for information on any applicable stormwater technical requirements.</p> <p>(C) Friable soil. All planted landscape areas are required to have friable soil to maximize water retention and infiltration. (Ord. 1346, passed 5-2-12; Am. Ord. 1379, passed 11-4-15)</p> <p>Under Chapter 52 (Storm Water and Urban Runoff Pollution Prevention) Section 52.11 (control of Pollutants from State Permitted Construction Activities) states the following:</p> <p>(A) No person shall be granted a grading permit by the city or shall commence or continue any construction activity within the city that is subject to an General Construction Activity Storm Water NPDES Permit without showing proof of having applied for such permit.</p> <p>(B) Any person engaged in a construction activity requiring an NPDES General Construction Activity Storm Water NPDES Permit construction permit shall retain at the construction site the following documents: (i) a copy of the Notice of Intent to Comply with Terms of the General Permit to Discharge Water Associated with Construction Activity; (ii) a waste discharge identification number issued by the SWRCB; (iii) a Storm Water Pollution Prevention Plan and Monitoring Program Plan for the construction activity requiring the construction permit; and (iv) records of all inspections, compliance and non-compliance reports, evidence of self-inspection and good housekeeping practices.</p> <p>(C) Any person engaged in a construction activity in the city requiring an NPDES General Construction Storm Water Activity permit shall, upon reasonable request from a duly authorized officer of the city, provide any of the documents specified in division (B) and shall retain said documents for at least three years after completion of construction. (Ord. 1193, passed 8-21-02)</p> <p>Chapter 52 (Storm Water and Urban Runoff Pollution Prevention) Section 52.12 (Control of Pollutants from Other Construction Activities) states the following:</p> <p>Any person engaged in a construction activity that is not subject to the General Construction Storm Water Activity NPDES Permit but is subject to the municipal NPDES Permit, shall be required to comply with requirements contained therein as specified in the city's Storm Water Quality Management Program, including any revisions made thereto. (Ord. 1193, passed 8-21-02)</p> <p>Under Chapter 52 (Storm Water and Urban Runoff Pollution Prevention) Section 52.13 (Control of Pollutants from New Developments/Redevelopment Projects) the following projects must adhere to Chapter 52:</p> <p>(B) Stormwater pollution control measures for development planning and construction activities.</p> <p>(3) Applicability. The following development and redevelopment projects, termed “planning priority projects,” shall comply with the requirements of this chapter:</p> <p>(a) All development projects equal to 1 acre or greater of disturbed area that adds more than 10,000 square feet of impervious surface area.</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>(i) Projects located in or directly adjacent to, or discharging directly to an environmentally sensitive area (ESA), where the development will:</p> <ol style="list-style-type: none">1. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and2. Create 2,500 square feet or more of impervious surface area. <p>(k) Redevelopment projects.</p> <ol style="list-style-type: none">1. Land disturbing activity that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site on planning priority project categories.2. 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 must be mitigated.3. Where redevelopment results in an alteration of less 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, only the alteration must be mitigated, and not the entire development.4. Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of facility or emergency redevelopment activity required to protect public health and safety. Impervious surface replacement, such as the reconstruction of parking lots and roadways which does not disturb additional area and maintains the original grade and alignment, is considered a routine maintenance activity. Redevelopment does not include the repaving of existing roads to maintain original line and grade. <p>(5) Stormwater pollution control requirements. The site for every planning priority project shall be designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest and use.</p> <p>(c) The remainder of planning priority projects shall prepare a Low Impact Development plan to comply with the following:</p> <ol style="list-style-type: none">1. Retain stormwater runoff onsite for the stormwater quality design volume (SWQDv) defined as the runoff from:<ol style="list-style-type: none">a. The 85th percentile 24-hour runoff event as determined from the Los Angeles County 85th percentile precipitation isohyetal map; orb. The volume of runoff produced from a 0.75 inch, 24-hour rain event, whichever is greater.2. When, as determined by the City Engineer, 100 percent onsite retention of the SWQDv is technically infeasible, partially or fully, the infeasibility shall be demonstrated in the submitted Low Impact Development plan.5. A multi-phased project may comply with the standards and requirements of this section for all of its phases by: (a) designing a system acceptable to the Department of Public Works to satisfy these standards and requirements for the entire site during the first phase, and (b) implementing these standards and requirements for each phase of development or redevelopment of the site during the first phase or prior to commencement of construction of a later phase, to the extent necessary to treat the stormwater from such later phase. For purposes of this section, MULTI-PHASED	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		PROJECT shall mean any planning priority project implemented over more than one phase and the site of a multi-phased project shall include any land and water area designed and used to store, treat or manage stormwater runoff in connection with the development or redevelopment, including any tracts, lots, or parcels of real property, whether developed or not, associated with, functionally connected to, or under common ownership or control with such development or redevelopment. (Ord. 1193, passed 8-21-02; Am. Ord. 1363, passed 2-19-14)	
Claremont	<p>Open Space, Parkland, Conservation, and Air Quality Element:</p> <p>Goal 5-4: Protect groundwater resources.</p> <p>Policy 5-4. 1: Protect. preserve. and enhance the San Antonio Spreading Grounds and Thompson Creek Spreading Grounds as important open space resources for recharging groundwater basins.</p> <p>Policy 5-4.2: Encourage use of drainage improvements designed with native vegetation where possible, to retain or detain stormwater runoff, minimizing volume and pollutant concentrations.</p> <p>Policy 5-4.3: Design sidewalks. roads, and driveways to minimize impervious surfaces.</p> <p>Goal 5-5: Maintain and enhance groundwater resources.</p> <p>Policy 5-5.1: Require all new development to connect to public sewers. Explore alternatives for connecting the existing development which is not currently connected to the sanitary sewer system.</p> <p>Policy 5-5.2: Persuade water agencies that have wells in Claremont to develop programs that would pump water from high nitrate wells for irrigation use so the nitrates can be assimilated by vegetation, or if possible, that would blend the water for sale human consumption so that over the long term the contaminated portions of the aquifer can be cleaned.</p> <p>Policy 5-5.3: Reduce the spreading of high nitrate fertilizers, herbicides, pesticides, and other chemicals in City landscaping that can contaminate groundwater.</p> <p>Policy 5-5.4: Encourage the public to reduce the use of chemicals in maintenance of landscaping.</p> <p>Goal 5-15: Achieve the highest level of water conservation possible.</p> <p>Policy 5-15.1: Support water conservation through requirements for landscaping with drought- tolerant plants and efficient irrigation.</p> <p>Policy 5-15.2: Educate the public about the importance of water conservation and avoiding wasteful water habits.</p> <p>Policy 5-15.3: Work with the City water provider in exploring water conservation programs and encourage the water provider to offer incentives for water conservation.</p> <p>Policy 5-15.4: Direct staff to work with Sanitation Districts of Los Angeles County to explore infrastructure improvements that could make it possible to use reclaimed water in Claremont for nonpotable uses, such as landscape irrigation.</p> <p>Policy 5-15.5: Explore with Three Valley Water District water recycling opportunities in Claremont.</p>	<p>Municipal codes related to hydrology and water quality relevant to the Plan Area can be found in Chapter 16.131 (Water Efficient Landscape Requirements), Section 16.131.030 (Implementation Procedures), Section 16.131.040 (Landscape Water Use Standards), and Chapter 8.30 (Water Conservation) Section 8.30.030 (Application), and Section 8.30.040 (Permanent Water Conservation Requirements), and Chapter 8.28 (Stormwater and Runoff Pollution Control) Section 8.28.032 (Best Management Practices Required), Chapter 8.30 (Water Conservation) Section 8.30.030 (Application), Section 8.28.040 (Control of Runoff Required – Construction Activity), Section 8.28.041 (Control of Runoff Required – New Development and Redevelopment), and Section 8.28.050 (Stormwater Pollution Control Measures for Development Planning and Construction Activities).</p> <p>Under Chapter 16.131 (Water Efficient Landscape Requirements) the following projects apply:</p> <p>A. New Landscape Installations or Rehabilitation Projects</p> <p>This chapter shall apply to the following landscape projects:</p> <p>1. New landscape installations or landscape rehabilitation projects by public agencies or private nonresidential developers, except for cemeteries, with a landscaped area, including pools or other water features but excluding hardscape, equal to or greater than 2,500 square feet, and which are otherwise subject to a discretionary approval of a landscape plan, or which otherwise require a ministerial permit for a landscape or water feature;</p> <p>B. Existing Landscapes</p> <p>Section 16.131.040.B of this chapter shall apply to:</p> <p>1. All landscaped areas over one acre in size, whether installed prior to or after January 1, 2010; and</p> <p>2. All landscaped areas installed after January 1, 2010 to which Section 16.131.020.A is applicable. [Note: Authority cited: Section 65595, Government Code. Reference: Section 65596, Government Code.] (10-02)</p> <p>Under Section 16.131.030 (Implementation Procedures) the following is required:</p> <p>A. Prior to installation, a landscape documentation package shall be submitted to the City for review and approval of all landscape projects subject to the provisions of this chapter. Any landscape documentation package submitted to the City shall comply with the provisions of the guidelines.</p> <p>B. The landscape documentation package shall include a certification by a professional appropriately licensed in the State of California stating that the landscape design and water use calculations have been prepared by or under the supervision of the licensed professional and are certified to be in compliance with the provisions of this chapter and the guidelines. [Note: Authority cited: Section 65595, Government Code. Reference: Section 65596, Government Code.] (10-02)</p> <p>Under Section 16.131.040 (Landscape Water Use Standards) the following water use standards are required:</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>A. New and Rehabilitated Landscapes</p> <p>For landscape installation or rehabilitation projects subject to the applicability requirements of Section 16.131.020.A, the estimated applied water use allowed for the landscaped area shall not exceed the maximum applied water allowance (MAWA) calculated using an evapotranspiration adjustment factor (ETAF) of 0.7, except for special landscaped areas where the MAWA is calculated using an ETAF of 1.0; or the design of the landscaped area shall otherwise be shown to be equivalently water-efficient in a manner acceptable to the City; as provided in the guidelines.</p> <p>B. Existing Landscapes</p> <p>Irrigation of all landscaped areas shall be conducted in a manner conforming to the rules and requirements, and shall be subject to penalties and incentives for water conservation and water waste prevention as determined and implemented by the local water purveyor or as mutually agreed by local water purveyor and the City. (10-02)</p> <p>Under Chapter 8.30 (Water Conservation) Section 8.30.030 (Application) the following applies to water conservation in the City:</p> <p>A. The provisions of this chapter apply to any person in the use of any potable water in the City.</p> <p>C. The provisions of this chapter do not apply to the use of recycled water, with the exception of Section 8.30.040(A).</p> <p>E. This chapter is intended solely to further the conservation of water. It is not intended to implement any provision of federal, state, or local statutes, ordinances, or regulations relating to protection of water quality or control of drainage or runoff.</p> <p>F. Where any provision of the Claremont Municipal Code is in conflict with this chapter, the provision of this chapter shall take precedence. (09-10)</p> <p>Under Section 8.30.040 (Permanent Water Conservation Requirements) the following water conservation requirements are effective at all times:</p> <p>A. Limits on water hours. Outdoor watering or irrigating of lawn, landscape or any other vegetated area with potable water is prohibited between the hours of 9:00 a.m. and 5:00 p.m. Pacific Standard Time (PST) on any day, except by use of a hand-held bucket or similar container, a hand-held hose equipped with a positive self-closing water shut-off nozzle or device, or for very short periods of time for the express purpose of adjusting ore repairing an irrigation system. This subsection does not apply to landscape irrigation systems that exclusively use very low-flow drip type irrigation systems when no emitter produces more than two (2) gallons of water per hour.</p> <p>B. Limit on watering duration. Watering or irrigating of lawn, landscape or other vegetated area with potable water using a landscape irrigation system or a watering device that is not continuously attended is limited to no more than fifteen (15) minutes watering per day per station. This subsection does not apply to landscape irrigation systems that exclusively use very low-flow drip type irrigation systems when no emitter produces more than two (2) gallons of water per hour and weather based controllers or stream rotor sprinklers that meet a 70 percent efficiency standard.</p> <p>C. No excessive water flow or runoff. Watering or irrigating of any lawn, landscape or other vegetated area in a manner that causes or allows excessive water flow or runoff onto an adjoining sidewalk, driveway, street, alley, gutter or ditch is prohibited.</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>D. No washing down hard or paved surfaces. Washing down hard or paved surfaces, including but not limited to sidewalks, walkways, driveways, parking areas, tennis courts, patios or alleys is prohibited, except when necessary to alleviate safety or sanitary hazards, and then only by use of a hand-held bucket or similar container, a hand-held hose equipped with a positive self-closing water shut-off device, a low-volume, high-pressure cleaning machine equipped to recycle any water used, or a low-volume high-pressure water broom.</p> <p>E. Obligation to fix leaks, breaks or malfunctions. Excessive use, loss or escape of water through breaks, leaks or other malfunctions in the water user’s plumbing or distribution system for any period of time after such escape of water should have reasonably been discovered and corrected and in no event more than five (5) business days of the property owner receiving notice from the local retail water agency or the City of Claremont, is prohibited.</p> <p>F. Re-circulating water required for water fountains and decorative water features. Operating a water fountain or other decorative water feature that does not use re-circulated water is prohibited.</p> <p>G. Limits on washing vehicles. Using water to wash or clean a vehicle, including but not limited to any automobile, truck, van, bus, motorcycle, boat or trailer, whether motorized or not is prohibited, except by use of a hand-held bucket or similar container or a hand-held hose equipped with a positive self-closing water shut-off nozzle or device. This subsection does not apply to any commercial car washing facility.</p> <p>Under Chapter 8.28 (Stormwater and Runoff Pollution Control) Section 8.28.032 (Best Management Practices Required) the following stormwater and runoff best management practices must be adhered to:</p> <p>F. The following BMPs are required of every owner or occupant of any property:</p> <ol style="list-style-type: none">1. No person shall leave, deposit, discharge, dump, or otherwise expose any chemical, fuel, animal waste, garbage, batteries and/or septic waste in an area where actual or potential discharge to the City streets or the storm drain system may occur. Any spills, discharge, or residues shall be removed as soon as possible and disposed of properly.2. Runoff from landscape irrigation, air conditioning condensate, water-line flushing, foundation/footing drains, individual residential car washing, dechlorinated/debrominated swimming pool/spa discharges and sidewalk washing shall be conducted in a manner which minimizes or eliminates the possibility of pollutant discharges reaching the City storm drain system or receiving waters.3. Runoff from washing paved areas, including, but not limited to, parking lots, on industrial or commercial property is prohibited unless specifically required by federal, state, or local health or safety codes and not in violation of any other provision of this Code. Runoff from authorized washing of paved areas shall be minimized to the extent practicable.4. Objects, such as motor vehicle parts containing grease, oil, or other hazardous materials, and unsealed receptacles containing hazardous materials, shall not be stored in area exposed to stormwater or otherwise susceptible to runoff.5. Any machinery or equipment which is to be repaired or maintained in areas exposed to stormwater or otherwise susceptible to runoff shall be provided with containment areas to control leaks, spills, or discharges.	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>6. All motor vehicle parking lots with more than 25 parking spaces and located in areas exposed to stormwater or otherwise susceptible to runoff shall have debris removed by regular sweeping or other equally effective measures. Such debris shall be collected and properly disposed of.</p> <p>7. Motor vehicle parking lots with a gravel/sediment base to implement BMPs to prevent the discharge of gravel and sediment to the MS4. (22-01; 14-05)</p> <p>Under Section 8.28.040 (Control of Runoff Required – Construction Activity) the following best management practices must be adhered to:</p> <p>D. The following minimum set of BMPs shall apply to all construction sites:</p> <ol style="list-style-type: none">1. Site management – housekeeping;2. Erosion controls – scheduling and preservation of existing vegetation;3. Sediment controls – perimeter controls and stabilized construction site entrance/exit;4. Non-stormwater management – water conservation practices and dewatering operations;5. Waste management – material delivery and storage; stockpile management; solid waste management; concrete waste management; and sanitary/septic waste management. <p>E. The following minimum BMPs are required for both private or public roadway paving or repair operations:</p> <ol style="list-style-type: none">1. Restrict paving and repaving activities to exclude periods of rainfall or predicted rainfall unless required by emergency conditions.2. Install gravel bags and filter fabric or other equivalent inlet protection at all susceptible storm drain inlets and at manholes to prevent spills of paving products and tack coat.3. Prevent the discharge of release of agents including soybean oil, other oils, or diesel to the asphalt.4. Minimize non-stormwater runoff from water use for roller equipment and for evaporative cooling of the asphalt.5. Clean equipment over absorbent pads, drip pans, plastic sheeting or other materials to capture all spillage and dispose properly.6. Collect liquid waste in a container, with a secure lid, for transport to a maintenance facility to be reused, recycled, or disposed of properly.7. Collect solid waste by vacuuming or sweeping and securing in an appropriate container for transport to a maintenance facility to be reused, recycled, or disposed of properly.8. Cover “cold-mix” asphalt with protective sheeting during a rainstorm.9. Cover loads with tarp before haul-off to a storage site, and do not overload trucks.10. Minimize airborne dust by using water spray or other approved dust suppressant during grinding.11. Avoid stockpiling soil, sand, sediment, asphalt material and asphalt grindings materials or rubble in or near stormwater drainage systems or receiving waters.12. Protect stockpiles with a cover or sediment barriers during rain. (22-01; 14-05)	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>Under Section 8.28.041 (Control of Runoff Required – New Development and Redevelopment) the following applies:</p> <p>A. Prior to construction of a development equal to or greater than 300 square feet, new development/redevelopment project (as defined in this chapter) such project shall be evaluated by the City for its potential to discharge pollutants to the storm drain system or to receiving waters based on its intended land use. Such evaluation shall be conducted in accordance with development planning requirements established by the Regional Board or its Executive Officer, pursuant to the municipal NPDES permit. No discretionary permit may be issued for any construction or development project until the Director finds that the project plans comply with the Low Impact Development/ Standard Urban Stormwater Mitigation Plan requirements set forth in the permit and in this chapter.</p> <p>B. Once a project has been evaluated for its potential to discharge pollutants to the storm drain system or receiving waters, the City shall require appropriate BMPs to be implemented during construction and following project completion. The prescription of BMPs shall be in keeping with the Low Impact Development design standards pursuant to the municipal NPDES permit and this chapter. (22-01; 14-05)</p> <p>Under Section 8.28.050 (Stormwater Pollution Control Measures for Development Planning and Construction Activities) the following applies:</p> <p>C. The following development and redevelopment projects, termed “planning priority projects,” shall comply with the requirements of this section:</p> <p>1. New development projects that are in any of the following categories:</p> <p>a. Projects equal to one acre or greater of disturbed area and adding more than 10,000 square feet or more of impervious surface area (collectively over the entire project site).</p> <p>2. Redevelopment projects that create and/or replace 5,000 square feet or more of impervious surfaces (collectively over the entire project site) on any of the following:</p> <p>a. Existing sites of 10,000 square feet or more of impervious surface area.</p> <p>b. Industrial parks 10,000 square feet or more of impervious surface area.</p> <p>c. Commercial malls 10,000 square feet or more of impervious surface area.</p> <p>4. New development and redevelopment projects that create and/or replace 2,500 square feet or more of impervious area; discharge stormwater that is likely to impact a sensitive biological species or habitat; and are located in or directly adjacent to or are discharging to an ASBS, Sensitive Ecological Area in Los Angeles County.</p> <p>5. Street and road construction of 10,000 square feet or more of impervious surface area, in addition to complying with the requirements of this section, shall also follow the City’s Green Streets Policy (available on the City’s website). Street and road construction applies to standalone streets, roads, highways, and freeway projects. Temporary access roads are not subject to this requirement.</p> <p>The following construction projects are subject to the stormwater runoff mitigation requirements in this chapter:</p> <p>1. The project will be built on a currently vacant and/or undeveloped parcel.</p> <p>2. Projects that add and/or replace 50 percent of any impervious surface area with a total square footage of 300 square or greater.</p>	



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		<p>3. Projects that will create a new detached structure that is 300 square feet in floor area or greater.</p> <p>4. The project is located in or within 200 feet of an environmentally sensitive area.</p> <p>E. The following considerations are applicable to redevelopment projects:</p> <p>1. Where redevelopment results in an alteration of more than 50 percent of impervious surfaces of a previously existing development the entire project must be mitigated.</p> <p>2. Where redevelopment results in an alteration of less than 50 percent of impervious surfaces of a previously existing development, only the alteration must be mitigated, and not the entire development.</p> <p>3. Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of facility or emergency redevelopment activity required to protect public health and safety. Impervious surface replacement, such as the reconstruction of parking lots and roadways which does not disturb additional area and maintains the original grade and alignment, is considered a routine maintenance activity. Redevelopment does not include the repaving of existing roads to maintain original line and grade.</p> <p>F. Stormwater Pollution Control Requirements. Every applicable project shall be designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest and use.</p> <p>1. Projects that add and/or replace 300 square feet or more impervious surface shall complete the City of Claremont’s low impact development worksheet (available on the City’s website) and retain the 85th percentile 24-hour runoff event volume (as calculated on the worksheet).</p> <p>4. Street and road construction of 10,000 square feet or more of impervious surface shall be in accordance with the City of Claremont’s green street policy and the USEPA guidance regarding Managing Wet Weather with Green Infrastructure: Green Streets (December 2008 EPA-833-F-08-009) to the maximum extent practicable.</p> <p>5. The remainder of planning priority projects shall prepare a Low Impact Development Plan to comply with the following:</p> <p>a. Retain and infiltrate stormwater runoff on site for the Stormwater Quality Design Volume (SWQDv) defined as the runoff from the 85th percentile 24-hour runoff event; or bioretention and/or rainfall harvest and use of the SWQDv. If partial or complete on-site retention is technically infeasible, the project site may biofiltrate 1.5 times the portion of the remaining SWQDv that is not reliably retained on site. biofiltration BMPs must adhere to the design specifications provided in the Los Angeles County Low Impact Development Manual.</p> <p>b. Additional alternative compliance options such as off-site infiltration may be available to the project site. The project site should contact the City of Claremont to determine eligibility.</p> <p>6. The remaining SWQDv that cannot be retained or biofiltered on site must be treated on site to reduce pollutant loading. BMPs must be selected and designed to meet pollutant-specific benchmarks as required per the municipal NPDES</p>	



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		<p>permit. Flow-through BMPs may be used to treat the remaining SWQDv and must be sized based on a rainfall intensity:</p> <ul style="list-style-type: none">a. 0.2 inches per hour for each hour of a storm event; orb. The maximum flow rate of runoff produced by the 85th percentile hourly rainfall intensity for each hour of the storm event, as determined by historical rainfall records, multiplied by a factor of two. <p>i. A multi-phased project shall comply with the standards and requirements of this section for all of its phases by: (1) designing a system acceptable to the City of Claremont to satisfy these standards and requirements for the entire Site during the first phase; and (2) implementing these standards and requirements for each phase of development or redevelopment of the site during the first phase or prior to commencement of construction of a later phase, to the extent necessary to treat the stormwater from such later phase. For purposes of this section, “multi-phased project” shall mean any planning priority project implemented over more than one phase and the site of a multi-phased project shall include any land and water area designed and used to store, treat, or manage stormwater runoff in connection with the development or redevelopment, including any tracts, lots, or parcels of real property, whether developed or not, associated with, functionally connected to, or under common ownership or control with such development or redevelopment.</p> <p>H. Hydromodification Management Requirements. Planning priority projects located within natural drainage systems shall implement hydrological control measures to prevent accelerated downstream erosion and protect stream habitat.</p> <ul style="list-style-type: none">1. Natural drainage systems that are subject to the hydromodification assessments and control include all drainages that have not been modified using engineering controls or drainages that are tributary to a natural drainage system. Examples of engineering modifications to a drainage include channelization, armoring with concrete, and application of rip-rap.3. Projects disturbing an area less than or equal to one acre shall implement the Low Impact Development control standards in subsection (F)(5) of this section.4. Projects disturbing an area greater than 1 acre, but less than 50 acres will be presumed to meet pre-development hydrology if one of the following demonstrations are made:<ul style="list-style-type: none">a. The project is designed to retain on site the runoff of the 95th percentile 24-hour storm; orb. The runoff flow rate, volume, velocity, and duration of the post-development condition does not exceed the pre-development condition for the two-year, 24-hour storm event; orc. The erosion potential (Ep) in the receiving water is approximately one. Ep shall be determined in accordance with the NPDES permit.5. Projects disturbing 50 acres or more will be presumed to meet pre-development hydrology based on the successful demonstration of one of the following conditions:<ul style="list-style-type: none">a. The project site infiltrates on-site runoff from a two-year, 24-hour storm event; orb. The runoff flow rate, volume, velocity, and duration for the post-development condition does not exceed the pre-development condition for the two-year, 24-	



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		hour storm event. These conditions must be substantiated by hydrologic modeling.	
Covina	<p>Natural Resources and Open Space Element:</p> <p><i>Water Resources and Air Quality</i></p> <p>Policy a. Support the efforts at all levels of government to monitor and regulate water quality and conditions, ensuring that all applicable standards are met.</p> <p>Policy b. Support the efforts at and various codes and standards of all levels of government to protect ground water resources from depletion and sources of pollution, such as soil-leaching hazardous materials.</p> <p>Policy c. Support Federal, State, and regional efforts to remedy existing ground water pollution problems.</p> <p>Policy d. Continue local efforts to handle ground water contamination problems, including, but not limited to, shutting down or reconstructing water wells and appropriately treating water from operating wells to meet all applicable water quality standards.</p> <p>Policy e. Ensure that existing flood control system-related ground water recharge areas or spreading grounds (Ben Lomond at the southwest corner of Arrow Highway and Barranca Avenue and Walnut Wash at the easterly terminus of Workman Avenue) are preserved and protected via land use regulations (except where the entire facility or a portion thereof is determined by appropriate analysis to be no longer needed) and, when utilized, guarded against illegal discharge into surface waters (that feed ground water basins).</p> <p>Policy f. Preserve and protect in their natural conditions, through appropriate land use controls, development standards, and any other reasonable measures, the unimproved segments of two flood control channels running through Covina (Charter Oak Wash in Wingate Park and Walnut Creek in the Covina Hills/southeastern area) and concomitant elements, such as soil conditions, as important functional, ecological, biological, aesthetic, and passive open space resources.</p> <p>Policy g. Minimize the alteration of drainage patterns in Covina Hills to preserve the stream flow in and immediately abutting the unimproved section of Walnut Creek.</p> <p>Policy h. Handle the problem of soil erosion occurring along the banks of the unimproved portion of Walnut Creek and elsewhere.</p> <p>Policy i. Ensure the adequacy of water supplies to meet all existing and future demands and applications, particularly public safety.</p> <p>Policy l. Follow the Covina Water Conservation Ordinance, when necessary, and provide conservation kits and general information to best promote water conservation.</p> <p>Policy m. Follow the City’s Water-Efficient Landscape Ordinance for the sites of new and significantly expanded/remodeled developments as a viable conservation tool.</p> <p>Policy n. Encourage the incorporation of water conservation features in the design of all new and significantly expanded/remodeled developments and in the installation of conservation devices in existing developments, including, but not limited to, low-flow toilets and shower registers.</p> <p><i>Retention, Development, and Enhancement of Park and Recreational Facilities</i></p> <p>Policy d. Preserve and protect in their natural conditions the unimproved segments of the Charter Oak Wash (running through Wingate Park) and Walnut Creek (which passes through the Covina Hills area) by way of appropriate General Plan and Zoning</p>	<p>Municipal codes related to hydrology and water quality relevant to the Plan Area can be found in Chapter 13.06 (Water Conservation), Under Section 13.06.040 (Permanent Water Conservation Requirements – Prohibition Against Waste), Chapter 17.82 (Water-efficient Landscape Regulations) Section 17.82.040 (Applicability of Water-efficient Landscape Regulations, and Section 17.82.060 (Landscape Water Use Standards), Chapter 8.50 (Storm Water Quality and Urban Runoff Control) Section 8.50.060 (Best Management Practices and Permits Authorized and Required), Section 8.50.100 (Construction Sites Requiring a Building Permit and/or a Grading Plan), and Section 8.50.120 (Low Impact Development).</p> <p>Under Chapter 13.06 (Water Conservation) the following must adhere to the City’s water conservation ordinance:</p> <p>A. The provisions of this chapter apply to any person in the use of potable water provided by the city of Covina.</p> <p>B. The provisions of this chapter do not apply to the following:</p> <p>1. Uses of water necessary to protect public health and safety or for essential government services, such as police, fire and other similar emergency services.</p> <p>2. The use of recycled water, with the exception of CMC 13.06.040(A).</p> <p>3. The use of water by commercial nurseries and commercial growers to sustain plants, trees, shrubs, crops or other vegetation intended for commercial sale. (Ord. 22-10 § 1, 2022; Ord. 09-1973 § 1, 2009.)</p> <p>Under Section 13.06.040 (Permanent Water Conservation Requirements – Prohibition Against Waste) projects must follow water conservation requirements effective at all times.</p> <p>Under Chapter 17.82 (Water-efficient Landscape Regulations) Section 17.82.040 (Applicability of Water-efficient Landscape Regulations) the following project must adhere to the water-efficient landscape regulations:</p> <p>A. The water-efficient landscape regulations set forth in this chapter shall apply to the following landscape projects:</p> <p>1. New construction projects by public agencies or private developers of nonresidential projects which have a proposed landscaped area equal to or greater than 2,500 square feet, and are otherwise subject to:</p> <p>a. A discretionary approval of a landscape plan, or</p> <p>b. A ministerial permit for a landscape or water feature;</p> <p>3. Landscape rehabilitation projects by public agencies, private developers, associations, or property managers of residential or nonresidential projects which:</p> <p>a. Have a proposed landscaped area equal to or greater than 2,500 square feet,</p> <p>b. Propose to rehabilitate 50 percent or more of the existing landscaped area,</p> <p>c. Will be completed within one year, and</p> <p>d. Are otherwise subject to:</p> <p>i. A discretionary approval of a landscape plan, or</p> <p>ii. A ministerial permit for a landscape or water feature;</p> <p>D. A landscape design plan for projects in fire-prone areas and fuel modification zones shall comply with any applicable fire safety requirements. When conflicts</p>	<p>City of Covina 2020 Urban Water Management Plan (UWMP) provides the City with a reliable management action plan for long-term resource planning to ensure adequate water supplies are available to meet existing and future water supply needs. In addition, the 2020 UMWP incorporates water supply reliability determinations resulting from potential prolonged drought, regulatory revisions, and/or changing climatic conditions. Further, the UWMP provides information on groundwater, surface water, and stormwater characteristics, and management actions (City of Covina 2021).</p>



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	<p>designations and standards and any other reasonable measures as important functional, ecological, aesthetic, and passive open space resources.</p> <p>Policy e. To the greatest degree possible, encourage land uses adjacent to the unchanneled portions of Walnut Creek and Charter Oak Washes to consist of low density residential, park/open space, or other appropriate, compatible categories to prevent unreasonable encroachments thereon.</p> <p>Policy f. Preserve and protect the various improved flood control channels through appropriate General Plan and Zoning designations and standards and any other reasonable measures (excluding minor, excess portions thereof that are being sold off to owners of abutting residential and other properties).</p>	<p>between the provisions of applicable fire safety requirements and fire safety design elements exist, the fire safety requirements shall have priority. (Ord. 10-1979 § 2, 2010.)</p> <p>Under Section 17.82.060 (Landscape Water Use Standards) the following landscaped water standards apply:</p> <p>A. For new landscape installation or rehabilitated landscape projects subject to CMC 17.82.040(A), the estimated applied water use allowed for the landscaped area shall not exceed the MAWA calculated using an ET adjustment factor of 0.7, except for special landscaped areas where the MAWA is calculated using an ET adjustment factor of 1.0; or the design of the landscaped area shall otherwise be shown to be equivalently water-efficient in a manner acceptable to the city, as provided in the guidelines.</p> <p>B. Irrigation of all landscaped areas shall be conducted in a manner conforming to the rules, regulations, and requirements, including any established watering windows, and shall be subject to the penalties and incentives for water conservation and water waste prevention as determined and implemented by the applicable local water purveyors or as mutually agreed by the local water purveyors and the city.</p> <p>C. All irrigation controllers installed on or after January 1, 2012, within the city shall be smart controllers. (Ord. 10-1979 § 2, 2010.)</p> <p>Under Chapter 8.50 (Storm Water Quality and Urban Runoff Control) Section 8.50.060 (Best Management Practices and Permits Authorized and Required) the following Best Management Practices are required:</p> <p>1. No vehicle, machinery, device or storage container shall be allowed to leak, spill or discharge in any manner oil, grease, coolant, or other hazardous material onto any street, alley, road, parking area, or surface in the city whereon such pollutants or hazardous materials can or may be conveyed into the MS4 or any receiving water by storm water or non-storm water runoff.</p> <p>2. Objects such as vehicle motor parts containing grease, oil or other hazardous substances, and unsealed receptacles containing hazardous materials, shall not be stored in areas susceptible to storm water runoff or stored so that they may leak into the MS4.</p> <p>3. Any machine which is to be repaired or maintained in an uncovered outdoor area shall be placed on a pad of absorbent material to contain leaks, spills or small discharges. Any absorbent material used to contain such leaks, spills or discharges shall be properly disposed of.</p> <p>4. Machinery and equipment, including motor vehicles, which are leaking oil or fluid must be repaired.</p> <p>5. The uncovered outdoor storage of unsealed containers containing grease, oil, or other hazardous substances is prohibited in areas susceptible to runoff.</p> <p>6. The discharge of wash waters into the MS4 from the cleaning or washing of gas stations, automotive repair facilities and other types of automotive service facilities is prohibited.</p> <p>7. The discharge of wastewater into the MS4 from mobile auto washing, steam cleaning, mobile carpet cleaning and other such mobile commercial and industrial operations is prohibited.</p>	



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		<p>8. The discharge of wastewater from the washing of toxic material from paved or unpaved areas or the washing out of concrete trucks or concrete or cement-laden pumps, tools, and equipment into the MS4 is prohibited.</p> <p>9. The discharge into the MS4 of wastewater from the washing of impervious surfaces in industrial/commercial areas is prohibited.</p> <p>12. In areas exposed to storm water, the use of best management practices (including but not limited to the practices set forth in subsections (D)(1) through (11) of this section) and/or removal and lawful disposal of all fuels, chemicals, fuel and chemical wastes, animal wastes, garbage, batteries, and other materials which have potential adverse impacts on water quality shall be required. Treatment control best management practices must be properly operated and maintained to prevent the breeding of vectors.</p> <p>13. Dumping or disposal of the following materials into the MS4 system is prohibited: construction debris; any state or federally banned or unregistered pesticides; food and food processing wastes; and fuel and chemical wastes, animal wastes, garbage, batteries, and other materials that have potential adverse impacts on water quality. (Ord. 15-2038 § 1, 2015.)</p> <p>Under Section 8.50.100 (Construction Sites Requiring a Building Permit and/or a Grading Plan) the following are required:</p> <p>A. Generally. In addition to any other requirements set forth in this chapter, prior to obtaining a grading or building permit, each operator of any construction activity shall submit evidence to the director that all applicable permits have been obtained, including but not limited to the State Water Board’s Construction Permit and State Water Board 401 Water Quality Certification. Each operator of any construction activity shall implement such an erosion and sediment control plan and BMPs required by the director to ensure that discharges of pollutants are effectively prohibited and will not cause or contribute to an exceedance of water quality standards. A SWPPP prepared in accordance with the general construction permit may be substituted for an erosion and sediment control plan. All construction and grading activities shall comply with applicable laws and regulatory documents, including all applicable city ordinances and the city’s permit regulating discharges into and from the storm drain system.</p> <p>B. Erosion and Sediment Control Plan Required. In addition to any other requirements set forth in this chapter, prior to obtaining a grading or building permit, each operator of any construction site of less than one acre shall cause to be prepared and submitted to the city an erosion and sediment control plan. No operator of any construction activity shall commence any construction activity prior to receiving written approval of the erosion and sediment control plan from the director.</p> <p>D. Erosion and Sediment Control Plan Development. For construction sites one acre or greater, erosion and sediment control plans must be developed and certified by a qualified SWPPP developer. Structural BMPs shall be designed by a licensed California engineer.</p> <p>Under Section 8.50.120 (Low Impact Development) the following projects must adhere to the following storm water pollution control requirements:</p> <p>C. Applicability. The following development and redevelopment projects, termed “planning priority projects,” shall comply with the requirements of this section:</p> <p>1. All development projects equal to one acre or greater of disturbed area that adds more than 10,000 square feet of impervious surface area.</p>	



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		<p>6. Parking lots with 5,000 square feet or more of impervious surface area, or with 25 or more parking spaces.</p> <p>7. Street and road construction of 10,000 square feet or more of impervious surface area.</p> <p>9. Projects located in or directly adjacent to, or discharging directly to, an environmentally sensitive area (ESA), where the development will:</p> <p>a. Discharge storm water runoff that is likely to impact a sensitive biological species or habitat; and</p> <p>b. Create 2,500 square feet or more of impervious surface area.</p> <p>11. Redevelopment Projects.</p> <p>a. Land disturbing activity that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site on planning priority project categories.</p> <p>b. 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 storm water quality control requirements, the entire project must be mitigated.</p> <p>c. Where redevelopment results in an alteration of less than 50 percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction storm water quality control requirements, only the alteration must be mitigated, and not the entire development.</p> <p>E. Storm Water Pollution Control Requirements. The site for every planning priority project shall be designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest and use.</p> <p>2. Street and road construction of 10,000 square feet or more of impervious surface area (and street and road redevelopment that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site), in addition to complying with all other applicable provisions of this section shall employ green street strategies per the U.S. EPA guidance manual, “Managing Wet Weather with Green Infrastructure: Green Streets” (EPA-833-F-08-009, December 2008) to the maximum extent practicable.</p> <p>3. The remainder of planning priority projects shall prepare a Low Impact Development plan to comply with the following:</p> <p>a. Retain storm water runoff on site for the storm water quality design volume (SWQDv) defined as the runoff from:</p> <p>i. The eighty-fifth percentile 24-hour runoff event as determined from the Los Angeles County eighty-fifth percentile precipitation isohyetal map; or</p> <p>ii. The volume of runoff produced from a three-quarter-inch, 24-hour rain event, whichever is greater.</p> <p>F. Non-Planning Priority Projects. For new development or redevelopment projects not meeting the “planning priority projects” thresholds, but which may potentially have adverse impacts on post-development storm water quality, a site-specific plan</p>	



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		<p>including post-construction design, source and/or treatment control to mitigate storm water pollution shall be required where one or more of the following project characteristics exist:</p> <ol style="list-style-type: none">1. Vehicle or equipment fueling areas;2. Vehicle or equipment maintenance areas, including washing and repair;4. Outdoor handling or storage of hazardous materials;5. Outdoor manufacturing areas <p>H. Conditional Use Permit. For any development project requiring a conditional use permit (“CUP”) or other discretionary entitlement required under CMC Title 17, or other applicable title of the Covina Municipal Code, the Low Impact Development plan shall be approved prior to the issuance of any such CUP or other discretionary entitlement.</p>	
El Monte	<p>Public Health and Safety Element:</p> <p>Goal PHS-2: A healthy and safe watershed exemplified by the implementation of flood control measures, protection of water resources, and the restoration of the beneficial uses of the San Gabriel and Rio Hondo Rivers watersheds.</p> <p>Policy PHS-2.1: Flooding. Work with local, regional, state and federal agencies to implement updated flood control measures, encourage regular maintenance and monitoring of flood control channels, and maintain excellent state-of-emergency preparedness.</p> <p>Policy PHS-2.2: Water Quality. Improve in-stream water quality through best management practices to meet or exceed Regional Water Quality Control Board standards and National Pollutant Discharge Elimination Systems permitting requirements.</p> <p>Policy PHS-2.3: Water Resource. Continue to ensure water resource protection through the cleanup of the El Monte Superfund site, cleaning of waters within and entering into the Peck Water Conservation Park, and activities to reduce nonpoint resource pollutants.</p> <p>Policy PHS-2.4: Habitat Restoration. Restore the quality, quantity, and connectivity of habitat and natural open areas in El Monte with watershed best management practices and restoration of stream channels wherever feasible.</p> <p>Policy PHS-2.5 Green Infrastructure. Implement green infrastructure projects (e.g., greenways, community forest, linear parks, vegetated swales, miniparks) to help filter stormwater runoff, improve water resources, and restore the health of our watershed.</p> <p>Policy PHS-2.7: Emerald Necklace Accord. Participate in the Emerald Necklace Accord for the purposes of recreation, environmental education, development and enhancement of trails, native habitat conservation and restoration, water protection, and protection of water resources.</p>	<p>Municipal codes related to hydrology and water quality relevant to the Plan Area can be found in Chapter 13.16 (Stormwater Management and Discharge Control) Section 13.16.100 (Reduction of Pollutants in Stormwater), Chapter 13.20 (Stormwater and Urban Runoff Pollution Control) Section 13.20.020 (Stormwater Pollution Control Measures for Development Planning and Construction Activities), Chapter 14.02 (Water Usage Prohibitions Applying to All Persons) Section 14.02.015 (Water Usage Prohibitions applying to All Persons), and Chapter 17.74 (Water Efficiency) Section 17.74.020 (Applicability).</p> <p>Under Chapter 13.16 (Stormwater Management and Discharge Control) Section 13.16.100 (Reduction of Pollutants in Stormwater) the following applies to stormwater in the City:</p> <p>A.</p> <ol style="list-style-type: none">1. Littering. No person shall throw, deposit, leave, maintain, keep, or permit to be thrown, deposited, placed, left or maintained, any refuse, rubbish, garbage, or other discarded or abandoned objects, articles, and accumulations, in or upon any street, alley, sidewalk, storm drain, inlet, catch basin, conduit or other drainage structures, business place, or upon any public or private plot of land in the city, so that the same might be or become a pollutant, except containers or in lawfully established waste disposal facilities.2. The occupant or tenant, or in the absence of occupant or tenant, the owner, lessee or proprietor of any real property in the city in front of which there is a paved sidewalk shall maintain said sidewalk free of dirt or litter to the maximum extent practicable. Sweepings from said sidewalk shall not be swept or otherwise made or allowed to go into the gutter or roadway, but shall be disposed of in receptacles maintained on said real property as required for the disposal of garbage.3. No person shall throw or deposit litter in any fountain, pond, lake, stream, or any other body in a park or elsewhere within the city. <p>B. Standard for Parking Lots and Similar Structures. Persons owning or operating a paved parking lot, gas station pavement, paved private street or road, or similar structure, shall clean those structures as frequently and thoroughly as practicable in a manner that does not result in discharge of pollutants to the city storm drain system.</p> <p>D. Notification of Intent and Compliance with General Permits. Each industrial discharger, discharger associated with construction activity, or other discharger,</p>	<p>City of El Monte 2020 Urban Water Management Plan (UWMP) provides the City of El Monte with a reliable management action plan for long-term resource planning to ensure adequate water supplies are available to meet existing and future water supply needs. In addition, the 2020 UMWP incorporates water supply reliability determinations resulting from potential prolonged drought, regulatory revisions, and/or changing climatic conditions. Further, the UWMP provides information on groundwater, surface water, and stormwater characteristics, and management actions (City of El Monte 2021).</p>



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		<p>described in any general stormwater permit addressing such discharges, as may be adopted by the United States Environmental Protection Agency, the State Water Resources Control Board, or the California Regional Water Quality Control Board, shall provide notice of intent, comply with, and undertake all other activities required by any general stormwater permit applicable to such discharges. Each discharger identified in an individual National Pollutant Discharge Elimination System permit relating to stormwater discharges shall comply with and undertake all activities required by such permit.</p> <p>E. Compliance with Best Management Practices. Where Best Management Practices guidelines or requirements have been adopted by any federal, state of California, regional, and/or City Agency, for any activity, operation, or facility which may cause or contribute to stormwater pollution or contamination, illicit discharges, and/or discharges of nonstormwater to the stormwater system, every person undertaking such activity or operation, or owning or operating such facility shall comply with such guidelines or requirements as may be identified by the Director.</p> <p>(Ord. 2572 §§ 6, 7, 2002; prior code § 7810)</p> <p>Under Chapter 13.20 (Stormwater and Urban Runoff Pollution Control) Section 13.20.020 (Stormwater Pollution Control Measures for Development Planning and Construction Activities) the following projects must adhere to this section and implement the following best management practices:</p> <p>C. Applicability. This section is applicable to projects as defined below:</p> <ol style="list-style-type: none">1. All development and redevelopment projects, termed "planning priority projects," as defined in the municipal NPDES permit currently in effect at the time of the development application, shall comply with subsection E of Section 13.20.020.2. Street and road construction projects of ten thousand (10,000) square feet or more of impervious surface, in addition to complying with all other applicable provisions of Section 13.20.020, shall follow USEPA guidance regarding "Managing West Weather with Green Infrastructure: Green Streets" (December 2008, EPA-833-F-08-009) to the maximum extent practicable. This subsection applies to standalone streets, roads, highways, and freeway projects, and also applies to streets within larger projects, including capital improvement projects (CIPs).4. Any other project, as deemed appropriate by the department, submitted for complete discretionary or non-discretionary permit application filed with the department after December 31, 2012. <p>E. Stormwater Pollution Control Requirements. All applicable projects listed in subsection C of Section 13.20.020 shall be designed to control pollutants, pollutant loads, and runoff volumes to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest and use. All applicable projects shall prepare a Low Impact Development plan that is submitted to and approved by the Department. All LID plans shall comply with the following:</p> <ol style="list-style-type: none">a. Low impact development standards and best management practices implementation hierarchy: All project applicants shall:	



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		<p>i. Properly select, design and maintain Low Impact Development and hydromodification control best management practices to address pollutants that are likely to be generated, reduce changes to pre-development hydrology, assure long-term function and avoid breeding of vectors.</p> <p>ii. Prioritize the selection of best management practices to remove stormwater pollutants, reduce stormwater runoff volume, and beneficially use stormwater to support an integrated approach to protecting water quality and managing water resources in the following order:</p> <ol style="list-style-type: none">1. On-site infiltration, bioretention and/or rainfall harvest and use; then2. On-site biofiltration, offsite groundwater replenishment, and/or off-site retrofit. <p>b. Retain onsite the stormwater quality design volume (SWQDv) as required per the permit currently in effect at the time of development application submittal.</p> <p>c. When one hundred (100) percent onsite retention of the SWQDv is technically infeasible, partially or fully, the infeasibility shall be demonstrated in the submitted Low Impact Development plan and approved by the Department. Technical infeasibility may result from conditions that may include, but are not limited to:</p> <ol style="list-style-type: none">i. The infiltration rate of saturated in-situ soils is less than 0.3 inch per hour and it is not technically feasible to amend the in-situ soils to attain an infiltration rate necessary to achieve reliable performance of infiltration or bioretention BMPs in retaining the SWQDv onsite.ii. Locations where seasonal high groundwater is within 10 (10) feet of surface grade.iii. Locations within one hundred (100) feet of a groundwater well used for drinking water.v. Locations with potential geotechnical hazards.vi. Smart growth and infill or redevelopment locations where the density and/or nature of the project would create significant difficulty for compliance with the onsite volume retention requirement. <p>d. Projects that have successfully demonstrated technical infeasibility for full retention of the SWQDv to the Department, shall implement alternate compliance measures (alternate mitigation options) as designated in the permit currently in effect at the time of development application submittal.</p> <p>e. Additional alternative compliance options, such as offsite infiltration, may be available to the project. The project applicant should contact the Department to determine eligibility. Alternative compliance options are as further specified in the permit currently in effect at the time of development application submittal.</p> <p>f. A multi-phased project shall comply with the standards and requirements of this section for all of its phases by:</p>	



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		<p>i. Designing a system acceptable to the Department to satisfy these standards and requirements for the entire site during the first phase; and/or</p> <p>ii. Implementing these standards and requirements for each phase of development or redevelopment of the project during the first phase or prior to commencement of construction of a later phase, to the extent necessary to treat the stormwater from such later phase.</p> <p>iii. For purposes of this subsection, "multi-phased project" shall mean any planning priority project implemented over more than one phase and the site of a multi-phased project shall include any land and water area designed and used to store, treat or manage stormwater runoff in connection with the development or redevelopment, including any tracts, lots, or parcels of real property, whether developed or not, associated with, functionally connected to, or under common ownership or control with such development or redevelopment.</p> <p>g. Minimize hydromodification impacts by maintaining the project's pre-development storm water runoff volumes, flow rates, and durations by maintaining the erosion potential (EP) in streams at 1, or implementing hydromodification control BMPs and/or LID strategies, or other restoration measures to meet hydromodification control criteria as designated in the permit currently in effect at the time of development application submittal.</p> <p>h. Department may exempt certain applicable projects listed in subsection C of Section 13.20.020 from hydromodification control requirements where assessments of downstream channel conditions and proposed discharge hydrology indicate that adverse hydromodification effects to beneficial uses of natural drainage systems are unlikely:</p> <p>i. The replacement, maintenance or repair of existing, publicly-maintained flood control facilities, storm drains, or transportation networks.</p> <p>ii. Redevelopment of a previously developed site in an urbanized area that does not increase the effective impervious area or decrease the infiltration capacity of pervious areas compared to the pre-project conditions.</p> <p>iii. Projects that have any increased discharge directly or via a storm drain to a sump, lake, area under tidal influence, into a waterway that has an estimated one-hundred-year peak flow of twenty-five thousand (25,000) cubic feet per second or more, or other receiving water that is not susceptible to hydromodification impacts.</p> <p>iv. Projects that discharge directly or through a storm drain into concrete or other engineered (not natural) channels (e.g. channelized or armored rip rap, shotcrete, etc.) which, in turn, discharge into receiving water that is not susceptible to hydromodification impacts.</p> <p>(Ord. No. 2840, § 2(Exh. A), 6-10-2014)</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>Under Chapter 14.02 (Water Usage Prohibitions Applying to All Persons) Section 14.02.015 (Water Usage Prohibitions applying to All Persons) the following apply to all projects in the City:</p> <p>A. The water conservation requirements under this Section 14.02.015 shall apply to all persons within the city of El Monte.</p> <p>B. To promote water conservation, each of the following actions is prohibited, except where necessary to address an immediate health and safety need or to comply with a term or condition in a permit issued by any state or federal governmental agency:</p> <ol style="list-style-type: none">1. The application of potable water to outdoor landscapes in a manner that causes runoff such that water flows onto adjacent property, non-irrigated areas, private and public walkways, roadways, parking lots, or structures;2. The use of a hose that dispenses potable water to wash a motor vehicle, except where the hose is fitted with a shut-off nozzle or device attached to it that causes it to cease dispensing water immediately when not in use;3. The application of potable water to driveways and sidewalks;4. The use of potable water in a fountain or other decorative water feature, except where the water is part of a recirculating system;5. The application of potable water to outdoor landscapes during and up to forty-eight (48) hours after measurable rainfall; and6. The serving of drinking water other than upon request in eating or drinking establishments, including but not limited to restaurants, hotels, cafes, cafeterias, bars, or other public places where food or drink are served and/or purchased. <p>C. Violations of this Section 14.02.015 may result in the imposition of fines or other penalties pursuant to Section 14.02.085 (penalties for violation of water usage prohibitions under Section 14.02.015) below.</p> <p>(Ord. No. 2845, § 3, 10-14-2014; Ord. No. 2861, § 2, 8-4-2015)</p> <p>Under Chapter 17.74 (Water Efficiency) Section 17.74.020 (Applicability) the following projects must comply with the Cities water efficiency regulations:</p> <p>A. This chapter shall apply to all of the following landscape projects:</p> <ol style="list-style-type: none">1. New construction projects with an aggregate landscape area equal to or greater than five hundred (500) square feet requiring a building or landscape permit, plan check or design review;2. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than two thousand five hundred (2,500) square feet requiring a building or landscape permit, plan check, or design review; and3. Existing landscapes limited to Sections 17.74.220, 17.74.230, and 17.74.240 of this chapter. <p>B. Any project with an aggregate landscape area of two thousand five hundred (2,500) square feet or less may comply with the performance requirements of this section or conform to the prescriptive measures contained in Table 17.74-5.</p> <p>C. For projects using treated or untreated graywater or rainwater captured on site, any lot or parcel within the project that has less than two thousand five hundred (2,500) square feet of landscape and meets the lot or parcel's landscape water requirement (estimated total water use) entirely with treated or untreated graywater or through</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>stored rainwater captured on site is subject only to Table 17.74-5 Section E. This section does not apply to:</p> <ol style="list-style-type: none">1. Registered federal, state or local historical sites;2. Ecological restoration projects that do not require a permanent irrigation system;3. Mined-land reclamation projects that do not require a permanent irrigation system; or4. Existing plant collections, as part of botanical gardens and arboreta open to the public. <p>(Ord. No. 3011 , § 3(Exh. B), 6-21-2022; Ord. No. 3023 , § 4.B(Exh. B), 5-2-2023)</p>	
Glendora	<p>Conservation Element:</p> <p>Gola CON-1: Protection and conservation of Glendora’s water resources.</p> <p>Policy CON-1.1: Establish a comprehensive program for the utilization of recycled water for irrigation purposes.</p> <p>Policy CON-1.2: Reduce water demand for irrigation purposes through the utilization of water conserving landscape materials.</p> <p>Policy CON-1.3: Establish specific requirements for the use of water conserving landscape materials in new development and redevelopment projects, parks and municipal facilities.</p> <p>Policy CON-1.4: Establish outreach and incentive programs to educate residents on methods of water conservation and to encourage their use.</p> <p>Policy CON-1.5: Establish methods to analyze water conservation issues when determining the need and development of future parks.</p> <p>Goal CON-2: Utilization of water conservation technologies and practices.</p> <p>Policy CON-2.1: Establish a comprehensive program for the utilization of recycled water for irrigation purposes.</p> <p>Policy CON-2.2: Reduce water demand for irrigation purposes through the utilization of water-conserving landscape materials.</p> <p>Policy CON-2.3: Establish specific requirements for the use of water conserving landscape materials in new development and redevelopment projects, parks and municipal facilities.</p> <p>Policy CON-2.4: Establish and implement water conservation methods for all municipal facilities.</p> <p>Goal CON-3: Effective and well-maintained water infrastructure system.</p> <p>Policy CON-3.1: Ensure the City’s Water Master Plan provides an accurate projection of future water demand and conveyance.</p> <p>Policy CON-3.2: Ensure existing water infrastructure systems are properly maintained.</p> <p>Policy CON-3.3: Ensure infrastructure for new development is limited to serving properties within the planning area or water service area.</p> <p>Goal CON-4: Adequate conveyance and disposal of wastewater.</p> <p>Policy CON-4.1: Ensure the wastewater infrastructure system within the City is effective and adequately maintained.</p> <p>Policy CON-4.2: Ensure new development and redevelopment projects adequately analyze potential impacts to the existing wastewater infrastructure system.</p>	<p>Municipal codes related to hydrology and water quality relevant to the Plan Area can be found in Chapter 21.03 (General Regulations) Section 21.03.090 (Urban Runoff Pollution), and Section 21.030.060 (State Model Water Efficient Landscaping Ordinance Adopted by Reference).</p> <p>Under Chapter 21.03 (General Regulations) Section 21.03.090 (Urban Runoff Pollution) project in the City must ensure the following:</p> <p>K. Erosion and Sediment Control Plan (ESCP)—Control of Pollutants from Construction Activities.</p> <ol style="list-style-type: none">1. No person shall be granted a grading permit or shall commence or continue any construction activity in the city that causes the disturbance of less than one acre or more of soil by clearing, grading, and excavating, without submitting an ESCP/local SWPPP for review and approval by the city.2. No person shall be granted a grading permit or shall commence or continue any construction activity in the city that causes the disturbance of one acre or more of soil by clearing, grading, and excavating, without demonstrating to the city that such person has prepared a ESCP/SWPPP and obtained a NPDES General Construction Activity Storm Water Permit from the SWRCB. The SWPPP shall be prepared by a Qualified SWPPP Developer (QSD). All structural BMPs must be designed by a licensed California civil engineer. <p>L. Control of Pollutants from Other Construction Activities. Any person engaged in a construction activity subject to the municipal National Pollutant Discharge Elimination System permit, shall be required to implement best management practices specified by the regional board, its executive officer, or the city's public works director.</p> <p>M. Control of Pollutants from New Development and Redevelopment—Low Impact Development (LID).</p> <ol style="list-style-type: none">1. This section creates Glendora's Planning and Land Development Program for all new development and redevelopment to accomplish the following:<ol style="list-style-type: none">a. Lessen the water quality impacts of development by using smart growth practices such as compact development, directing development towards existing communities via infill or redevelopment, and safeguarding of environmentally sensitive areas.b. Minimize the adverse impacts from storm water runoff on the biological integrity of natural drainage systems and the beneficial uses of waterbodies in accordance with requirements under CEQA (California Public Resources Code Section 21000 et seq.).c. Minimize the percentage of impervious surfaces on land developments by minimizing soil compaction during construction, designing projects to minimize the impervious area footprint, and	<p>City of Glendora Draft 2015 Urban Water Management Plan (UWMP) provides the City of Glendora with a reliable management action plan for long-term resource planning to ensure adequate water supplies are available to meet existing and future water supply needs. In addition, the 2020 UWMP incorporates water supply reliability determinations resulting from potential prolonged drought, regulatory revisions, and/or changing climatic conditions. Further, the UWMP provides information on groundwater, surface water, and stormwater characteristics, and management actions (City of Glendora 2016).</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy CON-4.3: Incorporate project-level stormwater mitigation measures to reduce potential impacts to water quality and ensure mitigation measures are adequately monitored.</p> <p>Policy CON-4.4: Establish programs to educate residents regarding impacts of stormwater runoff on water quality and provide a variety of opportunities for Glendora residents to dispose of hazardous materials.</p> <p>Policy CON-4.5: Protect the planning area from unnecessary stormwater run-off from outside the planning area that would have the potential to require additional stormwater conveyance or treatment facilities maintained by the City.</p> <p>Policy CON-4.6: Ensure new development and redevelopment projects adequately analyze potential impacts to the existing wastewater infrastructure system.</p> <p>CON-4.7 Protect the planning area from the conveyance of wastewater from outside the planning area that would have the potential to require additional wastewater conveyance or treatment facilities.</p> <p>Goal CON-8: Proper conveyance and treatment of stormwater and implementation of techniques to reduce pollutants consistent with Federal, State and regional regulations and standards.</p> <p>Policy CON-8.1: Ensure existing drainage facilities are properly maintained.</p> <p>Policy CON-8.2: Ensure all new development and redevelopment projects comply with Federal, State, regional and City regulations and ordinances related to stormwater.</p> <p>Policy CON-8.3 :Incorporate project-level stormwater mitigation measures to reduce potential impacts to water quality and ensure mitigation measures are adequately monitored.</p> <p>Policy CON-8.4: Establish programs to educate residents regarding impacts of stormwater runoff on water quality and provide a variety of opportunities for Glendora residents to dispose of hazardous materials.</p> <p>Policy CON-8.5: Continue to support regional and State efforts in controlling point and non-point sources of water pollution.</p>	<p>employing LID design principles to mimic predevelopment hydrology through infiltration, evapotranspiration and rainfall harvest and use.</p> <p>d. Maintain existing riparian buffers and enhance riparian buffers when possible.</p> <p>e. Minimize pollutant loadings from impervious surfaces such as roof tops, parking lots, and roadways through the use of properly designed, technically appropriate BMPs (including source control BMPs such as good housekeeping practices), LID strategies, and treatment control BMPs.</p> <p>f. Properly select, design and maintain LID and hydromodification control BMPs from the LID manual to address pollutants that are likely to be generated, reduce changes to pre-development hydrology, assure long-term function, and avoid the breeding of vectors.</p> <p>g. Prioritize the selection of BMPs to remove storm water pollutants, reduce storm water runoff volume, and beneficially use storm water to support an integrated approach to protecting water quality and managing water resources in the following order of preference:</p> <p>i. On-site infiltration, bioretention and/or rainfall harvest and use.</p> <p>ii. On-site biofiltration, off-site ground water replenishment, and/or off-site retrofit.</p> <p>2. Applicability.</p> <p>a. New Development Projects. Development projects subject to LID requirements during conditioning and approval for the design and implementation of post-construction controls to mitigate storm water pollution, prior to completion of the project(s), are:</p> <p>i. All development projects equal to one acre or greater of disturbed area and adding more than ten thousand square feet of impervious surface area.</p> <p>Parking lots five thousand square feet or more of impervious surface area, or with twenty-five or more parking spaces.</p> <p>vii. Street and road construction of ten thousand square feet or more of impervious surface area shall follow USEPA guidance regarding managing wet weather with green infrastructure: Green Streets (December 2008 EPA-833-F-08-009 or most recent edition) to the maximum extent practicable. Street and road construction applies to standalone streets, roads, highways, and freeway projects, and also applies to streets within larger projects.</p> <p>ix. Redevelopment projects in subject categories that meet redevelopment thresholds identified in subsection (M)(2)(b) (Redevelopment projects).</p> <p>x. Projects located in or directly adjacent to, or discharging directly to a significant ecological area (SEA), where the development will:</p>	



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		<p>(A) Discharge storm water runoff that is likely to impact a sensitive biological species or habitat; and</p> <p>(B) Create two thousand five hundred square feet or more of impervious surface area.</p> <p>b. Redevelopment Projects. Redevelopment projects subject to LID conditioning and approval for the design and implementation of post-construction controls to mitigate storm water pollution, prior to completion of the project(s), are:</p> <p>i. Land-disturbing activity that results in the creation or addition or replacement of five thousand square feet or more of impervious surface are on an already developed site on development categories as stated in subsection (M)(2)(c)(i) (Integrated water quality/flow reduction/resources management criteria).</p> <p>ii. Where redevelopment results in an alteration to more than fifty percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction storm water quality control requirements, the entire project must be mitigated.</p> <p>iii. Where redevelopment results in an alteration of less than fifty percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction storm water quality control requirements, only the alteration must be mitigated, and not the entire development.</p> <p>(A) Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of facility or emergency redevelopment activity required to protect public health and safety. Impervious surface replacement, such as the reconstruction of parking lots and roadways which does not disturb additional area and maintains the original grade and alignment, is considered a routine maintenance activity. Redevelopment does not include the repaving of existing roads to maintain original line and grade.</p> <p>c. New Development/Redevelopment Project Performance Criteria.</p> <p>i. Integrated Water Quality/Flow Reduction/Resources Management Criteria.</p> <p>(A) Each new development and redevelopment project (referred to hereinafter as "new projects") shall control pollutants, pollutant loads, and runoff volume emanating from the project site by: (1) minimizing the impervious surface area; and (2) controlling runoff from impervious surfaces through infiltration, bioretention and/or rainfall harvest and use.</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>(B) All projects shall retain on-site the stormwater quality design volume (SWQDv) defined as the runoff from:</p> <p>(1) The 0.75-inch, twenty-four-hour rain event or</p> <p>(2) The 85th percentile, twenty-four-hour rain event, as determined from the Los Angeles County 85th percentile precipitation isohyetal map, whichever is greater.</p> <p>(C) Bioretention and biofiltration systems shall meet the design specifications provided in Attachment H of the MS4 NPDES permit.</p> <p>(D) When evaluating the potential for on-site retention, credit will include considering the maximum potential for evapotranspiration from green roofs and rainfall harvest and use.</p> <p>d. Hydromodification (Flow/Volume/Duration) Control Criteria. All new development and redevelopment projects located within natural drainage systems must implement hydrologic control measures, to prevent accelerated downstream erosion and to protect stream habitat in natural drainage systems. The purpose of the hydrologic controls is to minimize changes in post-development hydrologic storm water runoff discharge rates, velocities, and duration. This shall be achieved by maintaining the project's pre-project storm water runoff flow rates and durations.</p> <p>iii. Hydromodification Control Criteria. The hydromodification control criteria to protect natural drainage systems are as follows:</p> <p>(A) Projects disturbing an area greater than one acre but less than fifty acres within natural drainage systems will be presumed to meet pre-development hydrology if one of the following demonstrations is made:</p> <p>(1) The project is designed to retain on-site, through infiltration, evapotranspiration, and/or harvest and use, the storm water volume from the runoff of the 95th percentile, twenty-four-hour storm; or</p> <p>(2) The runoff flow rate, volume, velocity, and duration for the post-development condition do not exceed the pre-development condition for the two-year, twenty-four-hour rainfall event. This condition may be substantiated by simple screening models, including those described in Hydromodification Effects on Flow Peaks and Durations in Southern California Urbanizing Watersheds (Hawley et al., 2011) or other models acceptable to the Executive Officer of the Regional Water Board; or</p> <p>(3) The erosion potential (Ep) in the receiving water channel will approximate 1, as determined by a hydromodification analysis study and the equation presented in Attachment J in the current NPDES MS4 permit.</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>(B) Projects disturbing fifty acres or more within natural drainage systems will be presumed to meet pre-development hydrology based on the successful demonstration of one of the following conditions:</p> <p>(1) The site infiltrates on-site at least the runoff from a two-year, twenty-four-hour storm event; or</p> <p>(2) The runoff flow rate, volume, velocity, and duration for the post-development condition does not exceed the pre-development condition for the two-year, twenty-four-hour rainfall events. These conditions must be substantiated by hydrologic modeling acceptable to the Regional Water Board executive officer; or</p> <p>(3) The erosion potential (Ep) in the receiving water channel will approximate 1, as determined by a Hydromodification Analysis Study and the equation presented in Attachment J.</p> <p>(Ord. 1633 § 1, 1995; Ord. 1722 § 2, 2000; Ord. 1994 §§ 2, 4, 6, 2014)</p> <p>Section 21.030.060 (State Model Water Efficient Landscaping Ordinance Adopted by Reference) states the following:</p> <p>The city adopts by reference the California State Model Water Efficient Landscaping Ordinance (AB 1881), and any amendments thereto, as the law of the city. One copy of the California State Model Water Efficient Landscaping Ordinance has been, and is now, filed in the office of planning, and the ordinance is adopted by reference as if incorporated and set out in full in this chapter.</p> <p>(Ord. 1996 § 3, 2015; Ord. 1997 § 3, 2015; Ord. 2043 § 3, 2019)</p>	
Industry	<p>Resource Management Element:</p> <p>Goal RM1: A reliable system that enables the City to efficiently and cost- effectively manage its water resources and needs.</p> <p>Policy RM1-1: Work with local water providers to construct, maintain, and upgrade our water supply, transmission, storage, and treatment facilities to support existing and new development.</p> <p>Policy RM 1-2: Encourage the use of recycled water.</p> <p>Policy RM 1-3: Encourage the conservation of water resources through the use of drought-tolerant plants and water saving irrigation systems.</p> <p>Policy RM 1-4: Require the control and management of urban runoff, consistent with Regional Water Quality Control Board and Los Angeles County MS4 Permit regulations.</p> <p>Policy RM 1-5: Seek and pursue the most efficient and cost-effective means of implementing NPDES permit requirements. Allow new development projects to creatively implement NPDES standards and requirements.</p> <p>Policy RM 1-6: Encourage the use of low impact development strategies to intercept runoff, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.</p> <p>Policy RM 1-7: Protect groundwater quality by incorporating strategies that prevent pollution, require remediation where necessary, capture and treat urban runoff, and</p>	<p>Municipal codes related to hydrology and water quality relevant to the Plan Area can be found in Chapter 13.16 (Stormwater and Urban Runoff Pollution Control) Section 13.16.070 (Requirements for New Development and Redevelopment Projects), Section 13.16.080 (Requirements for Industrial/Commercial and Construction Activities), Chapter 13.18 (Water Efficient Landscapes) Section 13.18.030 (Applicability), Under Chapter 13.16 (Stormwater and Urban Runoff Pollution Control) Section 13.16.070 (Requirements for New Development and Redevelopment Projects) the following applies:</p> <p>A. Compliance with Municipal National Pollutant Discharge Elimination System (NPDES) Permit. The following new development and redevelopment projects are required to comply with the municipal NPDES permit:</p> <p>1. All development projects equal to one acre or greater of disturbed area and adding more than ten thousand square feet of impervious surface area.</p> <p>6. Parking lots with five thousand square feet or more of impervious area or with twenty-five or more parking spaces.</p> <p>8. Street and road construction of ten thousand square feet or more of impervious surface area must be consistent with the city’s Green Street Policy. This street and road construction consistency requirement applies to stand alone streets, roads, and highway projects, and also applies to streets within larger projects.</p> <p>10. Projects located in or directly adjacent to, or discharging directly to a significant ecological area (SEA), where the development will:</p>	<p>Walnut Valley Water District Final 2020 Urban Water Management Plan (UWMP) provides the Walnut Valley which includes the cities of Diamond Bar, Industry, Pomona, Walnut, and West Covina with a reliable management action plan for long-term resource planning to ensure adequate water supplies are available to meet existing and future water supply needs. In addition, the 2020 UMWP incorporates water supply reliability determinations resulting from potential prolonged drought, regulatory revisions, and/or changing climatic conditions. Further, the UWMP provides information on groundwater, surface water, and stormwater characteristics, and management actions (Walnut Valley 2021).</p> <p>City of Industry Landscaping Irrigation Plan Standards and Requirements outlines general policies, processes, requirements, and guidelines for landscaping irrigation within the City. The following general guidelines apply:</p> <ul style="list-style-type: none">– Landscape and irrigation plans are reviewed and approved by the Planning Department.– Unless it is strictly a landscape rehabilitation project, landscape and irrigation plans are submitted to the Planning Department after approval of the Development Plan application and prior to submittal for building permits.– Landscape plans must conform to the approved development plan. Landscape plans must conform to Chapter 13.18, Water Efficient Landscapes, and the Water Efficient Landscape Guidelines (see attached).– Water usage should be minimized through the planting of native and low-water species and the utilization of water-efficient and drip irrigation systems.



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	<p>recharge the aquifer. Cooperate with federal, state, and local agencies that are charged with improving water quality in the region.</p> <p>Policy RM 1-8: Require the management of wastewater discharge and collection consistent with requirements adopted by the Regional Water Quality Control Board.</p>	<p>a. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and</p> <p>b. Create two thousand five hundred square feet or more of impervious surface area.</p> <p>11. The following redevelopment projects:</p> <p>a. Land-disturbing activities which create, add, or replace five thousand square feet or more of impervious surface area on an already developed site excluding single-family dwellings and accessory structures.</p> <p>b. Land-disturbing activities which create, add, or replace ten thousand square feet or more of impervious surface area on existing single-family dwellings and accessory structures.</p> <p>c. Where redevelopment results in an alteration to more than fifty percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-development stormwater quality control requirements, the entire project must be mitigated.</p> <p>d. Where redevelopment results in an alteration to less than fifty percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-development stormwater quality control requirements, only the alteration must be mitigated, and not the entire development.</p> <p>C. Incorporation of Municipal NPDES Planning and Land Development Program Requirements into Project Plans. New development and redevelopment projects subject to the planning and land development requirements under the municipal NPDES permit must incorporate required BMPs into plans submitted to the city as follows:</p> <p>1. In General. Projects must control pollutants, pollutant loads, and runoff volume from the project site by minimizing the impervious surface area and controlling runoff through infiltration, bioretention, or rainfall harvest and use. Projects must incorporate BMPs in accordance with the requirements of the municipal NPDES permit.</p> <p>2. Stormwater Mitigation. Project applicants must prepare a stormwater mitigation plan that includes those BMPs necessary to control stormwater pollution from the completed project. The structural or treatment control BMPs (including, as applicable, post-construction treatment control BMPs) in the stormwater mitigation plan must meet the design standards set forth in the municipal NPDES permit.</p> <p>6. Hydromodification.</p> <p>a. All non-exempt new development and redevelopment projects located within natural drainage systems as defined in the municipal NPDES permit must implement hydrologic control measures to prevent accelerated downstream erosion and to protect stream habitat in natural drainage systems. Projects exempt from hydromodification controls are listed in the municipal NPDES permit.</p> <p>b. Non-exempt new development and redevelopment projects must include one, or a combination of, hydromodification control BMPs, low impact development (LID) strategies, or stream and riparian buffer restoration measures:</p> <p>ii. Non-single-family home projects disturbing an area greater than one acre but less than fifty acres within natural drainage systems must demonstrate one of the following:</p>	



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		<p>(A) The project has been designed to retain on-site, through infiltration, evapotranspiration, and/or harvest and use, the stormwater volume from the runoff of the 95th percentile, twenty-four-hour storm; or</p> <p>(B) The runoff flow rate, volume, velocity, and duration for the post-development condition do not exceed the pre-development condition for the two-year, twenty-four-hour rainfall event; or</p> <p>(C) The erosion potential (Ep) in the receiving water channel will approximate 1, as determined by a hydromodification analysis study and the equation presented in Attachment J of the municipal NPDES permit, or other approved equations.</p> <p>iii. Non-single-family home projects disturbing fifty acres or more within natural drainage systems must demonstrate one of the following:</p> <p>(A) The project has been designed to infiltrate on-site the stormwater volume from the runoff of the two-year, twenty-four-hour storm event; or</p> <p>(B) The runoff flow rate, volume, velocity, and duration for the post-development condition do not exceed the pre-development condition for the two-year, twenty-four-hour rainfall event; or</p> <p>(C) The erosion potential (Ep) in the receiving water channel will approximate 1, as determined by a hydromodification analysis study and the equation presented in Attachment J of the municipal NPDES permit, or other approved equations.</p> <p>Under Section 13.16.080 (Requirements for Industrial/Commercial and Construction Activities) all construction activities must adhere to the following:</p> <p>A. Each industrial discharger, discharger associated with construction activity, or other discharger described in any general stormwater permit addressing such discharges, as may be issued by the USEPA, the State Board, or the Regional Board, must comply with all requirements of such permit. Each discharger identified in an individual NPDES permit must comply with and undertake all activities required by such permit. Proof of compliance with any such permit may be required in a form acceptable to the enforcement officer prior to the issuance of any grading, building, final approval, or any other type of permit or license issued by the city.</p> <p>B. Non-stormwater discharges to the MS4 from industrial, commercial, or construction activities are prohibited.</p> <p>C. Industrial and commercial dischargers and dischargers associated with construction activities must implement effective BMPs, including source control BMPs, in accordance with the municipal NPDES permit to reduce pollutants in stormwater from such sites to the maximum extent practicable.</p> <p>D. Stormwater runoff containing sediment, construction materials, or other pollutants from the construction site and any adjacent staging, storage or parking areas must be reduced to the maximum extent practicable.</p> <p>E. Construction sites less than one acre must implement an effective combination of erosion and sediment control BMPs from the municipal NPDES permit to prevent erosion and sediment loss, and the discharge of construction wastes.</p> <p>F. Construction sites covering one acre or more must adhere to the requirements set forth in the municipal NPDES permit and the construction general permit. A stormwater pollution prevention plan (SWPPP) for construction sites of one acre or</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>greater must be developed by a qualified SWPPP developer (QSD) consistent with the municipal NPDES permit. (Ord. 792 § 2, 2015)</p> <p>Under Chapter 13.18 (Water Efficient Landscapes) Section 13.18.030 (Applicability) the following project must adhere to the City’s water efficient landscape ordinance:</p> <p>A. This chapter shall apply to all of the following landscape projects:</p> <ol style="list-style-type: none">1. New construction projects with an aggregate landscape area equal to or greater than five hundred square feet requiring a building or landscape permit, plan check or design review;2. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than two thousand five hundred square feet requiring a building or landscape permit, plan check, or design review;3. Existing landscapes limited to Section 3.1 of the Water Efficient Landscape Guidelines. <p>B. Any project with an aggregate landscape area of two thousand five hundred square feet or less may comply with the performance requirements of this ordinance or conform to the prescriptive measures contained in Appendix E of the Water Efficient Landscape Guidelines.</p> <p>C. For projects using treated or untreated graywater or rainwater captured on site, any lot or parcel within the project that has less than two thousand five hundred square feet of landscape and meets the lot or parcel’s landscape water requirement (estimated total water use) entirely with treated or untreated graywater or through stored rainwater captured on site is subject only to Section B.5 of Appendix E of the Water Efficient Landscape Guidelines. (Ord. 793 § 5, 2016)</p>	
Irwindale	<p>Resource Management Element:</p> <p>Issue Area – Natural Resources. The City of Irwindale will continue to cooperate in the maintenance and conservation of the area’s natural resources.</p> <p>Policy 4. The City of Irwindale will continue to protect the use of the area’s resources through appropriate land use controls and planning.</p> <p>Issue Area – Resource Preservation The City of Irwindale will maintain and preserve those natural and man-made amenities that contribute to the City’s livability.</p> <p>Policy 9. The City will continue to cooperate with the other agencies that are charged with improving air and water quality in the region.</p> <p>Policy 10. The City of Irwindale will continue to cooperate with surrounding cities in the formulation and implementation of regional resource management plans and programs.</p> <p><i>Programs:</i></p> <p>Environmental Review. The City shall continue to evaluate the environmental impacts of new development and identify applicable mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review shall be provided for those projects that will have a potential to adversely affect the environment. Issue areas that will be addressed in the environmental analysis related to resource issues include: air quality, water and hydrology, plant life, animal life, natural resources, energy, aesthetics, recreation, and</p>	<p>Municipal codes related to hydrology and water quality relevant to the Plan Area can be found in Chapter 8.24 (Waste or Refuse Disposal Sites) Section 8.24.260 (Water Pollution Control), Chapter 8.28 (Storm Water and Urban Runoff Pollution) Section 8.28.110 (Control of Pollutants from State Permitted construction Activities), Section 8.28.120 (Control of Pollutants from Other Construction Activities), Chapter 15.30 (Water Efficient Landscape Standards and Guidelines) Section 15.30.060 (Landscape Water Use Standards)</p> <p>Under Chapter 8.24 (Waste or Refuse Disposal Sites) Section 8.24.260 (Water Pollution Control) the following apply:</p> <p>No excavation shall be made to a depth greater than 10 feet above the maximum recorded groundwater table. Any existing areas which are below this depth shall be filled with clean earth or sand or other material approved or permitted by the Water Pollution Control Board and well compacted. Where groundwater elevation records indicate that it is safe to do so, a variance from the 10-foot distance stated above may be granted as a deviation under Section 8.24.280. (Ord. 66 § 1(part), 1959: prior code § 6300.25).</p> <p>Under Chapter 8.28 (Storm Water and Urban Runoff Pollution) Section 8.28.110 (Control of Pollutants from State Permitted construction Activities) the following apply:</p> <p>A. No person shall be granted a grading permit or shall commence or continue any construction activity that is subject to a General Construction Activity Storm Water NPDES Permit without showing proof of having applied for such permit.</p>	<p>The City of Irwindale provides Stormwater and Construction Best Management Practices (BMPs) online (City of Irwindale 2023). The BMPs include the following:</p> <ul style="list-style-type: none">– Protection of natural features;– Construction phasing;– Vegetative buffers;– Site stabilization;– Storm drain inlet protection;– Dirt stockpiles;– Slopes;– Construction entrance maintenance, and;– Silt fencing.



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	<p>cultural resources. In compliance with CEQA, the City shall also assign responsibilities for the verification of the implementation of any mitigation measures.</p> <p>Stormwater Pollution Prevention. This program is designed to prevent contaminants from entering the storm drain system. A key element of this program is the National Pollution Discharge Elimination System (NPDES) requirements, which are administered through a countywide permit. These requirements call for measures to be imposed during construction activities, handouts for residential uses, and best management practices (BMPs) for nonresidential uses. The City shall also continue to implement projects to maintain storm water quality, such as street sweeping, catch basin grills, signs, etc.</p>	<p>B. Any person engaged in a construction activity requiring an NPDES General Construction Activity Storm Water NPDES Permit construction permit shall retain at the construction site the following documents: (i) a copy of the Notice of Intent to Comply with Terms of the General Permit to Discharge Water Associated with Construction Activity; (ii) a waste discharge identification number issued by the SWRCB; (iii) a Storm Water Pollution Prevention Plan and Monitoring Program Plan for the construction activity requiring the construction permit; and (iv) records of all inspections, compliance and non-compliance reports, evidence of self-inspection and good housekeeping practices.</p> <p>C. Any person engaged in a construction activity in the city requiring an NPDES General Construction Storm Water Activity Permit shall, upon reasonable request from a duly authorized officer of the city, provide any of the documents specified in paragraph B of this section and shall retain said documents for at least three years after completion of construction. (Ord. 564 § 2, 2002).</p> <p>Under Section 8.28.120 (Control of Pollutants from Other Construction Activities) the following apply:</p> <p>A. Any person engaged in a construction activity that is not subject to the General Construction Storm Water Activity NPDES Permit but is subject to the municipal NPDES permit, shall comply with all requirements specified in the Storm Water Management Quality Program, including any revisions made thereto. (Ord. 564 § 2, 2002).</p> <p>Under Chapter 15.30 (Water Efficient Landscape Standards and Guidelines) Section 15.30.060 (Landscape Water Use Standards) the following apply:</p> <p>A. For applicable new landscape or landscape rehabilitation projects subject to Section 15.30.030(A) of this chapter, the estimated applied water use allowed for the landscape area may not exceed the MAWA calculated using an ET adjustment factor of 0.7, except for the portion of the MAWA applicable to any special landscape areas within the landscape project, which may be calculated using an ETAF of 1.0. Where the design of the landscaped area can be otherwise shown to be equivalently water efficient, the applicant may submit alternative or abbreviated information supporting the demonstration that the annual EAWU is less than the MAWA, at the discretion of and review and approval of the city.</p> <p>B. Irrigation of all landscaped areas must be conducted in a manner conforming to the rules and requirements of this chapter, and is subject to penalties and incentives for water conservation and water waste prevention as determined and implemented by the local water purveyor(s) or as mutually agreed by local water purveyor(s) and the city. (Ord. No. 701, § 2, 2-10-16)</p>	
La Puente	<p>Community Resources Element:</p> <p>Goal 5: Adequate water for La Puente residents and businesses, and a clean underground aquifer.</p> <p>Policy 5.1: Work with water suppliers to ensure that adequate water resources continue to be available to meet the needs of La Puente residents and business.</p> <p>Policy 5.2: Encourage residents and businesses in La Puente to reduce unnecessary consumption of water and educate residents to avoid or minimize activities that pollute urban runoff.</p>	<p>Municipal codes related to hydrology and water quality relevant to the Plan Area can be found in Chapter 4.16 (Stormwater and Urban Runoff Pollution Prevention) Section 4.16.070 (Low Impact Development Measures), and Section 10.32.120 (Landscape Installation and Maintenance Standards).</p> <p>Under Chapter 4.16 (Stormwater and Urban Runoff Pollution Prevention) Section 4.16.070 (Low Impact Development Measures) the following projects apply and must adhere to:</p> <p>c) Applicability. The following Development and Redevelopment projects, termed “Planning Priority Projects,” shall comply with the requirements of this Chapter:</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 5.3: Work with local, regional, and State agencies to provide a cost-effective and equitable means of reducing urban runoff.</p> <p>Policy 5.4: Adopt and enforce regulations and engage in educational efforts to eliminate groundwater and urban runoff pollution.</p> <p>Action CR-20: Ensure Adequate Water Supply Continue to work with Suburban Water Systems, the La Puente Valley County Water District and the San Gabriel Water Company to implement their Water Master Plans and ensure that adequate water supplies are available to meet the needs of current and future growth.</p> <p>Action CR-21: Reduce Pollutants in Urban Runoff Meet the requirements of the Los Angeles National Pollutant Discharge and Elimination System (NPDES) permit. Comply with the County's Stormwater Quality Management Program and require Best Management Practices in the planning and construction of new development and redevelopment. Educate City staff and the community as a whole regarding polluted urban runoff.</p>	<p>(1) All development projects equal to 1 acre or greater of disturbed area that adds more than 10,000 square feet of impervious surface area.</p> <p>(6) Parking lots with 5,000 square feet or more of impervious surface area, or with 25 or more parking spaces.</p> <p>(7) Streets and roads construction of 10,000 square feet or more of impervious surface area.</p> <p>(9) Projects located in or directly adjacent to, or discharging directly to an Environmentally Sensitive Area (ESA), where the development will:</p> <p>a. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and</p> <p>b. Create 2,500 square feet or more of impervious surface area</p> <p>(11) Redevelopment Projects</p> <p>a. Land disturbing activity that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site on Planning Priority Project categories.</p> <p>b. Where Redevelopment results in an alteration to more than fifty 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 must be mitigated.</p> <p>c. Where Redevelopment results in an alteration of less than fifty percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction stormwater quality control requirements, only the alteration must be mitigated, and not the entire development.</p> <p>d. Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of facility or emergency redevelopment activity required to protect public health and safety. Impervious surface replacement, such as the reconstruction of parking lots and roadways which does not disturb additional area and maintains the original grade and alignment, is considered a routine maintenance activity. Redevelopment does not include the repaving of existing roads to maintain original line and grade.</p> <p>(e) Stormwater Pollution Control Requirements. The Site for every Planning Priority Project shall be designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest and use.</p> <p>(2) Street and road construction of 10,000 square feet or more of impervious surface shall follow USEPA guidance regarding Managing Wet Weather with Green Infrastructure: Green Streets (December 2008 EPA-833-F-08-009) to the maximum extent practicable.</p> <p>(3) The remainder of Planning Priority Projects shall prepare a Low Impact Development Plan to comply with provisions 3a – 3e.</p> <p>(Ord. 936 § 3, 2015)</p> <p>Under Chapter 10.32 (Landscaping) Section 10.32.030 (Applicability) the following projects must adhere to the provisions of this chapter:</p> <p>A. New landscape installations or rehabilitation projects: As of the effective date of this chapter, all sections of this chapter shall apply to the following landscape projects:</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>1. New landscape projects, with an aggregate landscape area equal to or greater than 500 square feet, requiring a building permit or landscape permit, plan check or design.</p> <p>2. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit, plan check, or design review.</p> <p>3. New or rehabilitated landscape projects with an aggregate landscape area of 2,500 square feet or less may comply with the performance requirements of this ordinance or conform to the prescriptive measures (Appendix G) contained in the Planning Commission Guidelines for Water Efficient Landscape.</p> <p>4. New or rehabilitated landscape projects using treated or untreated graywater or rainwater capture on site, any lot or parcels within the project that has less than 2,500 square feet of landscape area and meets the lot or parcel’s landscape water requirements (Estimated Total Water Use) entirely with the treated or untreated graywater or through stored rainwater capture on site is subject only to Appendix G of the Guidelines.</p> <p>Section 10.32.120 (Landscape Installation and Maintenance Standards) maintains the following rules regarding landscape and irrigation maintenance:</p> <p>B. Landscape and irrigation system maintenance.</p> <p>1. The property owner shall be responsible for the maintenance of landscape to ensure that plant material is maintained to be healthy. Dead or diseased plants must be replaced immediately.</p> <p>2. Plants shall be selectively pruned in accordance with professional trimming standards to maintain their intended shapes and sizes, and to ensure due health of the species and safety of the public.</p> <p>3. To the extent possible, topping of trees shall be avoided.</p> <p>4. Irrigation systems shall be constantly maintained and adjusted to eliminate water waste and ensure the healthy survival of the plant material.</p> <p>5. Water waste resulting from inefficient landscape irrigation leading to excessive runoff, low-head drainage, overspray, or other similar conditions where water flows onto adjacent property, non-irrigated areas, walks, roadways, or structures is prohibited.</p> <p>6. Irrigation systems and their components shall be maintained in a fully functional manner consistent with the originally approved design. A regular maintenance schedule shall be followed, including but not limited to checking, adjusting, and repairing irrigation equipment; resetting the automatic controller; aerating and dethatching turf areas; replenishing mulch; fertilizing; pruning; and weeding in all landscaped areas. (Ord. 17-948 § 4, 2017)</p>	
La Verne	<p>Resource Management Element:</p> <p>Goal 6: Conserve Our Water</p> <p>Policy OSP-6.1: Reduce wasteful use of water.</p> <p>Community Facilities Element:</p> <p>Goal 2: Have a clean and ample water supply.</p> <p>Policy 2.1: Contain our demand for water.</p> <p>Goal 3: Prevent flooding and water contamination.</p>	<p>Municipal codes related to hydrology and water quality relevant to the Plan Area can be found in Chapter 13.50 (Stormwater and Urban Runoff Pollution Control) Section 13.50.093 (Standard Urban Stormwater Mitigation Plan (SUSMP)), Section 13.50.140 (Good Housekeeping Provisions), Section 13.50.150 (BMPs for Construction Activities), Chapter 13.60 (Low Impact Development) Section 13.60.060 (New Development and Redevelopment Project Provisions Applicability), Section 13.60.070 (Project Performance Criteria), Chapter 18.118 (Water Efficient Landscapes) Section 18.118.030</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 3.1: Provide an efficient, attractive, environmentally sound storm drain system.</p> <p>Goal 6: Good community relations with the Metropolitan Water District.</p> <p>Policy 6.1: Work with the Metropolitan Water District to further its goals.</p>	<p>(Applicability), Section 18.118.070 (Landscape Water Use Standards), and Chapter 18.68 (H-D-O-Z Hillside Development Overlay Zone) Section 18.68.040 (Water Supply).</p> <p>Under Chapter 13.50 (Stormwater and Urban Runoff Pollution Control) Section 13.50.093 (Standard Urban Stormwater Mitigation Plan (SUSMP)) the following new developments must complete a SUSMP:</p> <p>A. A standard urban stormwater mitigation plan (SUSMP) shall be required for the following categories of new development or redevelopment:</p> <p>7. Parking lots five thousand square feet or more of surface area or with twenty-five or more parking spaces;</p> <p>8. Redevelopment projects that results in the creation, addition, or replacement of five thousand square feet or more of impervious surface area on an already developed site; and</p> <p>9. Projects located in or directly adjacent to or discharging directly to an environmentally sensitive area if the development would create two thousand five hundred or more square feet of impervious area and would discharge stormwater or urban runoff likely to impact a sensitive biological species or habitat.</p> <p>B. All projects for development or redevelopment not requiring an SUSMP which have the potential to have adverse impacts on the post-development stormwater flows from the site, shall include the submission of a site-specific plan adequate to mitigate post development stormwater quality if the project has any one or more of the following characteristics:</p> <p>1. A vehicle or equipment fueling area;</p> <p>2. A vehicle or equipment maintenance area including washing and repair;</p> <p>4. An area for outdoor handling or storage of hazardous materials;</p> <p>C. The authorized enforcement officer shall have the authority to grant a waiver to a development or redevelopment project from the requirements of the SUSMP and/or a structural or treatment control BMP, if the enforcement officer finds that:</p> <p>1. Inadequate space for treatment exists on a redevelopment project; or</p> <p>2. Soil conditions strongly disfavor the use of infiltration; or</p> <p>3. The natural land surface where the BMP would be located lies above a known aquifer or less than 10 feet above an existing or potential source of drinking water.</p> <p>Any request for waiver not falling within the foregoing categories shall be forwarded to the regional board for consideration. (Ord. 964 § 1, 2002)</p> <p>Under Section 13.50.140 (Good Housekeeping Provisions) any owner or occupant of any property within the city shall comply with the following good housekeeping requirements:</p> <p>A. No person shall leave, deposit, discharge, dump or otherwise expose any chemical, fuel, animal waste, garbage, batteries or septic waste in an area where actual or potential discharge to city streets or storm drain system may occur. Any spills, discharge, or residues shall be removed immediately and disposed of properly.</p> <p>D. Objects, such as motor vehicle parts, containing grease, oil or other hazardous substances, and unsealed receptacles containing hazardous materials, shall not be stored in areas susceptible to runoff.</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>E. Any machinery or equipment which is to be repaired or maintained in areas susceptible to runoff shall be placed in a confined area to contain leaks, spills or discharges.</p> <p>F. All motor vehicle parking lots with more than twenty-five parking spaces and located in areas susceptible to runoff shall have debris removed by sweeping or other equally effective measure, at a minimum, on a monthly basis. Such debris shall be collected and properly disposed. Parking lots are not required to be swept for a one-month period following any day on which precipitation of one inch or more occurs. (Ord. 964 § 1, 2002)</p> <p>Under Section 13.50.150 (BMPs for Construction Activities) the following applies: All BMPs required as a condition of any approval for construction activity shall be maintained in full force and effect during the term of the project, unless otherwise authorized by the authorized enforcement officer, the community development director or building official. (Ord. 964 § 1, 2002)</p> <p>Under Chapter 13.60 (Low Impact Development) Section 13.60.060 (New Development and Redevelopment Project Provisions Applicability) the following projects are subject to post-construction controls to mitigate stormwater pollution:</p> <p>A. New Development Projects. Development projects subject to city conditioning and approval for the design and implementation of post-construction controls to mitigate stormwater pollution prior to completion of the project(s) include:</p> <ol style="list-style-type: none">1. All development projects equal to one acre or greater of disturbed area and adding more than ten thousand square feet of impervious surface area.6. Parking lots five thousand square feet or more of impervious surface area, or with twenty-five or more parking spaces.7. Public and private street and road construction of ten thousand square feet or more of impervious surface area shall follow the city’s Green Streets Policy to the maximum extent practicable. Street and road construction applies to streets, roads, highways, and freeway projects, and also applies to streets within larger projects.10. Projects located in or within two hundred feet of, or discharge directly to a significant ecological area (SEA), where the development will:<ol style="list-style-type: none">a. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; andb. Create two thousand five hundred square feet of impervious surface area. <p>B. Redevelopment Projects. Redevelopment projects subject to conditioning and approval requirements outlined in this chapter for the design and implementation of post-construction controls to mitigate stormwater pollution prior to completion of the project(s) include:</p> <ol style="list-style-type: none">1. Land-disturbing activity that results in the creation or addition or replacement of five thousand square feet or more of impervious surface area on an already developed site.2. Redevelopment projects that result in an alteration to more than fifty percent of impervious surfaces of an existing development which had not been subject to post-construction stormwater quality control requirements at the time of the previous development shall be required to mitigate the entire project site.	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>3. Redevelopment projects that result in an alteration of less than fifty percent of impervious surfaces of an existing development, which had not been subject to post-construction stormwater quality control requirements at the time of the previous development shall be required to mitigate only the alteration and shall not be required to mitigate the entire development.</p> <p>4. Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of facility or emergency redevelopment activity required to protect public health and safety. Impervious surface replacement, such as the reconstruction of parking lots and roadways, which does not disturb additional area and maintains the original grade and alignment, is considered a routine maintenance activity. Redevelopment does not include the repaving of existing roads to maintain original line and grade.</p> <p>5. Existing single-family dwellings and accessory structures are exempt from the redevelopment requirements unless such projects create, add, or replace ten thousand square feet of impervious surface area. (Ord. 1047 § 1, 2014)</p> <p>Under Section 13.60.070 (Project Performance Criteria) performance criteria for stormwater is the following:</p> <p>All development projects that fit the project criteria listed in Section 13.60.060 of this chapter shall control pollutants, pollutant loads, and runoff volume by retaining the 85th percentile stormwater quality design volume (SWQDv) on-site through:</p> <p>A. Minimizing the impervious surface area; and/or</p> <p>B. Controlling runoff from impervious surfaces through infiltration, bioretention and/or rainfall harvest and use. (Ord. 1047 § 1, 2014)</p> <p>Under Chapter 18.118 (Water Efficient Landscapes) Section 18.118.030 (Applicability) the following projects must comply with the water efficient landscapes ordinance:</p> <p>A. After February 1, 2016, and consistent with Executive Order No. B-29-15, this chapter applies to the following landscape projects:</p> <p>1. New landscape projects with an aggregate landscape area of five hundred square feet to two thousand five hundred square feet, requiring building or landscape permit, plan check or design review shall comply with the prescriptive measures contained in Appendix F of the Guidelines. Any new landscape projects above two thousand five hundred square feet are subject to all requirements of this ordinance and associated Guidelines.</p> <p>2. Rehabilitation landscape projects with an aggregate landscaped area equal to or greater than two thousand five hundred square feet, requiring a building or landscape permit, plan check or design review.</p> <p>3. New or rehabilitation projects using treated or untreated graywater or rainwater capture on site that has less than two thousand five hundred square feet of landscape area and meets the lot or parcel’s landscape water requirement (estimated total water use) entirely with the treated or untreated graywater or through stored rainwater capture on site is subject only to Appendix F Section (5) of the Guidelines.</p> <p>B. Section 18.118.070(B) of this chapter regarding water waste applies to all landscaped areas installed prior to or after February 1, 2016.</p> <p>C. Section 18.118.070(C) of this chapter regarding water efficiency programs applies to all existing landscapes installed before February 1, 2016, that are greater than one</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>acre in size and are served by a dedicated landscape water meter. (Ord. 1065 § 2, 2016)</p> <p>Section 18.118.070 (Landscape Water Use Standards) establishes the following water use standards:</p> <p>A. For applicable new landscape or landscape rehabilitation projects subject to Section 18.118.030(A) of this chapter, the estimated applied water use allowed for the landscaped area may not exceed the maximum applied water allowance (MAWA) calculated using an evapotranspiration adjustment factor not exceeding 0.55 for residential and 0.45 for nonresidential, except for the portion of the MAWA applicable to any special landscaped areas within the landscape project, which may be calculated using an evapotranspiration adjustment factor of 1.0. Where the design of the landscaped area can be otherwise shown to be equivalently water efficient, the applicant may submit alternative or abbreviated information supporting the demonstration that the annual estimated applied water use is less than the MAWA, at the discretion of and review and approval of the city.</p> <p>B. Irrigation of all landscaped areas must be conducted in a manner conforming to the rules and requirements, and is subject to penalties and incentives for water conservation and water waste prevention as determined and implemented by the local water purveyor(s) or as mutually agreed by local water purveyor(s) and the city.</p> <p>C. For all existing landscapes installed before February 1, 2016, the local water purveyor is implementing budget based tiered-rate billing and/or enforcement of water waste prohibitions for all existing metered landscaped areas throughout its service area, which includes the city of La Verne in its entirety. (Ord. 1065 § 2, 2016)</p> <p>Under Chapter 18.68 (H-D-O-Z Hillside Development Overlay Zone) Section 18.68.040 (Water Supply) the following applies to development in the Hillside Development Overlay Zone:</p> <p>Fire flow and hydrant locations shall be provided so that adequate water is available in the event of fire. Planned water supplies, piping and hydrants must be installed and in working order prior to construction involving combustible materials. All development proposals must demonstrate conclusively that the development can be served with adequate water capacity. Development is prohibited beyond the elevation of one thousand seven hundred eighty feet unless served by private water systems. (Ord. 853 § 2, 1993)</p>	
Monrovia	<p>Conservation Element:</p> <p>Objective 4: Expansion of existing water supply and sewer system to accommodate future city growth.</p> <p>Land Use Element:</p> <p>Goal 10: Ensure that new development is sensitive to the City's natural and open space resources and constraints.</p> <p>Policy 10.6: Encourage the conservation of water and energy resources in order to reduce the need for expansion of water reservoirs and distribution facilities, as well as energy generating plants and distribution facilities.</p> <p>Policy 10.9: Require water efficient landscaping in regard to plant selection and irrigation.</p>	<p>Municipal codes related to hydrology and water quality relevant to the Plan Area can be found in Chapter 12.36 (Storm Water and Urban Runoff Pollution Control) Section 12.36.080 (Requirements for Existing Properties), Section 12.36.090 (Requirements for Industrial/Commercial and Construction Activities), Section 12.36, Section 12.36.100 (Planning and Land Development Program requirements for New Development and Redevelopment – Low Impact Development), Section 8.46.100 (Model Water Efficient Landscaping Ordinance Requirements), and Section 17.20.030 (Water Efficient Landscape Ordinance Adopted by Reference).</p> <p>Under Chapter 12.36 (Storm Water and Urban Runoff Pollution Control) Section 12.36.080 (Requirements for Existing Properties) the following rules must be adhered to:</p> <p>(A) Storage of materials, machinery, and equipment. Machinery or equipment that is to be repaired or maintained in areas susceptible to or exposed to storm water shall be</p>	<p>City of Monrovia Final 2020 Urban Water Management Plan (UWMP) provides the City of Monrovia with a reliable management action plan for long-term resource planning to ensure adequate water supplies are available to meet existing and future water supply needs. In addition, the 2020 UMWP incorporates water supply reliability determinations resulting from potential prolonged drought, regulatory revisions, and/or changing climatic conditions. Further, the UWMP provides information on groundwater, surface water, and stormwater characteristics, and management actions (City of Monrovia 2021).</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>GOAL 11: The City of Monrovia shall provide its residents with a high quality urban environment through the development and conservation of resources such as land, water, minerals, wildlife, and vegetation.</p> <p>Policy 11.7: Comply with the National Pollutant Discharge Elimination System regarding storm water management to reduce impacts from storm water run-off.</p> <p>Environmental Justice Element:</p> <p>Goal 4: Protect human and environmental health by restoring and improving potable water resources and protecting land uses and air quality from future contamination.</p> <p>Policy 4.1: Protect potable water resources from future contamination.</p> <p>Program 4.1.1: Enforce existing green strategies and infrastructure to support a sustainable approach to stormwater management, urban runoff, flood management, groundwater recharge and infiltration, and landscaping, such as the Low Impact Development (LID) Ordinance.</p> <p>Program 4.1.4: Coordinate with local and regional agencies to continue and, as needed, expand remediation efforts for contaminated surface water, groundwater, and soils.</p>	<p>placed in a manner so that leaks, spills and other maintenance-related pollutants are not discharged to the MS4.</p> <p>(C) Best management practices. BMPs shall be used in areas exposed to storm water for the removal and lawful disposal of all fuels, chemicals, fuel and chemical wastes, animal wastes, garbage, batteries, or other materials which have potential adverse impacts on water quality.</p> <p>(E) Use of water. Runoff of water used for irrigation purposes shall be minimized to the maximum extent practicable. Runoff of water from the permitted washing down of paved impervious areas shall be minimized to the maximum extent practicable, and diverted so that flow is directed to landscaped areas for infiltration where possible.</p> <p>(G) Maintenance of Structural BMPs. Structural BMPs required by the City, County of Los Angeles, or any state or federal agency shall be properly operated and maintained, as specified by an approved storm water mitigation plan, or otherwise determined by the Authorized Enforcement Officer. Records and documentation of such maintenance shall be provided to the Director upon request.</p> <p>(Ord. 2015-01U § 4 (part), 2015; Ord. 2015-01 § 4 (part), 2015)</p> <p>Under Section 12.36.090 (Requirements for Industrial/Commercial and Construction Activities) projects must adhere to the following:</p> <p>(A) Each industrial discharger, discharger associated with construction activity, or other discharger described in any general NPDES permit addressing such discharges, as may be issued by the U.S. Environmental Protection Agency, the State Water Resources Control Board, or the Regional Board, shall comply with all requirements of such permit and the provisions of this chapter. Each discharger identified in an individual NPDES permit shall comply with and undertake all activities required by such permit. Proof of compliance with any such NPDES permit may be required in a form acceptable to the Authorized Enforcement Officer, or designated representative, prior to the issuance of any grading, building or occupancy permits, or any other type of permit or license issued by the city.</p> <p>(B) Non-storm water discharges to the MS4 from industrial, commercial, or construction activities in violation of any applicable NPDES permit or the provisions of this chapter are prohibited.</p> <p>(C) Industrial and commercial dischargers and dischargers associated with construction activities shall implement effective BMPs, including source control BMPs, in accordance with Table 10 of Part VI.D.6.f of the Municipal NPDES Permit unless a particular pollutant generating activity does not occur on a facility's site.</p> <p>(Ord. 2015-01U § 4 (part), 2015; Ord. 2015-01 § 4 (part), 2015)</p> <p>Under Section 12.36.100 (Planning and Land Development Program requirements for New Development and Redevelopment – Low Impact Development) low impact development standards apply to the following projects:</p> <p>(C) Applicability. This section applies to the following new development and redevelopment projects that are subject to city conditioning and approval for the design and implementation of post-construction controls and other BMPs to mitigate storm water pollution, prior to completion of the project(s), as follows:</p> <p>(1) New development projects.</p> <p>(a) All development projects equal to one acre or greater of disturbed area and adding more than 10,000 square feet of impervious area;</p>	



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		<p>(f) Parking lots with 5,000 square feet or more of impervious area or with twenty-five or more parking spaces;</p> <p>(h) Street and road construction of 10,000 square feet or more of impervious surface area shall follow USEPA guidance regarding Managing Wet Weather with Green Infrastructure: Green Streets (December 2008 EPA-833-F-08-009) to the maximum extent practicable. Street and road construction applies to standalone streets, roads, highways, and freeway projects, and also applies to streets within larger projects;</p> <p>(j) Projects located in or directly adjacent to, or discharging directly to a Significant Ecological Area (SEA), where the development will:</p> <ol style="list-style-type: none">1. Discharge storm water runoff that is likely to impact a sensitive biological species or habitat; and2. Create 2,500 square feet or more of impervious surface area. <p>(2) Redevelopment projects in the foregoing subject categories that meet redevelopment thresholds (pursuant to the Municipal NPDES Permit), which include:</p> <p>(a) Land-disturbing activities that create, add, or replace 5,000 square feet or more of impervious surface area on an already developed site excluding single family dwellings and accessory structures.</p> <p>(c) Where redevelopment results in an alteration to more than 50percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-development storm water quality control requirements, the entire project must be mitigated.</p> <p>(d) Where redevelopment results in an alteration to less than 50percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-development storm water quality control requirements, only the alteration must be mitigated, and not the entire development.</p> <p>(D) Specific requirements.</p> <p>(2) New development and redevelopment projects are required to control pollutants and runoff volume from the project site by minimizing the impervious surface area and controlling runoff through infiltration, bioretention, and/or rainfall harvest and use, in accordance with the standards set forth in the Municipal NPDES Permit.</p> <p>(3) An applicant for a new development or a redevelopment project identified in this chapter shall incorporate into the applicant’s project plans a storm water mitigation plan which includes those BMPs necessary to control storm water pollution from the completed project. Structural or treatment control BMPs (including, as applicable, post-construction treatment control BMPs) set forth in project plans shall meet the design standards set forth in the Municipal NPDES Permit.</p> <p>(4) New development/redevelopment project performance criteria.</p> <p>(a) All new development and redevelopment projects, unless otherwise exempted herein or in the Municipal NPDES Permit, shall comply with Part VI.D.7.c of the Municipal NPDES Permit.</p> <p>(b) Post-construction BMPs to mitigate storm water pollution are required for all new development and redevelopment projects identified in this chapter</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>unless alternative measures are allowed as provided in Part VI.D.7.c of the Municipal NPDES Permit.</p> <p>(c) BMPs must be implemented to retain on-site the SWQDv, defined as runoff from either:</p> <ol style="list-style-type: none">1. The 0.75 inch, 24-hour rain event; or2. The 85th percentile, 24-hour event, as determined from the Los Angeles County 85th percentile precipitation isohyetal map, whichever is greater. <p>(d) BMPs shall meet the design specifications and on-site retention potential outlined in the Part VI.D.7.c of the Municipal NPDES Permit. Projects unable to retain 100 percent of the SWQDv on-site due to technical infeasibility as defined in the Municipal NPDES Permit must implement alternative compliance measures in accordance with Part VI.D.7.c of the Municipal NPDES Permit.</p> <p>(f) Street and road construction projects of 10,000 square feet or more of impervious surface area are exempt from the new development/redevelopment project performance criteria of Part VI.D.7.c of the Municipal NPDES Permit but shall adhere to the City’s Green Streets Policy.</p> <p>(Ord. 2015-01U § 4 (part), 2015; Ord. 2015-01 § 4 (part), 2015)</p> <p>Under Section 8.46.100 (Model Water Efficient Landscaping Ordinance Requirements) the following applies:</p> <p>Notwithstanding any other provision in this code, property owners or their building or landscape designers, including anyone requiring a building or planning permit, plan check, or landscape design review from the city, who are constructing a new (single-family, multi-family, public, institutional, or commercial) project with a landscape area greater than 500 square feet, or rehabilitating an existing landscape with a total landscape area greater than 2,500 square feet, shall comply with §§ 492.6(a)(3)(B), (C), (D), and (G) of the MWEL0, including sections related to use of compost and mulch, as amended September 15, 2015.</p> <p>(Ord. 2021-11 § 1 (part), 2021)</p> <p>Under Section 17.20.030 (Water Efficient Landscape Ordinance Adopted by Reference) the City has adopted the model water efficient landscape ordinance of the State of California, as contained in the California Code of Regulations Title 23, Waters; Division 2, Department of Water Resources; Chapter 2.7, Model Water Efficient Landscape Ordinance; and as amended from time-to-time by the State of California. (’83 Code, § 17.20.030) (Ord. 94-03 § 6, 1994; Ord. 2016-01 § 7, 2016)</p>	
Montebello	<p>Our Natural Community Chapter:</p> <p>Policy P1.1 Enhance air and water quality, increase public green space through the integration of green infrastructure.</p> <p>Action A1.1d Promote the use of captured rainwater, grey water, or recycled water.</p> <p>Action A1.1f Promote the use of green roofs, bioswales, pervious materials for hardscape, and other stormwater management practices to reduce water pollution.</p> <p>Policy P1.7 Montebello will protect, conserve, and replenish existing and future water resources.</p> <p>Action A1.7b Encourage public and private property owners to plant native or drought-tolerant vegetation.</p>	<p>Municipal codes related to hydrology and water quality relevant to the Plan Area can be found in Chapter 8.36 (Stormwater and urban Runoff Pollution Prevention) Section 8.36.100 (Control of pollutants from other construction activities), Chapter 8.29 (Water conservation and Water supply Shortage Program) Section 8.29.060 (Permanent water conservation requirements—Prohibition against waste), Chapter 15.60 (California Green Building Standards Code) Section 15.60.010 (Adoption), Chapter 17.65 (Water Conservation in Landscaping Regulations) Section 17.65.050 (Landscape standards), and Chapter 12.04 (Chapter 12.04 - Streets And Sidewalks Generally) Section 12.04.270 (Excavations and obstructions—Connection to sewer—Permit required).</p> <p>Under Chapter 8.36 (Stormwater and urban Runoff Pollution Prevention) Section 8.36.100 (Control of pollutants from other construction activities) the following apply:</p>	<p>No other applicable ordinances were identified.</p>



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	<p>Action A1.7c Continue to coordinate with the developers for opportunities to expand use of reclaimed water systems.</p> <p>Our Well Planned Community Chapter:</p> <p>Policy P3.7 Maintain high-quality reliable potable water and non-potable water services, diversify</p> <p>and maintain and create facilities that meet existing and future water demands including drought conditions.</p> <p>Action A3.7d Implement water reuse strategies where potable water, gray water, recycled water and stormwater are all viewed as viable sources and integral components to a holistic water management program.</p> <p>Policy P3.8 Maintain, upgrade, and expand water pipeline, storage, and pumping infrastructure to meet projected domestic, commercial, and fire flow demands for all land uses within the City.</p> <p>Action A3.8b Construct, maintain, and revitalize distribution infrastructure as needed throughout the City in response to changes in demands land use patterns and aging infrastructure and incorporate fair cost-sharing policies between beneficiaries, developers, water suppliers and the City.</p> <p>Policy P3.9 Ensure that wastewater in the City of Montebello is safely and efficiently conveyed and treated under all demand scenarios, including existing and future average and peak flow sewer flow scenarios.</p> <p>Action A3.9c Construct, maintain, and revitalize wastewater infrastructure as needed throughout the City in response to changes in demands land use patterns and aging infrastructure and incorporate fair cost-sharing policies between beneficiaries, developers, water suppliers and the City.</p> <p>Policy P3.10 Utilize and maintain a robust stormwater conveyance system that protects the City from flooding impacts while seeking multi-benefit solutions including water quality.</p> <p>Policy P3.11 Effectively treat all urban runoff and stormwater and ensure that local groundwater supplies and downstream receiving waters are protected.</p> <p>Action A3.11b Inspect all new developments during both construction and operational phases for compliance with local, regional, and state level water quality regulations.</p> <p>Action A3.11c Encourage the implementation of low impact design features for all new developments and redevelopments within the City.</p> <p>Our Safe Community Chapter:</p> <p>Policy P6.9 Minimize the risks from flooding and related hazards to persons, property, and city assets.</p> <p>Action A6.9c Maintain storm drains to prevent local and stormwater flooding and encourage residents to assist in maintaining those drains that are the responsibility of the homeowner.</p> <p>Our Active Community Chapter:</p> <p>Policy P7.3 Promote, expand, and protect a green infrastructure that links the natural habitat A7.3a Prepare a citywide Green Infrastructure Framework.</p> <p>A7.3b Use parks as functional landscapes that perform green stormwater infrastructure and flood mitigation roles to enhance resiliency, recreational use, and beauty.</p>	<p>A. Any person engaged in a construction activity that is not subject to the general construction storm water activity NPDES permit, but is subject to the municipal NPDES permit, shall comply with all requirements specified in the storm water management quality program, including any revisions made thereto.</p> <p>(Ord. 2245 § 1 (part), 2002)</p> <p>Under Chapter 8.29 (Water conservation and Water supply Shortage Program) Section 8.29.060 (Permanent water conservation requirements—Prohibition against waste) the following apply:</p> <p>The following water conservation requirements are effective at all times and are permanent. Violations of this section will be considered waste and an unreasonable use of water.</p> <p>A. Limits on Watering Hours. Watering or irrigating of lawn, landscape or other vegetated area with potable water is prohibited between the hours of 10 a.m. and one hour before sunset Pacific Standard Time on any day, except by use of a hand-held bucket or similar container, a hand-held hose equipped with a positive self-closing water shut-off nozzle or device, or for very short periods of time for the express purpose of adjusting or repairing an irrigation system. Lawns or other irrigated areas shall not be watered more frequently than every other day. Odd-numbered street-addressed properties may water on odd-numbered dates. Even-numbered street-addressed properties may only do so on even-numbered dates. All irrigated areas may be watered on the 29th day of the month of February every fourth year or the 31st day of the month having thirty days. The provisions of this subsection shall not apply to restrict watering of newly seeded or reseeded lawns once a year, nor to prohibit drip irrigation systems.</p> <p>B. Limit on Watering Duration. Watering or irrigating of lawn, landscape or other vegetated area with potable water using a landscape irrigation system or a watering device that is not continuously attended is limited to no more than fifteen minutes watering per day per station. This subsection does not apply to landscape irrigation systems that exclusively use very low-flow drip type irrigation systems when no emitter produces more than two gallons of water per hour or weather based controllers or stream rotor sprinklers that meet a seventy percent efficiency standard.</p> <p>C. No Excessive Water Flow or Runoff. Watering or irrigating of any lawn, landscape or other vegetated area in a manner that causes or allows excessive water flow or runoff onto an adjoining property, or non-landscaped areas such as sidewalks, driveways, streets, alleys, gutters or ditches is prohibited.</p> <p>D. No Washing Down Hard or Paved Surfaces. Washing down hard or paved surfaces, including but not limited to sidewalks, walkways, driveways, parking areas, tennis courts, patios or alleys, is prohibited except when necessary to alleviate safety or sanitary hazards, and then only by use of a hand-held bucket or similar container, a hand-held hose equipped with a positive self-closing water shut-off device, a low-volume, high-pressure cleaning machine equipped to recycle any water used, or a low-volume high-pressure water broom. Should the use of water for wash-down have to do with an immediate fire or sanitation hazard, written permission shall have been obtained from the fire department, the health department or the building department.</p> <p>E. Obligation to Fix Leaks, Breaks or Malfunctions. Excessive use, loss or escape of water through breaks, leaks or other malfunctions in the water user's plumbing or distribution system for any period of time after such escape of water should have reasonably been discovered and corrected and in no event more than seven days of</p>	



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		<p>receiving notice from the city, is prohibited. This section also applies to all water purveyors in the city.</p> <p>F. Recirculating Water Required for Water Fountains and Decorative Water Features. Operating a water fountain or other decorative water feature that does not use recirculated water is prohibited.</p> <p>Under Chapter 15.60 (California Green Building Standards Code) Section 15.60.010 (Adoption) the following applies:</p> <p>Subject to certain changes and amendments hereinafter set forth in this chapter, the city council does adopt as the green building regulations for the city, the 2019 California Green Building Standards Code (Title 24, California Code of Regulations), and is also called the CALGreen Code, and as thereafter amended and published from time to time, by the California Building Standards Commission (hereinafter referred to as the "code"). The code provides minimum standards for the purpose of improving public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency and environmental air quality. One copy of the code is on file in the office of the city clerk for public inspection, and the same is made a part hereof as though fully set forth in this chapter.</p> <p>(Ord. No. 2336, § 46, 3-10-2010; Ord. No. 2347, § 10, 12-14-2011; Ord. No. 2356, § 38, 2-26-2014; Ord. No. 2392, § 40, 1-25-2017; Ord. No. 2421, § 43, 5-13-2020; Ord. No. 2424, § 43, 5-27-2020)</p> <p>Under Chapter 17.65 (Water Conservation in Landscaping Regulations) Section 17.65.050 (Landscape standards) the following apply:</p> <p>A. Water Features. Decorative water features such as ponds, and waterfalls used in landscaped areas shall incorporate the recycling of water to minimize water loss. Where available, and appropriate, the use of reclaimed water shall be designed and incorporated into the water features.</p> <p>B. Water Meters. Each landscape irrigation system shall be metered for water use, separately from domestic and other non-landscape uses.</p> <p>C. Landscape Irrigation Audit. Each landscape irrigation system that services a landscape area of two thousand five hundred square feet or more shall be audited every five years by the property owner for conformance with the approved plan, in accordance with the state of California Landscape Water Management Program, Landscape Irrigation Auditor Handbook, incorporated by reference. Landscaped area of less than two thousand five hundred square feet shall be exempt from the requirement to conduct an irrigation audit</p> <p>D. Landscape Maintenance. The property owner shall permanently and continuously maintain all landscaping and irrigation in a neat, clean and healthy condition, including removal of litter, proper pruning, mowing of lawns, weeds, fertilizing, and watering; and replacement of diseased and/or dead plants and malfunctioning or missing irrigation system components.</p> <p>E. Model Home Landscaping. For each subdivision with model homes the developer shall submit a landscape plan and install landscaping for each model home, incorporating the requirements of this chapter and including:1.Signs identifying elements of the water conserving landscape and irrigation system design placed around the model homes;2.Literature describing water conserving landscapes to</p>	



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		<p>be available to individuals touring the model homes;3.The location, text, and size of signs shall be clearly shown on the landscape plan and shall be in substantial accordance with the guidelines established to implement the provisions of this chapter.</p> <p>F. Landscape Certificate. Upon completion of the installation of the landscaping, the designer shall certify that the landscape complies with all requirements of this chapter. Certification shall be accomplished by completion of a landscape certificate on a form approved by the director. Failure to submit a complete and accurate landscape certificate will delay final approval of the project and/or discontinue water service.</p> <p>G. Relative Water Requirements of Commonly Used Plants. The director shall develop a list of plants that are commonly used in landscape designs with water requirement classifications of low, medium, and high to assist landscape designers to choose species of appropriate water demands to comply with this chapter and to group species of similar water demands to facilitate efficient irrigation. This list shall be included in the landscape guidelines developed to implement the provisions of this chapter. (Ord. 2085 § 1 (part), 1993: prior code § 9249.4)</p> <p>Under Chapter 12.04 (Chapter 12.04 - Streets And Sidewalks Generally) Section 12.04.270 (Excavations and obstructions—Connection to sewer—Permit required.) the following apply:</p> <p>No person shall make any connection to any public sewer without first obtaining a permit so to do from the public works department in accordance with applicable provisions of this code.</p>	
Pasadena	<p>Open Space & Conservation Element:</p> <p>Goal: Establish Pasadena as a national and international leader on energy and water conservation and environmental stewardship efforts, including air quality protection, energy efficiency requirements, renewable energy standards, natural resource conservation, and greenhouse gas emission standards in the areas of energy, water, air and land.</p> <p>Objectives:</p> <ul style="list-style-type: none">• Protect and conserve natural resources.• Improve the quality of the natural environment through increased conservation and sustainable practices.• Improve the quality of the urban environment through increased conservation and sustainable practices.• Effectively manage environmental health and reduce solid waste utilizing best practices and the most current technologies.• Increase public, private, and governmental awareness of the natural environment and environmental health. <p><i>Water</i></p> <p>Objectives:</p> <ul style="list-style-type: none">• Increase the efficiency of water use among Pasadena residents, and commercial and industrial organizations.• Protect local water supply sources and plant trees and vegetation that are consistent with habitat and water conservation policies.	<p>Municipal codes related to hydrology and water quality relevant to the Plan Area can be found in Chapter 8.70 (Stormwater Management and Discharge Control) Section 8.70.095 (Construction Sites Requiring a Building Permit or a Grading Permit), Section 8.70.095 (Construction Sites Requiring a Building Permit or a Grading Permit), Section 8.70.100 (Natural Watercourse Protection), and Chapter 17.44 (Landscaping) Section 17.44.050 (Water Efficient Landscape: Incorporation of Model Water Efficient Landscape Ordinance), Chapter 17.29 (Hillside Overlay Districts) Section 17.29.080 (Hillside Development Permit), Chapter 14.05 (Excavation and Grading in Hillside Areas) Section 14.05.083 (Hydrology and Soil Loss Report), and Section 14.05.086 (Grading Activity During Rainy Season).</p> <p>Under Chapter 8.70 (Stormwater Management and Discharge Control) Section 8.70.095 (Construction Sites Requiring a Building Permit or a Grading Permit) the following applies to construction activity:</p> <p>A. Any person or company engaging in construction activities of five acres or more will be requested to have a general construction permit issued by California Regional Water Quality Control Board and must demonstrate possession of such permit before grading or building permits can be issued. The general construction permit shall be retained on site and shall be shown to city officers or inspectors at their request.</p> <p>B. The following best management practices shall apply to all construction sites:</p> <ol style="list-style-type: none">1. Sediment and construction waste from construction sites and parking areas shall not leave the site.2. Between October 15th and April 15th, any sediments or other materials which are tracked off the site shall be removed the same day as they are tracked off the site. A sediment barrier shall be installed on land exceeding 15	<p>City of Pasadena Final 2020 Urban Water Management Plan (UWMP) provides the City of Pasadena with a reliable management action plan for long-term resource planning to ensure adequate water supplies are available to meet existing and future water supply needs. In addition, the 2020 UMWP incorporates water supply reliability determinations resulting from potential prolonged drought, regulatory revisions, and/or changing climatic conditions. Further, the UWMP provides information on groundwater, surface water, and stormwater characteristics, and management actions (City of Pasadena 2021).</p>



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	<ul style="list-style-type: none">Improve surface permeability and recharge aquifers / enhance storm water quality to prevent pollution/trash from entering Los Angeles and San Gabriel Rivers and ocean. <p>Land Use Element:</p> <p>GOAL 10. City Sustained and Renewed. Development and infrastructure practices that sustain natural environmental resources for the use of future generations and, at the same time, contribute to the reduction of greenhouse gas emissions and impacts on climate change.</p> <p>10.1: Environmental Quality and Conservation. Establish Pasadena as a leader on environmental stewardship efforts, including air quality protection, energy and water efficiency, renewable energy standards, natural resource conservation, and greenhouse gas emission standards in the areas of energy, water, air and land.</p> <p>10.18: Water Quality. Encourage the use of natural processes to capture, treat, and infiltrate urban runoff throughout the watershed.</p> <p>Green Space, Recreation and Parks Element:</p> <p>Objective 1 – Stewardship of the Natural Environment: Encourage and promote the stewardship of Pasadena’s natural environment, including water conservation, clean air, natural open space protection, and recycling. (Land Use Element (LUE1) Policy 9.5)</p> <p>Policy 1.1 – Identify Open Space Areas: Identify critical open space areas and regularly monitor and inventory natural resources within these areas, such as water resources, plant and wildlife habitat, geology.</p> <p>Policy 1.2 – Protect Open Spaces: Protect natural open areas, watersheds, and environmentally sensitive areas such as Hahamongna, Eaton Canyon, riparian areas, and other open spaces.</p> <p>Policy 1.7 – Water Conservation: Encourage the use of drought-tolerant plants and regionally appropriate landscaping in parks and open spaces in order to conserve water. Utilize creative means of maintenance and watering of fields and recreation areas.</p> <p>Policy 1.8 – Water Resources: Conserve and protect water resources in parks and open spaces; maximize the quality and quantity of groundwater recharge to minimize the dependence on imported water.</p> <p>Objective 2 – Preservation and Protection of the Arroyo Seco and Adjacent Open Space Areas: Recognize the importance to Pasadena of the history, cultural resources, and unique character of the Arroyo Seco, and conserve and enhance these assets.</p> <p>Policy 2.1 – Arroyo Seco Planning: Fully implement all master plans and design guidelines for the Arroyo. This includes the Lower Arroyo Master Plan, the Hahamongna Watershed Park Master Plan, and the Central Arroyo Master Plan. (LUE Policy 9.2)</p> <p>Policy 2.3 – Balance Recreation with Environmental Protection: Implement the Arroyo Seco Master Plans by balancing recreational opportunities with protection and restoration of the ecosystem, while recognizing the important existing water resources and flood management functions of the area.</p>	<p>percent slope in accord with Chapter 14.05 of this code, and where determined necessary by the building official.</p> <p>3. Excavated soil shall be located on the site in a manner that eliminates the possibility of sediments running into the street or adjoining properties. Between October 15th and April 15th, soil piles shall be covered until the soil is either used or removed.</p> <p>4. No washing of construction or other industrial vehicles shall be allowed adjacent to a construction site. No runoff from washing vehicles on a construction site is allowed to leave the site.</p> <p>(Ord. 6601 § 2 (part), 1994)</p> <p>Under Section 8.70.095 (Construction Sites Requiring a Building Permit or a Grading Permit) the following best management practices apply to construction sites:</p> <p>B. The following best management practices shall apply to all construction sites:</p> <p>1. Sediment and construction waste from construction sites and parking areas shall not leave the site.</p> <p>2. Between October 15th and April 15th, any sediments or other materials which are tracked off the site shall be removed the same day as they are tracked off the site. A sediment barrier shall be installed on land exceeding 15 percent slope in accord with Chapter 14.05 of this code, and where determined necessary by the building official.</p> <p>3. Excavated soil shall be located on the site in a manner that eliminates the possibility of sediments running into the street or adjoining properties. Between October 15th and April 15th, soil piles shall be covered until the soil is either used or removed.</p> <p>4. No washing of construction or other industrial vehicles shall be allowed adjacent to a construction site. No runoff from washing vehicles on a construction site is allowed to leave the site.</p> <p>(Ord. 6601 § 2 (part), 1994)</p> <p>Under Section 8.70.100 (Natural Watercourse Protection) the following protections must be adhered to:</p> <p>A. Every person owning or occupying property through which a natural watercourse of a municipal stormwater system passes, as shown on the public works and transportation department's storm drain index map, shall:</p> <p>1.Keep and maintain that part of the watercourse within the property reasonably free of pollutants and obstacles which would enter, or retard the flow of water through the municipal stormwater system; and</p> <p>2. Maintain existing structures within or adjacent to such a watercourse so that those structures will not become a hazard to the use, function, or physical integrity of the municipal stormwater system; and</p> <p>3. Not remove healthy bank vegetation in such a manner as to increase the vulnerability of the watercourse to erosion.</p> <p>B. It is unlawful for any person to commit or cause to be committed any of the following acts, excepting pursuant to a permit:</p> <p>1. Modify the natural flow of water in a watercourse;</p>	



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		<p>2. Undertake developments within 30 feet of the center line of any watercourse or twenty feet of the top of a watercourse bank, whichever is the greater distance from the top of the bank;</p> <p>3. Construct, enlarge, change, or remove any structure in a watercourse.</p> <p>4. Place any loose or unconsolidated material along the side of a watercourse so close to its bank as to create a potential for those materials entering the watercourse.</p> <p>(Ord. 6601 § 2 (part), 1994)</p> <p>Under Chapter 17.44 (Landscaping) Section 17.44.050 (Water Efficient Landscape: Incorporation of Model Water Efficient Landscape Ordinance) the following water efficient ordinance has been adopted:</p> <p>The administrative, organizational and enforcement for the technical codes which regulate water efficiency in landscaping shall be in accordance with the provisions and in the manner prescribed in the California Code of Regulations, Title 23, Waters, Division 2, Department of Water Resources, Chapter 2.7 Model Water Efficient Landscape Ordinances, § 490 et seq. ("MWELO"), as may be amended from time to time. For the purposes of this section and applicability of water efficiency requirements, the definitions provided in the MWELO shall supersede other conflicting definitions in this title.</p> <p>(Ord. 7324, § 2, 2018)</p> <p>Under Chapter 17.29 (Hillside Overlay Districts) Section 17.29.080 (Hillside Development Permit) the following projects must adhere to the following:</p> <p>B. Applicability. A Hillside Development Permit is required to authorize any proposed development that is subject to the requirements of this Chapter.</p> <p>C. Application filing and processing. The following addition information is required:</p> <p>3. Hydrology report. A hydrology report shall be required that analyzes the effects of water runoff, drainage, sustained landscape irrigation, and increased groundwater on slope stability and analyzes the potential effects (flooding, mudslides, higher water table, etc.) of added groundwater on properties down slope. The Zoning Administrator may waive the hydrology report requirement for projects where no or only minor alterations to the existing topography or drainage patterns are proposed, or where the slope does not exceed 15 percent.</p> <p>(Ord. No. 7310, § 2 (Exh. 1), 9-25-2017)</p> <p>Under Chapter 14.05 (Excavation and Grading in Hillside Areas) Section 14.05.083 (Hydrology and Soil Loss Report) a soil loss report is required for Hillside Areas meeting the following criteria:</p> <p>A soil loss report is required for grading in excess of 2,000 cubic yards. The soil loss report shall contain calculations showing the predicted soil loss under natural conditions, the soil loss potential, the soil loss during the grading and construction period, and the predicted annual loss following completion of the project based upon recognized engineering standards. Sheet and soil loss calculations shall be based upon the universal soil loss equation and factors, specific to the area to be graded, developed by the U.S. Soil Conservation Service. The report shall be prepared by a soils or civil engineer.</p> <p>(Ord. 7127 § 5 (part), 2007: Ord. 6483 § 2 (part), 1992)</p>	



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		<p>Section 14.05.086 (Grading Activity During Rainy Season) provides the following protocol for grading activity during the rainy season:</p> <p>Activities such as clearing of brush and vegetation shall not be initiated during the rainy season on any site which is not adequately protected with desilting basins or other temporary drainage or control measures.</p> <p>A. Temporary Erosion Control. Temporary erosion control plans shall be provided for the following:</p> <ol style="list-style-type: none">1. Temporary soil stabilization measures shall be installed on graded slopes exceeding a 3 to 1 ratio or 10 feet in height as required by Section 14.05.484(B).2. Desilting facilities shall be provided at all drainage outlets from the graded site, designed for a 25-year, 6-hour storm intensity. They must be detailed on the plans. Design and specific recommendations shall be submitted for the following:<ol style="list-style-type: none">a. Desilting basin volume based on gradient and nature of soils;b. The area of the graded site and identification of any temporary soil stabilization measures;c. Size of desilting basin outlet pipe and overflow;d. Dike requirements: minimum wall width, slope of walls, percent compaction, and other material features.3. A standby crew for emergency work shall be available at all times during the rainy season. Necessary materials shall be available on site and stockpiled at convenient locations to facilitate rapid construction of temporary devices or to repair any damaged erosion-control measures when rain is imminent.4. Devices shall not be moved or modified without the approval of the building official.5. All removable protective devices shown shall be in place at the end of each working day when the 5-day rain probability forecast by the National Weather Service of the Department of Commerce exceeds 40 percent.6. After a rainstorm, all silt and debris shall be expeditiously removed from check berms and desilting basins and the basins pumped dry. Any graded slope surface protection measures damaged during a rainstorm shall also be repaired immediately.7. Fill slopes at the site perimeter must drain away from the top of the slope at the conclusion of each working day.8. A guard shall be posted on the site whenever the depth of water in any device exceeds 18 inches. <p>B. The plans required by this section shall indicate which streets will be paved and which drainage devices will be completed by October 15th.</p> <p>C. Placement of devices to reduce erosion damage within the site is left to the discretion of the civil engineer. These devices, if any, must be shown on the plan if their presence will affect the required capacity of the desilting basin.</p> <p>D. Outlet conditions from the desilting basin shall not exceed downstream limitations, with the exception of overflow which is to be designed to provided capacity of 1.5 times the maximum design flow.</p>	



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		(Ord. 7127 § 5 (part), 2007: Ord. 6483 § 2 (part), 1992)	
Pico Rivera	<p>Community Facilities Element:</p> <p>Goal 6.4 A sustainable supply of water delivered through an efficient infrastructure system to meet existing and future needs. Policy 6.4-1 Reliable Supply and Distribution. Provide high quality potable water and a regularly maintained distribution system to meet normal and emergency demands in both wet and dry years.</p> <ul style="list-style-type: none">Coordinate with PWD to ensure high quality groundwater is provided within their service area, and that the distribution system is well-maintained. <p>Policy 6.4-2 Urban Water Management Plan. Maintain and keep up to date the Urban Water Management Plan and other water master planning and capital improvement tools to ensure adequate water supply, infrastructure, maintenance, rehabilitation, funding, and conservation measures. Implementation Program for Policy 6.4-2 Review and regularly update the City’s Urban Water Management Plan and other water master planning and capital improvement tools, including coordination with PWD for the portion of Pico Rivera within the PWD service area.</p> <p>Policy 6.4-3 New Development. Require new development to demonstrate the availability of adequate water supply and fire flow, and to provide infrastructure and/or finance the costs of improvements necessary to serve the demands created by the development, as appropriate.</p> <p>Policy 6.4-5 Water Conservation. Encourage water conservation as a means of protecting the long term availability of water resources. Require new and retrofitted development to be equipped with water conservation devices.</p> <p>Goal 6.5 Adequate and well-maintained wastewater infrastructure to meet existing and future needs and to ensure the health and safety of the Pico Rivera community.</p> <p>Policy 6.5-1 Sufficient Infrastructure. Maintain and upgrade the City’s wastewater collection system to meet the needs of existing development and future growth such that restricted wastewater flows occur only during peak-day, peak-hour conditions.</p> <p>Policy 6.5-2 Wastewater Treatment Plant Capacity. Maintain coordination with the Los Angeles County Sanitation Districts to ensure that the wastewater treatment plants serving the City can accept wastewater flows from Pico Rivera and remain within the rated capacity of the wastewater treatment facilities serving the City.</p> <p>Policy 6.5-8 Reclaimed Water. Utilize reclaimed water for all municipal parks and greenways including the Bicentennial Park Campground and Sports Arena and continually search for local, state and federal grants to develop the proper infrastructure.</p> <p>Safety Element:</p> <p>Policy 9.2-1 Sufficient Infrastructure. Coordinate with the Los Angeles County Flood Control District to ensure that the City’s storm drainage system is adequately sized, maintained, rehabilitated and funded to accommodate stormwater runoff and prevent flooding.</p> <p>Implementation Program for Policies 9.2-1, 9.2-2 and 9.2-6:</p> <ul style="list-style-type: none">Pursue available state, federal, and other funding sources to support facilities, projects, and programs for storm drainage and flood control. <p>Policy 9.2-2 Deficient Areas. Prioritize the construction and upgrade of storm drainage infrastructure in areas where localized flooding and deficient storm drainage systems exist.</p>	<p>Municipal codes related to hydrology and water quality relevant to the Plan Area can be found in Chapter 13.28 (Sanitary Sewers and Industrial Waste) Section 13.28.010 (Sanitary Sewers and Industrial Waste Ordinance adopted by reference.), Chapter 16.04 (Stormwater and Urban Runoff pollution prevention) Section 16.04.050 (Reduction of pollutants in runoff) and Section 16.04.100 (Control of pollutants from other construction activities), Chapter 13.70 (Water Conservation and Water Supply Shortage Program) Section 13.70.160 (Water recycling plan), and Section 13.70.040 (Permanent water conservation requirements—Prohibition against waste)</p> <p>Under Title 13 (Water and Sewers) Chapter 13.12.090 (Application—Form and fees) the following apply:</p> <p>A. An application for a service connection shall be made on a form furnished or approved by the city. This application shall specify the size of the service connection desired, the property to be served, and the purpose for which the water is to be used. The information supplied by the applicant shall be considered as authoritative and final. The city shall install the service connection at such location as the applicant requests, subject to approval by the manager. The service shall be installed from the nearest water distribution main to a point as close to the property line as is reasonable, depending upon all applicable conditions, whether such nearest water distribution main is located in a public street, utility right-of-way, or easement. If any error in the application shall cause the installation of a service connection that is improper either in type, size or location, the cost of all charges required shall be paid by the applicant.</p> <p>B. The applicant shall make proper application for service in accordance with subsection A of this section, and make payment of fees or deposits as set forth in resolution of the city council before water service connection will be provided. If the application has been made and the applicant requests the water turned on, the billing for water service shall begin when the service connection is installed and the meter is set.</p> <p>C. The rates set forth by resolution are for normal connections where there is a main adjacent to the property. For all extensions required between the nearest distribution main and the curblin e or property line for installations over two inches, or, on long runs, where the actual cost is charged, a deposit in the amount of the estimated cost shall be made with the city prior to any installation.</p> <p>(Prior code § 5442.2(a))</p> <p>Under Title 13 (Water and Sewers) Chapter 13.28.010 (Sanitary Sewers and Industrial Waste Ordinance adopted by reference.) the following apply:</p> <p>There is adopted as the Sanitary Sewers and Industrial Waste Ordinance of the city, except as it is hereinafter amended, Los Angeles County Code, Title 20, Utilities, Division 2, Sanitary Sewers and Industrial Waste (Los Angeles County Ordinance 89-0101 adopted July 27, 1989).</p> <p>Three copies of Los Angeles County Code, Title 20, Utilities, Division 2, have been deposited with the city clerk and shall be at all times maintained by the city clerk for use and examination by the public. Whenever in said code reference is made to the unincorporated area of the county of Los Angeles, such area shall be deemed to include in its true geographical location the area of the city.</p> <p>(Ord. 861 § 2, 1994)</p>	No other applicable ordinances were identified



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	<p>Implementation Program for Policy 9.2-2:</p> <ul style="list-style-type: none">Identify required improvements and funding sources to eliminate deficient storm drainage systems, and incorporate such improvements into the City’s Capital Improvement Program. Locations with deficient storm drainage are: Washington Street (north side) between Rosemead and Paramount, Mines (south side) at Manzanar, Olympic north of Acacia Avenue, Beverley Road and Tobias Avenue, Terradell Street and Pico Vista Road, Greenvale and Masoncrest Drive. <p>Policy 9.2-3 Adequate Capacity for New Development. Require new development to demonstrate the availability of adequate capacity in the storm drainage system to accommodate projected flows and not exacerbate existing deficiencies.</p> <p>Policy 9.2-4 New Development Contribution. Ensure that new development constructs, dedicates and/or pays its fair share contribution to the storm drainage system improvements necessary to serve the demands created by the development.</p> <p>Environmental Resources element:</p> <p>Policy 8.4-5 National Pollution Discharge Elimination System. Regulate construction and operational activities to incorporate stormwater protection measures and best management practices in accordance with the City’s National Pollution Discharge Elimination System (NPDES) permit.</p> <p>Policy 8.4-11 Recycled Water. Continue to use, and expand opportunities to increase the use of, recycled water in the city parks, landscaped areas along roadways, and the municipal golf course, if supplies are available.</p> <p>Land Use Element:</p> <p>Policy 3.6-2 Sustainable Development. Promote land development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and disposal of waste materials incorporating such techniques as:</p> <ul style="list-style-type: none">Capture and reuse of stormwater on-site for irrigation;Management of wastewater and use of recycled water, including encouraging the use of grey water;Use of landscapes that conserve water and reduce green waste;Use of permeable paving materials or reduction of paved surfaces.	<p>Chapter 13.90 (Water Efficient Landscape) Section 13.90.010</p> <p>Purpose and intent.</p> <p>The purpose of this chapter is:</p> <p>A. That this chapter be at least as effective in conserving water as the model ordinance adopted pursuant to Government Code Section 65595;</p> <p>B. To assure beneficial, efficient, and responsible use of water resources for all users within the city of Pico Rivera;</p> <p>C. To retain the land's natural hydrological role and promote the infiltration of surface water into the groundwater;</p> <p>F. To encourage the appropriate design, installation, maintenance, and management of landscapes so that water demand can be decreased, runoff can be retained, and flooding can be reduced without a decline in the quality or quantity of landscapes;</p> <p>G. To preserve existing natural vegetation and the incorporation of native plants, plant communities, and ecosystems into landscape design, where possible;</p> <p>H. To promote and encourage the use of low water use plants;</p> <p>J. To promote the conservation of potable water by maximizing the use of recycled water and other water conserving technology for appropriate applications;</p> <p>L. To reduce or eliminate water waste.</p> <p>(Ord. 1061 § 1, 2010)</p> <p>Under Chapter 16.04 (Stormwater and Urban Runoff pollution prevention) Section 16.04.050 (Reduction of pollutants in runoff.) the following apply:</p> <p>No person shall cause, or threaten to cause, the discharge of pollutants to the MS4 by exposing such pollutants to stormwater runoff.</p> <p>(Ord. 1086 § 1, 2014)</p> <p>Under Chapter 16.04 (Stormwater and Urban Runoff pollution prevention) Section 16.04.100 (Control of pollutants from other construction activities) the following apply:</p> <p>Any person engaged in a construction activity that is not subject to the general construction stormwater activity NPDES permit, but is subject to the municipal NPDES permit, shall comply with all requirements specified in the stormwater management quality program, including any revisions made thereto.</p> <p>(Ord. 1086 § 1, 2014)</p> <p>Under Chapter 13.70 (Water Conservation and Water Supply Shortage Program) Section 13.70.040 (Permanent water conservation requirements—Prohibition against waste) the following apply:</p> <p>The following water conservation requirements are effective at all times and shall be permanent. Violations of this section shall be considered waste and an unreasonable use of water:</p> <p>A. Limits on Water Hours. Watering or irrigating of lawn, landscape or other vegetated area with potable water is prohibited between the hours of 10 a.m. and four p.m. Pacific Standard Time on any day, except by use of a hand-held bucket or similar container, a hand-held hose equipped with a positive self-closing water shut-off nozzle or device, or for very short periods of time for the express purpose of adjusting or repairing an irrigation system.</p> <p>B. Limit on Watering Duration. Watering or irrigating of lawn, landscape or other vegetated area with potable water using a landscape irrigation system or a watering</p>	



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		<p>device that is not continuously attended to is limited to no more than fifteen minutes of water per day per station. This subsection does not apply to landscape irrigation systems that exclusively use very low-flow drip type irrigation systems when no emitter produces more than two gallons of water per hour and weather based controllers or stream rotor sprinklers that meet a seventy percent efficiency standard.</p> <p>C. No Excessive Water Flow or Runoff. Watering or irrigating of any lawn, landscape or other vegetated area in a manner that causes or allows excessive water flow or runoff onto an adjoining sidewalk, driveway, street, alley, gutter or ditch is prohibited.</p> <p>D. No Washing Down Hard or Paved Surfaces. Washing down hard or paved surfaces, including, but not limited to, sidewalks, walkways, driveways, parking areas, tennis courts, patios or alleys, is prohibited except when necessary to alleviate safety or sanitary hazards, and then only by use of a hand-held bucket or similar container, a hand-held hose equipped with a positive selfclosing water shut-off device or a low-volume, high pressure cleaning machine equipped to recycle any water used.</p> <p>E. Obligation to Fix Leaks, Breaks or Malfunctions. Excessive use, loss or escape of water through breaks, leaks or other malfunctions in the water user's plumbing or distribution system for any period of time after such escape of water should have reasonably been discovered and corrected, and in no event more than fourteen days of receiving notice from the city, is prohibited.</p> <p>F. Recirculating Water Required for Water Fountains and Decorative Water Features. Operating a water fountain or other decorative water feature that does not use recirculated water is prohibited after April 1, 2010. (Ord. 1056 § 1, 2009)</p>	
Pomona	<p>Conservation Element:</p> <p>Goal 7E.G1: Achieve the City's vision for Pomona Tomorrow without adverse environmental impacts that compromise the ability of future generations to meet their needs.</p> <p>Policy 7E.P1: Prepare a Green Plan focused on: 1) Energy Efficiency and Conservation; 2) Water and Wastewater Systems; 3) Green Building; 4) Waste Reduction and Recycling; 5) Climate-Friendly Purchasing; 6) Renewable Energy and Low-Carbon Fuels; 7) Efficient Transportation; 8) Land Use and Community Design; 9) Storing and Offsetting Carbon Emissions; and 10) Promoting Community and Individual Action.</p> <p>Goal 7E.G11: Promote the orderly and efficient operation and expansion of the water supply system to meet current and projected needs.</p> <p>Goal 7E.G13: Comply with the Los Angeles RWQCB regulations and standards to maintain and improve the quality of both surface water and groundwater resources.</p> <p>Goal 7E.G14: Enhance the quality of groundwater and surface water resources, prevent their contamination, and reduce the amount of polluted runoff that reaches the City's storm drain system.</p> <p>Goal 7E.G15: Maintain a wastewater system adequate to protect the health and safety of all Pomona residents, businesses and institutions.</p> <p>Goal 7E.G16: Increase the availability of reclaimed water resources in Pomona.</p> <p>Goal 7E.G17: Achieve the goal of the most recent Water and Recycled Water Master Plan to increase recycled water demand.</p> <p>Policy 7E.P23: Transition to a pattern of development that uses water more efficiently as identified in the Pomona Tomorrow General Plan diagram.</p>	<p>Municipal codes related to hydrology and water quality relevant to the Plan Area can be found in Division 3 (Discharge Regulations and Requirements) Section 18-495 (Reduction of Pollutants in Stormwater), Section 18-496 (Watercourse Protection), Article VII (Low Impact Development) Division 2 (New Developments and Redevelopment Projects Provisions) Section 74-314 (Applicability), Division 5 (Water Conservation and Water Supply Shortage Program) Section 62-353 (Permanent Water conservation Requirements)</p> <p>Under Division 3 (Discharge Regulations and Requirements) Section 18-495 (Reduction of Pollutants in Stormwater) the following minimal requirements shall apply:</p> <p>(2) Standards for parking lots and similar structures. A person owning or operating a parking lot, gas station pavement or similar structure shall clean those structures as frequently and thoroughly as practicable in a manner that does not result in discharge of pollutants to the city storm sewer system.</p> <p>(3) Best management practices for new developments and redevelopments. Any construction contractor performing work in the city shall endeavor, whenever possible, to provide filter materials at the catchbasin to retain any debris and dirt from flowing into the city's storm sewer system. The city engineer may establish controls on the volume and rate of stormwater runoff from new developments and redevelopments as may be appropriate to minimize the discharge and transport of pollutants. Any person or company engaging in a construction activity that requires an NPDES construction permit must demonstrate possession of such permit before grading and/or building permits may be issued. A copy of the NPDES permit shall be retained on site and shall be shown to authorized enforcement officials upon request.</p> <p>(5) Compliance with best management practices. Where best management practices guidelines or requirements have been adopted by any federal, state, regional, and/or</p>	<p>City of Pomona Final 2020 Urban Water Management Plan (UWMP) provides the City of Pomona with a reliable management action plan for long-term resource planning to ensure adequate water supplies are available to meet existing and future water supply needs. In addition, the 2020 UMWP incorporates water supply reliability determinations resulting from potential prolonged drought, regulatory revisions, and/or changing climatic conditions. Further, the UWMP provides information on groundwater, surface water, and stormwater characteristics, and management actions (City of Pomona 2021).</p>



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	<p>Policy 7E.P24: For both private and public construction in new development and renovations, encourage rainwater and wastewater Best Management Practices (BMPs) to minimize rainwater runoff, and maximize rainwater and greywater collection and reuse.</p> <p>Policy 7E.P25: Encourage the use of water efficient appliances and fixtures in new development and upgrades in existing development.</p> <p>Policy 7E.P26: Encourage low water use irrigation such as drip irrigation and rainwater capture systems.</p> <p>Policy 7E.P27: Encourage the use of drought tolerant plant species (especially native plants), and low water use irrigation such as drip irrigation and rainwater capture systems.</p> <p>Policy 7E.P28: Discourage use of insecticides, herbicides or toxic chemical substances within the City.</p> <p>Policy 7E.P29: Continue to monitor water supply and demand to ensure that projections are consistent with the most recent Water and Recycled Water Master Plan, which projects adequate water supply for the City through the year 2025.</p> <p>Policy 7E.P30: Continue working with the Los Angeles RWQCB in the implementation of the NPDES for the protection of surface water and groundwater quality.</p> <p>Policy 7E.P31: Review and update rainwater and runoff Best Management Practices adopted by the City as needed. Consider developing and implementing a stormwater management program designed to ensure as much stormwater as soil infiltration rates permit is accommodated on individual sites throughout the City.</p> <p>Noise & Safety Element:</p> <p>Policy 7G.P49 Require that new development incorporate features into site drainage plans that would reduce impermeable surface area, increase surface water infiltration and minimize surface water runoff during storm events. Such features may include:</p> <ul style="list-style-type: none">• Additional landscape areas, or rain gardens.• Streets or parking lots with bio-infiltration systems.• Permeable paving designs; and• Stormwater detention basins.	<p>city agency for any activity, operation, or facility which may cause or contribute to stormwater pollution or contamination, illicit discharges, and/or discharge of nonstormwater to the stormwater system, every person undertaking such activity or operation or owning or operating such facility shall comply with such guidelines or requirements as may be identified by the city engineer.</p> <p>(Code 1959, § 35-12; Ord. No. 3735, § 1 (part))</p> <p>Under Section 18-496 (Watercourse Protection) the following rules shall apply:</p> <p>(a) Every person owning property through which a watercourse passes or such person's lessee or tenant shall:</p> <ol style="list-style-type: none">(1) Keep and maintain that part of the watercourse within the property reasonably free of trash, debris, excessive vegetation, and other obstacles which would pollute, contaminate, or significantly retard the flow of water through the watercourse;(2) Maintain existing privately owned structures within or adjacent to a watercourse so that such structures will not become a hazard to the use, function, or physical integrity of the watercourse; and(3) Not remove such vegetation in such a manner as to increase the vulnerability of the watercourse to erosion. <p>(b) No person shall commit or cause to be committed any of the following acts, unless written authorization has first been obtained from the city engineer or other applicable controlling public agency:</p> <ol style="list-style-type: none">(1) Discharge into or connect any pipe or channel to a watercourse;(2) Modify the natural flow of water in a watercourse;(3) Deposit in, plant in, or remove any material from a watercourse, including its banks, except as required for necessary maintenance;(4) Construct, alter, enlarge, connect to, change, or remove any structure in a watercourse; or(5) Place any loose or unconsolidated material along the side of or within a watercourse or so close to the side as to cause a diversion of the flow or to cause a probability of such material being carried away by stormwaters passing through such watercourse. <p>(Code 1959, § 35-13; Ord. No. 3735, § 1 (part))</p> <p>Under Article VII (Low Impact Development) Division 2 (New Developments and Redevelopment Projects Provisions) Section 74-314 (Applicability) the following projects apply to this section:</p> <p>(a) New development projects. Development projects subject to city conditioning and approval for the design and implementation of post-construction controls to mitigate stormwater pollution prior to completion of the project(s) include:</p> <ol style="list-style-type: none">(1) All development projects equal to one acre or greater of disturbed area and adding more than 10,000 square feet of impervious surface area;(6) Parking lots 5,000 square feet or more of impervious surface area, or with 25 or more parking spaces;(7) Street and road construction of 10,000 square feet or more of surface area shall follow the city green street policy to the maximum extent practicable.	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>Street and road construction applies to standalone streets, roads, highways, and freeway projects, and also applies to streets within larger projects;</p> <p>(9) New development projects located in or directly adjacent to, or discharging directly to the proposed significant ecological area ("SEA") which will:</p> <p>a. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and</p> <p>b. Create two thousand 2,500 square feet or more of impervious surface area; and(10)Redevelopment projects in subject categories that meet redevelopment thresholds identified in Part B—Redevelopment projects, below;</p> <p>(11) Redevelopment projects located in or within 200 feet of, or discharging directly to a significant ecological area (SEA) where the development will:</p> <p>a. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and</p> <p>b. Create 2,500 square feet or more of impervious surface area.</p> <p>(b) Redevelopment projects. Redevelopment projects subject to conditioning and approval requirements outlined in this article for the design and implementation of post-construction controls to mitigate stormwater pollution prior to completion of the project(s) include:</p> <p>(1) Land disturbing activity that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site.</p> <p>(2) Redevelopment project that result in an alteration to more than 50 percent of impervious surfaces of an existing development which had not been subject to post-construction stormwater quality control requirements at the time of the previous development shall be required to mitigate the entire project site.</p> <p>(3) Redevelopment project that result in an alteration of less than 50 percent of impervious surfaces of an existing development which had not been subject to post-construction stormwater quality control requirements at the time of the previous development shall be required to mitigate only the alteration and shall not be required to mitigate the entire project site.</p> <p>(Ord. No. 4185, § 1, 6-2-2014)</p> <p>Under Section 74-315 (Project Performance Criteria) projecting meeting the above criteria must apply the following:</p> <p>All development projects that fit the project criteria listed above in section 74-331 of this article shall control pollutants, pollutant loads, and runoff volume by retaining the stormwater quality design volume (SWQDv) (as defined in definitions) on-site through:</p> <p>(1) Minimizing the impervious surface area; and</p> <p>(2) Controlling runoff from impervious surfaces through infiltration, bioretention and/or rainfall harvest and use. (Ord. No. 4185, § 1, 6-2-2014)</p> <p>Under Division 5 (Water Conservation and Water Supply Shortage Program) Section 62-353 (Permanent Water conservation Requirements) the following shall comply with water conservation policies of the City:</p> <p>The following water conservation requirements are effective at all times and are permanent. Violations of this section will be considered waste and an unreasonable use of water.</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>(a) Limits on watering hours. Watering or irrigating of lawn, landscape or other vegetated area with potable or recycled water is prohibited between the hours of 10:00 a.m. and 6:00 p.m. Pacific Standard Time on any day, except by use of a hand-held bucket or similar container, a hand-held hose equipped with a positive self-closing water shut-off nozzle or device, or for very short periods of time for the express purpose of adjusting, or repairing an irrigation system.</p> <p>(b) Limit on watering duration. Watering or irrigating of lawn, landscape, or other vegetated area with potable water using a landscape irrigation system or a watering device, that is not continuously attended, is limited to no more than 15 minutes watering per day per station. This subsection does not apply to landscape irrigation systems that exclusively use very low-flow drip type irrigation systems when no emitter produces more than two gallons of water per hour and weather based controllers or stream rotor sprinklers that meet a 70 percent efficiency standard.</p> <p>(c) No excessive water flow or runoff. Watering or irrigating of any lawn, landscape or other vegetated area in a manner that causes or allows excessive water flow or runoff onto an adjoining sidewalk, driveway, street, alley, gutter, or ditch is prohibited.</p> <p>(d) No washing down hard or paved surfaces. Washing down hard or paved surfaces, including but not limited to sidewalks, walkways, driveways, parking areas, tennis courts, patios, or alleys, is prohibited except when necessary to alleviate safety or sanitary hazards, and then only by use of a hand-held bucket or similar container, a hand-held hose equipped with a positive self-closing water shut-off device, or a low-volume, high-pressure cleaning machine equipped to recycle any water used, or a low-volume high-pressure water broom.</p> <p>(e) Obligation to fix leaks, breaks or malfunctions. Excessive use, loss or escape of water through breaks, leaks or other malfunctions in the water user's plumbing or distribution system for any period of time after such escape of water should have reasonably been discovered and corrected and in no event more than seven days of receiving notice from the city, is prohibited. The city, in its sole discretion, may discontinue service to consumers who willfully violate provisions of this subsection.</p> <p>(f) Recirculating water required for water fountains and decorative water features. Operating a water fountain or other decorative water feature that does not use recirculated water is prohibited, effective January 1, 2010.</p> <p>(g) Limits on washing vehicles. Using water to wash or clean a vehicle, including but not limited to any automobile, truck, van, bus, motorcycle, boat, motor home or trailer, whether motorized or not is prohibited, except by use of a hand-held bucket or similar container or a hand-held hose equipped with a positive self-closing water shut-off nozzle or device, or at a commercial car washing facility that utilizes a recirculating water system to capture or reuse water. (Ord. No. 4122, § 1, 6-15-2009)</p>	
Rosemead	<p>Resource Management Element:</p> <p>Goal 3: Manage the use of and protect water resources that provide supplies to Rosemead residents and businesses.</p> <p>Policy 3.1: Work with water suppliers to ensure that adequate water resources continue to be available to meet the needs of residents and business.</p> <p>Policy 3.2: Promote water conservation measures, reduce urban runoff, and prevent groundwater pollution associated with development projects, property maintenance, City operations, and all activities requiring City approval.</p>	<p>Municipal codes related to hydrology and water quality relevant to the Plan Area can be found in Chapter 13.16 (Storm Water Management) Section 13.16.030 (Control of Urban Runoff), Section 13.16.180 (Low Impact Development), Chapter 13.08 (Water-Efficient Landscapes) Section 13.08.030 (Applicability), and Section 13.08.060 (Landscape Water Use Standards).</p> <p>Under Chapter 13.16 (Storm Water Management) Section 13.16.030 (Control of Urban Runoff) the following standards are required:</p> <p>B. New Development, Redevelopment and Construction.</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 3.3: Work with local, regional, and State agencies to maintain and improve the quality of local groundwater and to provide a cost-effective and equitable means of reducing urban runoff.</p> <p>Policy 3.4: Adopt and enforce regulations and engage in educational efforts to eliminate groundwater and urban runoff pollution.</p> <p>Policy 3.5: Take steps to use reclaimed water whenever and wherever possible in both public and private facilities.</p> <p><i>Implementation Measures</i></p> <p>Goal 3: Managed use and protection of water resources that provide supplies to Rosemead residents and businesses.</p> <p>Action 3.1: Actively support and partner with other agencies regarding the development and implementation of viable water management programs to enhance water supply reliability.</p> <p>Action 3.2: Enforce regulations and guidelines and update them as needed to meet the specific needs in the planning area to manage stormwater flows. This may include requirements for on-site detention or retention that implement the NPDES program, enhance groundwater recharge, complement regional flood control facilities, and address applicable community design policies.</p> <p>Action 3.3: Adopt a water pollution control ordinance or policy to regulate urban runoff discharges to the storm drain system in coordination with regional efforts.</p> <p>Action 3.4: Participate in developing and implementing a public information program regarding the appropriate use of herbicides and fertilizers to limit pollutants entering the storm drain system.</p> <p>Action 3.5: Consider adopting a comprehensive water conservation strategy. The strategy may include, but not be limited to, imposing restrictions on the time of watering, requiring water efficient irrigation equipment, and requiring new construction to offset demand so that there is no net increase in water use.</p> <p>Action 3.6: Consider adopting water-efficient landscape ordinances.</p>	<p>1. Copies of Documents. All persons engaged in construction activity within the City requiring a state general permit shall have at the construction site available for review (1) a copy of the notice of intent for the state general permit; (2) the waste discharge identification number issued by the State Board; and (3) copies of the stormwater pollution protection plan required by permit.</p> <p>2. All persons engaged in construction activity within the City shall implement best management practices to avoid, to the maximum extent practicable, the discharge of pollutants to the municipal separate storm sewer system, in accordance with the city's grading manual, as developed and updated by the City Engineer, and, when applicable, in accordance with a grading plan approved by the City Engineer for such project.</p> <p>3. All applicants for construction projects equal to or greater than one acre and less than five acres shall prepare and submit a stormwater pollution protection plan to the City Engineer for review and approval prior to issuance of any permits.</p> <p>5. Water Quality Management Plan (WQMP). All applicants for new development and redevelopment projects shall submit a WQMP with their project applications to the city. The WQMP shall be submitted to the City Engineer for review and approval and shall comply with all requirements of the city's national pollutant discharge elimination system (NPDES) permit, including applicable standard urban storm water mitigation plan (SUSMP) or other similar plan, developed as a part of or pursuant to the city's NPDES permit and any applicable SUSMP or other similar plan.</p> <p>9. Development Construction Requirements.</p> <p>a. Runoff from construction activity at all construction sites shall meet the following minimum requirements:</p> <p>(1) Sediments generated on the project site shall be retained using adequate treatment control or structural best management practices (BMPs);</p> <p>(2) Construction-related materials, wastes, spills, or residues shall be retained at the project site to avoid discharge to streets, drainage facilities, receiving waters, or adjacent properties by wind or runoff;</p> <p>(3) Non-storm water runoff from equipment and vehicle washing and any other activity shall be contained at the project site; and</p> <p>(4) Erosion from slopes and channels shall be controlled by implementing an effective combination of BMPs (as approved in Regional Board Resolution No. 99-03), such as the limiting of grading scheduled during the wet season; inspecting graded areas during rain events; planting and maintenance of vegetation on slopes; and covering erosion susceptible slopes.</p> <p>(Ord. 825 § 2 (part), 2003)</p> <p>Under Section 13.16.180 (Low Impact Development) the City of Rosemead adopts Chapter 12.84 of the Los Angeles County Code and the following amendments:</p> <p>A. Title. This Section, 13.16.180, shall be known as the Low Impact Development Ordinance of the City of Rosemead.</p> <p>B. Adoptions by Reference.</p> <p>1. Except as amended in Section 13.16.180.C, below, Chapter 12.84 of the Los Angeles County Code, which is entitled "Low Impact Development Standards,"</p>	



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		<p>is hereby incorporated in its entirety by reference and expressly incorporated herein. Chapter 12.84 of the Los Angeles County Code is hereby made a part of this Chapter 13.16.180 as if, for all intents and purposes, fully set forth in this Chapter. This adoption by reference shall include any subsequent amendments to Chapter 12.84 unless modified in this Chapter, 13.16.180.</p> <p>2. A certified copy of Chapter 12.84 of the Los Angeles County Code is on file in the office of the City Clerk for public record and inspection.</p> <p>3. If there is any inconsistency between any provisions of Chapter 12.84 of the Los Angeles County Code and other provisions of this Municipal Code, such other provisions of this Municipal Code shall prevail.</p> <p>C. Amendments. Chapter 12.84 of the Los Angeles County Code is hereby amended as follows:</p> <p>1. Section 12.84.420 of Chapter 12.84 of the Los Angeles County Code is hereby amended to amend the following definition:</p> <p>"County" means the City of Rosemead</p> <p>2. Section 12.84.420 of Chapter 12.84 of the Los Angeles County Code is hereby amended to amend the following definition:</p> <p>"Director" means the Director of Public Works of the City of Rosemead</p> <p>3. Section 12.84.420 of Chapter 12.84 of the Los Angeles County Code is hereby amended to amend the following definition:</p> <p>"Public Works" means the City of Rosemead Department of Public Works</p> <p>4. Section 12.84.430.E.2 of Chapter 12.84 of the Los Angeles County Code is hereby amended to amend to read as follows:</p> <p>"2. Any development project for which a complete discretionary or nondiscretionary permit application was filed with the City of Rosemead prior to December 28, 2012."</p> <p>5. Section 12.84.440.B of Chapter 12.84 of the Los Angeles County Code is hereby amended to read as follows:</p> <p>"B. Low impact development plans shall be submitted in accordance with the Low Impact Development Standards Manual issued by the County of Los Angeles Department of Public Works, a copy of which shall be located in the Public Works Department."</p> <p>D. Responsibility for Administration. This chapter shall be administered by the Director of Public Works of the City of Rosemead.</p> <p>(Ord. No. 952, § 1, 5-12-15)</p> <p>Under Chapter 13.08 (Water-Efficient Landscapes) Section 13.08.030 (Applicability) the following project must adhere to the water efficient landscaping ordinance:</p> <p>A. Beginning February 1, 2016, and consistent with Executive Order No. B-29-15, this Chapter applies to the following landscape projects:</p> <p>1. New landscape projects with an aggregate landscape area equal to or greater than five hundred (500) square feet, requiring a building or landscape permit, plan check or design review;</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>2. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than two thousand five hundred (2,500) square feet, requiring a building permit or landscape permit, plan check or design review;</p> <p>3. New or rehabilitated landscape projects with an aggregate landscape area of 2,500 square feet or less may comply with the performance requirements of this section or conform to the prescriptive measures contained in Appendix A of the guidelines.</p> <p>4. New or rehabilitated projects using treated or untreated graywater or rainwater capture on site, any lot or parcels within the project that has less than two thousand five hundred (2,500) square feet of landscape area and meets the lot or parcel's landscape water requirement (Estimated Total Water Use) entirely with the treated or untreated graywater or though stored rainwater capture on site is subject only to Appendix A of the guidelines.</p> <p>B. Section 13.08.060(B) of this chapter regarding water waste applies to:1.All landscaped areas, whether installed prior to or after January 1, 2010; and2.All landscaped areas installed after February 1, 2016 to which Section 13.08.030(A) is applicable.</p> <p>(Ord. No. 885, § 2, 12-8-09; Ord. No. 960, § 2, 1-12-16)</p> <p>Under Section 13.08.060 (Landscape Water Use Standards) the following standards apply:</p> <p>A. For applicable new landscape or landscape rehabilitation projects subject to Section 13.08.030(A) of this chapter, the Estimated Applied Water Use allowed for the landscape area may not exceed the Maximum Applied Water Allowance (MAWA) calculated using an Evapotranspiration Adjustment Factor (ETAF) adjustment factor of 0.7, except for the portion of the MAWA applicable to any special landscaped areas within the landscape project, which may be calculated using an ETAF of 1.0. Where the design of the landscaped area can be otherwise shown to be equivalently water efficient, the applicant may submit alternative or abbreviated information supporting the demonstration that the annual Estimated Applied Water Use (EAWU) is less than the MAWA, at the discretion of and review and approval of the City.</p> <p>B. Irrigation of all landscaped areas must be conducted in a manner conforming to the rules and requirements, and is subject to penalties and incentives for water conservation and water waste prevention as determined and implemented by the local water purveyor(s) or as mutually agreed by local water purveyor(s) and the City.</p> <p>(Ord. No. 885, § 2, 12-8-09; Ord. No. 960, § 2, 1-12-16)</p>	
San Dimas	<p>Conservation Element:</p> <p>Goal CN-3: Manage and conserve San Dimas' water resources to maintain a high level of quality and sufficient quantity to its citizens.</p> <p>Objective 3.1: Protect the remaining natural watersheds and ground water with open space systems coordinated with multiple use flood plain management.</p> <p>Implementation Measure e: The City shall utilize and promote more efficient water management The City shall consider the use of reclaimed water for irrigation of public areas, such as medians, parkways, golf courses, and selected public landscaped areas.</p>	<p>Municipal codes related to hydrology and water quality relevant to the Plan Area can be found in Chapter 14.11 (Stormwater Management and Discharge) Section 14.11.050 (Requirements for Existing Properties), Section 14.11.060 (Requirements for Construction Projects), Chapter 14.13 (Low Impact Development) Section 14.13.050 (New Development and Redevelopment Project Provisions Applicability), Section 14.13.060 (Project Performance Criteria), Chapter 18.14 (Water-Efficient Landscapes) Section 18.14.030 (Applicability), and Section 18.14.060 (Landscape Water Use Standards).</p> <p>Under Chapter 14.11 (Stormwater Management and Discharge) Section 14.11.050 (Requirements for Existing Properties) the following applies to existing properties:</p>	No other applicable ordinances were identified



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	Implementation Measure b: The City -shall support programs to promote natural resources conservation, such as solid waste recycling, water conservation, efficient irrigation systems, drought tolerant planting materials, and soil conservation.	<p>Any owner or occupant of property within the city shall comply with the following requirements:</p> <p>A. Use of Water. Runoff of water used for irrigation purposes shall be minimized to the maximum extent practicable. In addition, washing down of paved areas is prohibited, unless necessary for health or safety purposes as determined by the director of public works, and is not in violation of any other provision of this code. Runoff of water from the permitted washing down of paved areas shall be minimized to the maximum extent practicable.</p> <p>B. The storage of materials, machinery and equipment, such as motor vehicle parts, containing grease, oil, or other hazardous substances, and unsealed receptacles containing hazardous materials, shall not be in areas susceptible to runoff.</p> <p>C. Any machinery or equipment which is to be repaired in areas susceptible to runoff shall be placed on a pad of absorbent material to contain leaks, spills or small discharges.</p> <p>D. The discharge of gray water to street or storm drains is prohibited.</p> <p>(Ord. 1064 § 4, 1997)</p> <p>Under Section 14.11.060 (Requirements for Construction Projects) the following applies to construction within the City:</p> <p>A. No grading permit shall be issued for developments with disturbed areas of five acres or greater unless the applicant can show that:</p> <ol style="list-style-type: none">1. A notice of intent (NOI) to comply with the state construction activity stormwater permit has been filed, and2. A stormwater pollution prevention plan (SWPPP) has been prepared. <p>B. In addition to any adopted best management practices (BMPs) or other requirements for construction projects adopted by the city, the following requirements shall apply to all projects undergoing construction in the city. The requirements set forth below shall apply at the time of demolition of an existing structure or commencement of construction and until the project receives final occupancy/clearance from the city.</p> <ol style="list-style-type: none">1. Sediment, construction waste and other pollutants from construction sites and parking areas, including runoff from equipment at construction sites, shall be retained on the site to the maximum extent practicable.2. Any sediments or other materials that are not retained on the site shall be removed the same day as they leave the site. Where determined necessary by the director of public works, or a designated representative, a temporary sediment barrier shall be installed.3. On an emergency basis only, plastic covering may be utilized to prevent erosion of an otherwise unprotected area, along with runoff devices to intercept and safely convey the runoff.4. Excavated soil shall be located on the site in a manner that minimizes the amount of sediments running into the street or adjoining properties. Soil piles shall be covered until the soil is either used or removed.5. No washing of construction or other industrial vehicles shall be allowed on a construction site or property adjacent to a construction site.	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>6. Drainage controls shall be utilized as needed, depending on the extent of the proposed grading and topography of the site, including but not limited to the following:</p> <ul style="list-style-type: none">a. Detention ponds, sediment ponds, or infiltration pits;b. Dikes, filter berms or ditches;c. Down drains, chutes or flumes. <p>C. The city may, as a condition of granting a permit, set forth reasonable limits on the clearing of vegetation from construction sites, including, but not limited to, regulating the length of time during which soil may be bare, and, in certain sensitive cases, prohibiting bare soil.</p> <p>D. Project plans must include a narrative discussion of the reasons used for selecting or rejecting BMPs. In lieu of a narrative, the project architect or engineer of record may sign a statement on the plan to the effect:</p> <p>"As the architect/engineer of record, I have selected appropriate BMPs to effectively minimize the negative impacts of this project's construction activities on stormwater quality. The project owner and contractor are aware that the selected BMPs must be installed, monitored, and maintained to ensure their effectiveness. The BMPs not selected for implementation are redundant or deemed not applicable to the proposed construction activities." (Ord. 1064 § 4, 1997)</p> <p>Under Chapter 14.13 (Low Impact Development) Section 14.13.050 (New Development and Redevelopment Project Provisions Applicability) the following applies:</p> <p>These procedures and standards set forth in this chapter and the BMP design information found in the Los Angeles County Municipal Storm Water Permit Order No. R4-2012-0175, and any amendment, revision, or reissuance thereof provide minimum standards to be complied with by developers and in no way limit the authority of the city of San Dimas to adopt or publish and/or enforce higher standards as a condition of approval of developments.</p> <p>A. New Development Projects. Development projects subject to city conditioning and approval for the design and implementation of post-construction controls to mitigate stormwater pollution prior to completion of the project(s) include:</p> <ul style="list-style-type: none">1. All development projects equal to one acre or greater of disturbed area and adding more than ten thousand square feet of impervious surface area.6. Parking lots five thousand square feet or more of impervious surface area, or with twenty-five or more parking spaces.7. Street and road construction of ten thousand square feet or more of impervious surface area shall follow the city of San Dimas green streets policy to the maximum extent practicable. Street and road construction applies to streets, roads, highways, and freeway projects, and also applies to streets within larger projects.9. Redevelopment projects in subject categories that meet redevelopment thresholds identified in subsection B (Redevelopment Projects) of this section.10. Projects located in or within two hundred feet of, or discharging directly to a significant ecological area (SEA), such as San Dimas Canyon/San Antonio Wash where the development will:<ul style="list-style-type: none">a. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>b. Create two thousand five hundred square feet or more of impervious surface area.</p> <p>B. Redevelopment Projects. Redevelopment projects subject to conditioning and approval requirements outlined in this chapter for the design and implementation of post-construction controls to mitigate stormwater pollution prior to completion of the project(s) include:</p> <ol style="list-style-type: none">1. Land-disturbing activity that results in the creation or addition or replacement of five thousand square feet or more of impervious surface area on an already developed site.2. Redevelopment projects that result in an alteration to more than fifty percent of impervious surfaces of an existing development which had not been not subject to post-construction stormwater quality control requirements at the time of the previous development shall be required to mitigate the entire project site.3. Redevelopment projects that result in an alteration of less than fifty percent of impervious surfaces of an existing development, which had not been subject to post-construction stormwater quality control requirements at the time of the previous development shall be required to mitigate only the alteration and shall not be required to mitigate the entire development.4. Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of facility or emergency redevelopment activity required to protect public health and safety. Impervious surface replacement, such as the reconstruction of parking lots and roadways which does not disturb additional area and maintains the original grade and alignment, is considered a routine maintenance activity. Redevelopment does not include the repaving of existing roads to maintain original line and grade. <p>(Ord. 1231 § 1, 2014)</p> <p>Under Section 14.13.060 (Project Performance Criteria) project must do the following:</p> <p>All development projects that fit the project criteria listed in Section 14.13.050 of this chapter shall control pollutants, pollutant loads, and runoff volume by retaining the stormwater quality design volume (SWQDv) on-site through:</p> <p>A. Minimizing the impervious surface area; and</p> <p>B. Controlling runoff from impervious surfaces through infiltration, bioretention and/or rainfall harvest and use. (Ord. 1231 § 1, 2014)</p> <p>Under Chapter 18.14 (Water-Efficient Landscapes) Section 18.14.030 (Applicability) the following project must adhere to the water-efficient landscape ordinance:</p> <p>A. Beginning February 1, 2016, all landscaping projects subject to this chapter shall obtain a permit from the department of development services prior to installation of any landscaping. All planting, irrigation, and landscape related improvements required by this chapter shall apply to the flowing landscape projects:</p> <ol style="list-style-type: none">1. New landscape projects with an aggregate landscape area equal to or greater than five hundred square feet requiring a building or landscape permit, plan check or design review;	



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		<p>2. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than two thousand five hundred square feet requiring a building or landscape permit, plan check or design review;</p> <p>3. New or rehabilitated landscape projects between five hundred and two thousand five hundred square feet may comply with the performance requirements of this ordinance or conform to the prescriptive measures contained in Appendix A of the Guidelines;</p> <p>4. New or rehabilitated projects using treated or untreated graywater or rainwater capture on site, any lot or parcels within the project that has less than two thousand five hundred square feet of landscape area and meets the lot or parcel's landscape water requirement (estimated total water use) entirely with the treated or untreated graywater or though stored rainwater capture on site is subject only to Appendix A Section (5) of the Guidelines;</p> <p>5. Special landscaped areas, such as areas dedicated to edible plants, irrigated with recycled water, or dedicated to active play, shall prepare a water efficient landscape worksheet and landscape documentation package according to specifications for special landscaped areas;</p> <p>7. Irrigation of landscaped areas of any size shall be conducted in a manner conforming to the rules and requirements, and shall be subject to penalties and incentives for water conservation and water waste prevention as determined and implemented by the local water purveyor or as mutually agreed by the local water purveyor and the city of San Dimas.</p> <p>8. Existing landscapes that are one acre or more shall not exceed their maximum applied water allowance.</p> <p>B. Section 18.14.070 of this chapter regarding water conservation and water waste applies to all landscaped areas installed prior to or after January 1, 2010.</p> <p>C. Section 18.14.030 of this chapter shall apply to all landscape areas installed after February 1, 2016.</p> <p>(Ord. 1196 § 1, 2010; Ord. 1240 § 1, 2016)</p> <p>Under Section 18.14.060 (Landscape Water Use Standards) the following must be adhered to:</p> <p>For applicable landscape installation or rehabilitation projects subject to this chapter, the estimated applied water use allowed for the landscaped areas shall not exceed the maximum applied water allowance calculated using an evapotranspiration (ET) adjustment factor of 0.55 for residential areas and 0.45 for nonresidential areas, exclusive of special landscape areas, except for special landscaped areas where the maximum applied water allowance is calculated using an ET adjustment factor of 1.0; or the design of the landscaped area shall otherwise be shown to be equivalently water-efficient in a manner acceptable to the city as provided in the Guidelines.</p> <p>(Ord. 1196 § 1, 2010; Ord. 1240 § 1, 2016)</p> <p>Under Section 18.544.795 (Erosion Control) the following general development standards shall apply:</p> <p>A. New development shall follow minimum best management practices (BMPs) required by the National Pollutant Discharge Elimination System (NPDES), and also submit a local stormwater pollution prevention plan/wet weather erosion control plan (SWPPP).</p>	



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		<p>B. For all projects subject to standard urban stormwater mitigation plan (SUSMP) regulations, applicant must submit a site-specific drainage concept and stormwater quality plan to mitigate post-development stormwater. A fully executed "maintenance covenant for SUSMP requirements" shall be recorded with the L.A. County registrar/recorder and submitted to the city prior to the issuance of certificate of occupancy.</p> <p>C. Erosion control and drainage systems shall be maintained in proper working order, including subsurface retention, infiltration and bioswales. (Ord. 1175 § 1 Exh. B, 2008)</p>	
San Gabriel	<p>Safety Element:</p> <p>Target 5.7.5: Promote opportunities for aquifer recharge to minimize groundwater hazards by encouraging developers to minimize paved areas in new developments and requiring these areas to be interspersed with landscaping.</p> <p>Action 5.7.5.1: Encourage, where feasible, use of turf block, decomposed granite, or similar permeable surfaces rather than conventional pavement.</p> <p>Environmental Resources Element:</p> <p>Goal 8.4: Encourage the conservation and protection of water quality within San Gabriel.</p> <p>Target 8.4.1: Discourage the use of fertilizers, pesticides, and insecticides on private property.</p> <p>Target 8.4.2: Reduce or eliminate the use of fertilizers, pesticides, and insecticides by the City.</p> <p>Target 8.4.3: Reduce the amount of storm water runoff by updating the City’s Best Management Practices.</p> <p>Target 8.4.4: Where feasible, direct runoff from rooftops and other areas to water tanks.</p> <p>Target 8.4.5: Encourage property owners to use paving surfaces that reduce the amount of urban storm water runoff.</p> <p>Target 8.4.6: Require new buildings and the construction of additions to include water conserving toilets and fixtures; expand existing provisions in the City’s building and plumbing code.</p> <p>Goal 8.5: Restore the lost environmental value of San Gabriel’s waterways – the Los Angeles County Flood Control channels (Alhambra Wash, Rubio Wash) and the San Gabriel River.</p> <p>Target 8.5.1: Investigate the feasibility of using the flood control channels for functional and/or passive open space.</p> <p>Target 8.5.2: Protect the flood control channels from enclosure by developers.</p> <p>Target 8.5.3: Work with the San Gabriel Mountains and River Conservancy, and other interested agencies, to restore the San Gabriel River to a more environmentally healthy state.</p> <p>Implementation Measures:</p> <p>Improved Water Courses and Flood Control Channels:</p> <ul style="list-style-type: none">Initiate a meeting between employees responsible for the Los Angeles County Flood Control Channels and the City of San Gabriel in order to create	<p>Municipal codes related to hydrology and water quality relevant to the Plan Area can be found in Chapter 53 (Stormwater and Urban Runoff Pollution Prevention) Section 53.10 (Control of Pollutants From State Permitted Construction Activities), Section 53.11 (Control of Pollutants from Other Construction Activities), Section 53.12 (Control of Pollutants from New Development/Redevelopment Projects), Section 53.19 (Low Impact Development Standards), Section 153.132 (Stormwater Runoff), Chapter 150 (Building Regulations) Section 150.200 (Existing Landscapes)</p> <p>Under Chapter 53 (Stormwater and Urban Runoff Pollution Prevention) Section 53.10 (Control of Pollutants From State Permitted Construction Activities) state permitted construction activities must adhere to the following:</p> <p>(A) No person shall be granted a grading permit or shall commence or continue any construction activity that is subject to a General Construction Activity Stormwater NPDES permit without showing proof of having applied for such permit.</p> <p>(B) Any person engaged in a construction activity requiring an NPDES General Construction Activity Stormwater NPDES permit construction permit shall retain at the construction site the following documents:</p> <p>(1) A copy of the Notice of Intent to Comply with Terms of the General Permit to Discharge Water Associated with Construction Activity;</p> <p>(2) A waste discharge identification number issued by the SWRCB;</p> <p>(3) A Stormwater Pollution Prevention Plan and Monitoring Program Plan for the construction activity requiring the construction permit; and</p> <p>(4) Records of all inspections, compliance and non-compliance reports, evidence of self-inspection and good housekeeping practices.</p> <p>(C) Any person engaged in a construction activity in the city requiring an NPDES General Construction Stormwater Activity permit shall, upon reasonable request from a duly authorized officer of the city, provide any of the documents specified in paragraph (B) of this section and shall retain said documents for at least three years after completion of construction.</p> <p>(Ord. 530-C.S., passed 8-20-02)</p> <p>Under Section 53.11 (Control of Pollutants from Other Construction Activities) all other projects must adhere to the following:</p> <p>Any person engaged in a construction activity that is not subject to the General Construction Stormwater Activity NPDES permit but is subject to the municipal NPDES permit, shall be required to comply with requirements contained therein as specified in the city's Stormwater Quality Management Program, including any revisions made thereto. (Ord. 530-C.S., passed 8-20-02)</p> <p>Under Section 53.12 (Control of Pollutants from New Development/Redevelopment Projects) new development/redevelopment projects must adhere to the following:</p>	



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	<p>a reasonable set of policies and programs to initiate the City’s visions for creating active or passive open space around the channels.</p> <ul style="list-style-type: none">Discourage the covering of the Los Angeles County Flood Control Channels.By 2005, create an impact fee and begin requiring a 10-foot easement for properties adjacent to or within 300 feet within the Los Angeles County Flood Control Channels in order to provide for additional public open space.Create a policy requiring all commercial and residential development within 300 feet from the Los Angeles County Flood Control Channels to put aside 2 percent of construction costs for public art that underlies the importance water and waterways – or an in lieu fee can be paid.	<p>(A) Prior to the construction of a new development or redevelopment project, the subject project shall be evaluated for its potential to discharge pollutants to the MS4, based on its intended land use and other considerations. Such evaluation shall be conducted in accordance with development planning requirements established by the Regional Board or its Executive Officer, pursuant to the municipal NPDES permit, as specified in the city's Stormwater Quality Management Program, including any revisions made thereto.</p> <p>(B) Once a development or redevelopment project has been evaluated for its potential to discharge pollutants to the MS4, the city shall require appropriate BMPs to be installed during construction for implementation following project completion. The prescription of such BMPs shall be in keeping with development planning requirements established by the Regional Board or its Executive Officer, pursuant to the municipal NPDES permit, as described more particularly in the city's Stormwater Quality Management Program. (Ord. 530-C.S., passed 8-20-02)</p> <p>Section 53.19 (Low Impact Development Standards) details the adoption of low impact development standards:</p> <p>(A) Title. This section shall be known as the low impact development ordinance of the City of San Gabriel.</p> <p>(B) Adoptions by reference.</p> <p>(1) Except as amended in the divisions below, Chapter 12.84 of the Los Angeles County Code, which is entitled "Low Impact Development Standards," is hereby incorporated in its entirety by reference and expressly incorporated herein. Chapter 12.84 of the Los Angeles County Code is hereby made a part of this section as if, for all intents and purposes, fully set forth in this section. This adoption by reference shall include any subsequent amendments to Chapter 12.84 unless otherwise modified in this section.</p> <p>(2) A certified copy of Chapter 12.84 of the Los Angeles County Code is on file in the office of the City Clerk for public record and inspection.</p> <p>(3) If there is any inconsistency between any provisions of Chapter 12.84 of the Los Angeles County Code and other provisions of this municipal code, such other provisions of this municipal code shall prevail.</p> <p>(C) Amendments. Chapter 12.84 of the Los Angeles County Code is hereby amended as follows:</p> <p>(1) Section 12.84.420 of Chapter 12.84 of the Los Angeles County Code is hereby amended to amend the following definitions:</p> <p>COUNTY. The City of San Gabriel.</p> <p>DEVELOPMENT. Any construction, rehabilitation, redevelopment or reconstruction of any public or private residential project (whether single-family, multi-unit or planned unit development); industrial, commercial, retail and other non-residential projects, including public agency projects; or mass grading for future construction. It does not include routine maintenance to maintain original line and grade, hydraulic capacity, or original purpose of facility, nor does it include emergency construction activities required to immediately protect public health and safety.</p> <p>PUBLIC WORKS. The City of San Gabriel Department of Public Works.</p> <p>REDEVELOPMENT. Land-disturbing activity that results in the creation, addition, or replacement of 5,000 square feet or more of impervious surface area on an already developed site. REDEVELOPMENT includes, but is not limited to: the expansion of a</p>	



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		<p>building footprint, addition or replacement of a structure, replacement of impervious surface area that is not part of a routine maintenance activity, and land disturbing activities related to structural or impervious surfaces. It does not include routine maintenance to maintain original line and grade, hydraulic capacity, or original purpose of facility, nor does it include emergency construction activities required to immediately protect public health and safety.</p> <p>REGIONAL BOARD. The California Regional Water Quality Control Board, Los Angeles Region.</p> <p>(2) Section 12.84.430.E.2 of Chapter 12.84 of the Los Angeles County Code is hereby amended to amend to read as follows:</p> <p>"2. Any development project for which a complete discretionary or nondiscretionary permit application was filed with the City of San Gabriel prior to June 28, 2015."</p> <p>(3) Section 12.84.440.B of Chapter 12.84 of the Los Angeles County Code is hereby amended to read as follows:</p> <p>"B. Low impact development plans shall be submitted in accordance with the Low Impact Development Standards Manual issued by the County of Los Angeles Department of Public Works, a copy of which shall be located in the San Gabriel Public Works Department."</p> <p>(D) Responsibility for administration. This chapter shall be administered by the Director of Public Works of the City of San Gabriel.</p> <p>(Ord. 624-C.S., passed 12-1-15)</p> <p>Section 153.132 (Stormwater Runoff) lists general standards for stormwater runoff:</p> <p>(A) Site drainage. The site drainage and stormwater runoff shall comply with stormwater runoff regulations and National Pollution Discharge Elimination Systems (NPDES) requirements and Chapter 53, Stormwater and Urban Runoff Pollution Prevention, of the San Gabriel Municipal Code. Where feasible, drainage shall be retained on site and directed toward landscaped areas.</p> <p>(B) Best management practices. BMPs shall incorporate numeric design criteria to infiltrate, filter, or treat storm water runoff. Design criteria are provided in the NPDES permit. BMPs include but are not limited to bioretention facilities: catch basin inserts: cisterns: constructed wetlands: dry wells: extended/dry detention basins or underground detention tanks: infiltration basins: infiltration trenches: media filtration; porous pavement; storm drain inserts; vegetated filter strips: vegetated swales; and wet ponds.</p> <p>(Ord. 608-C.S., passed 5-10-14)</p> <p>Under Chapter 150 (Building Regulations) Section 150.200 (Existing Landscapes) the following apply to water-efficient landscape requirements:</p> <p>(A) Water waste resulting from inefficient landscape irrigation leading to excessive runoff, low head drainage, overspray, and other similar conditions where water flows onto structures is prohibited.</p> <p>(B) All landscape areas, whether installed pursuant to this subchapter or not, shall be maintained in a healthful and sound condition. Irrigation systems and their components shall be maintained in a fully functional manner consistent with the originally approved design and the provisions of this subchapter.</p> <p>(C) Landscapes shall be maintained to ensure water-efficiency. A regular maintenance schedule should include, but not be limited to, checking, adjusting and repairing</p>	



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		irrigation equipment; resetting the automatic controller; aerating and dethatching turf areas; replenishing mulch; fertilizing; pruning; and weeding in all landscaped areas. (‘65 Code, § 7-9.04) (Ord. 414-C.S., passed - -) Penalty, see § 10.99	
San Marino	<p>Land Use Element:</p> <p>General Goal 6. Accommodate future needs for municipal facilities.</p> <p>Natural Resources Chapter:</p> <p>Objective NR.2 Sustain turf areas within the park while conserving water resources.</p> <p>Policies:</p> <ul style="list-style-type: none">– Take advantage of the latest irrigation technology where appropriate.– Set irrigation systems to water during periods when evaporation is likely to be minimal.– Upgrade and maintain an adequate drainage system. <p><i>Recycling</i></p> <p>Goal 3: Meet requirements of the National Pollutant Discharge Elimination System (NPDES).</p> <p>Objective NR.13 Comply with National Pollutant Discharge Elimination System (NPDES).</p> <p>Policies:</p> <ul style="list-style-type: none">– Detect and eliminate illegal discharges and illicit disposal practices.– Control pollutants in surface run-off as appropriate.– Implement a public information campaign regarding illegal dumping.– Enhance public awareness about the catch basin and storm drain system and the impact of illegal dumping on the environment. <p>Objective NR.18 Comply with requirements of the urban water management plan adopted by the water agency.</p> <p><i>Water</i></p> <p>Goals</p> <ol style="list-style-type: none">1. Maintain a high level of water quality.2. Conserve water resources.3. Provide adequate water supply to residents, businesses and public agencies. <p>Objective NR.18 Comply with requirements of the urban water management plan adopted by the water agency.</p> <p>Objective NR.19 Coordinate efforts with the water agency to support supply, production and distribution to San Marino residents and businesses, and public agencies.</p> <p>Objective NR.20 Educate the community regarding water resources.</p> <p>Policies:</p> <ul style="list-style-type: none">– Encourage water conservation measures.– Support partnerships between San Marino water providers and those of neighboring agencies and other water districts. <p>Objective NR.21 Adopt water conservation measures for City facilities.</p> <p>Policies:</p> <ul style="list-style-type: none">– Retrofit City facilities as reasonable to conserve water.– Utilize current water conservation technology in irrigation systems.	<p>Municipal codes related to hydrology and water quality relevant to the Plan Area can be found in Chapter 22.06 (Department of Community Development- Duties), Chapter 22.06.07: (Grading Plan and Compliance With Stormwater Management, Section 23.16.18 (Stormwater Management and Rainwater Retention), Article 16 (Water Efficient Landscaping) Section 23.16.21 (Water Waste Prevention), Article 06 (Connection to public sewers) Section 16.06.01 (Required Connection to Public Sewers), and Section 16.06.02 (Sewer Connection Charges).</p> <p>Under Article 22.06 (Department of Community Development- Duties) Chapter 22.06.07: (Grading Plan and Compliance With Stormwater Management) the following apply:</p> <p>A. There shall be filed with each urban lot split subdivision a grading plan showing graded building site elevations and grading proposed for the creation of building sites or for construction or installation of improvements to serve the subdivision. The grading plan, together with the original topography contours, may be shown on an exhibit to the urban lot split map. The grading plan shall indicate approximate earthwork volumes of proposed excavation and filling operations. In the event no grading is proposed, a statement to that effect shall be placed on the urban lot split map. In no event shall grading pursuant to an application submitted under this chapter exceed fifty (50) cubic yards. The grading plan shall comply with Section 25.16.01.</p> <p>B. Applicant shall comply with Section 14.12.01 and 25.16.01 related to compliance with the City’s MS4 Water Quality Permit. (Ord. O-21-1385, 12-15-2021; amd. Ord. O-21-1386, 1-12-2022)</p> <p>Under Article 16 (Water Efficient Landscaping) Section 23.16.18 (Stormwater Management and Rainwater Retention):</p> <p>A. Stormwater management practices minimize runoff and increase infiltration which recharges groundwater and improves water quality. Implementing stormwater best management practices into the landscape and grading design plans to minimize runoff and to increase on site rainwater retention and infiltration are encouraged.</p> <p>B. Project applicants shall refer to the city or regional water quality control board for information on any applicable stormwater technical requirements.</p> <p>C. All planted landscape areas are required to have friable soil to maximize water retention and infiltration.</p> <p>D. It is strongly recommended that landscape areas be designed for capture and infiltration capacity that is sufficient to prevent runoff from impervious surfaces (i.e., roof and paved areas) from either: 1) the one inch (1"), 24-hour rain event or 2) the eighty fifth percentile, 24-hour rain event, and/or additional capacity as required by any applicable local, regional, state or federal regulation.</p> <p>E. It is recommended that stormwater projects incorporate any of the following elements to improve on site stormwater and dry weather runoff capture and use:</p> <ol style="list-style-type: none">1. Grade impervious surfaces, such as driveways, during construction to drain to vegetated areas.2. Minimize the area of impervious surfaces such as paved areas, roof and concrete driveways.	No other applicable ordinances were identified.



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		<p>3. Incorporate pervious or porous surfaces (e.g., gravel, permeable pavers or blocks, pervious or porous concrete) that minimize runoff.</p> <p>4. Direct runoff from paved surfaces and roof areas into planting beds or landscaped areas to maximize site water capture and reuse.</p> <p>5. Incorporate rain gardens, cisterns, and other rain harvesting or catchment systems.</p> <p>6. Incorporate infiltration beds, swales, basins and dry wells to capture stormwater and dry weather runoff and increase percolation into the soil.</p> <p>7. Consider constructed wetlands and ponds that retain water, equalize excess flow, and filter pollutants. (Ord. 0-16-1308, 12-14-2016)</p> <p>Under Article 16 (Water Efficient Landscaping) Section 23.16.21 (Water Waste Prevention) the following apply:</p> <p>A. Water waste is prohibited per chapter XIV, article 16 of this code.</p> <p>B. Runoff shall not leave the target landscape due to low head drainage, overspray, or other similar conditions where water flows onto adjacent property, nonirrigated areas, walks, roadways, parking lots, or structures.</p> <p>C. Restrictions regarding overspray and runoff may be modified if:</p> <p>1. The landscape area is adjacent to permeable surfacing and no runoff occurs; or</p> <p>2. The adjacent nonpermeable surfaces are designed and constructed to drain entirely to landscaping. (Ord. 0-16-1308, 12-14-2016)</p> <p>Under Article 06 (Connection to public sewers) Section 16.06.01 (Required Connection to Public Sewers) and Section 16.06.02 (Sewer Connection Charges) the following apply:</p> <p>Whenever the director of public works shall declare a sewer line available for connection, no person shall construct or enlarge or pump out a new or existing cesspool with regard to any property in the city; provided, however, that any person dissatisfied with such director's decision or failure to decide thereon may request a decision thereon by the city council. In the event the decision of such director or council finds the availability of a sewer line, then such person shall forthwith connect to such available sewer line. (1954 Code §19.42; amd. 1994 Code)</p> <p>Section 16.06.02 (Sewer Connection Charges)</p> <p>Any person who desires to or is obliged to connect to any sewer installed at city in any place in the city shall pay a sewer connection charge to the city as set by city council resolution. (Ord. 0-07-1191, 10-10-2007)</p>	
South El Monte	<p>Land Use Element:</p> <p>Policy 6.3 Promote vigorous enforcement of City codes, including building, zoning, and health and safety, to promote property maintenance.</p> <p>Resources Element:</p> <p>Goal 3.0 Ensure that City residents and businesses are provided with a reliable: safe domestic water source.</p> <p>Policy 3.1 Continue to participate in the National Pollution Discharge Elimination Systems (NPDES) program under the direction of the Los Angeles County Department of Public Works.</p> <p>Policy 3.2 Support Federal government efforts to reduce contamination within the San Gabriel groundwater basin.</p>	<p>Municipal codes related to hydrology and water quality relevant to the Plan Area can be found in Chapter 8.44 (Stormwater Management and Discharge Control) Section 8.44.030 (Purpose and intent), Section 8.44.090 (Good housekeeping provisions), Section 8.44.100 (Requirements for industrial/commercial and construction activities), Section 8.44.110 (Standard Urban Stormwater Mitigation Plan (SUSMP) and Low Impact Development (LID) Requirements for New Development and Redevelopment Projects), Chapter 13.04 (Sanitary Sewer and Industrial Waste Ordinance Adopted) Section 13.04.010 (Adoption of county sanitary sewer and industrial waste ordinance), and Chapter 15.12 Green Building Standards Code) Section 15.12.010 (Los Angeles County Code, Title 31, Green Building Standards Code adopted)</p>	<p>No other applicable ordinances were identified</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 4.0 Achieve broad based participation in water conservation programs.</p> <p>Policy 4.1 Provide residents and businesses with information about landscaping and irrigation systems that reduce water use.</p> <p>Policy 4.2 Establish regulations that require new developments to incorporate water-saving plumbing fixtures.</p>	<p>Under Chapter 8.44 (Stormwater Management and Discharge Control) Section 8.44.030 (Purpose and intent) the following apply:</p> <p>A. The purpose of this chapter is to ensure the future health, safety and general welfare of the citizens of the city and the water quality of the receiving waters of the County of Los Angeles and surrounding coastal areas by:</p> <ol style="list-style-type: none">1. Reducing pollutants in stormwater discharges to the maximum extent practicable;2. Regulating illicit connections and illicit discharges and reducing the level of contamination of stormwater and urban runoff in the municipal stormwater system; and3. Regulating nonstormwater discharges to the municipal stormwater system. <p>B. The intent of this chapter is to protect and enhance the quality of watercourses, water bodies, and wetlands within the city in a manner consistent with the Federal Clean Water Act, the California Porter-Cologne Water Quality Control Act and the municipal NPDES permit.</p> <p>C. This chapter is also intended to provide the city with the legal authority necessary to control discharges to and from those portions of the municipal stormwater system over which it has jurisdiction as required by the municipal NPDES permit, and fully and timely comply with the terms of the municipal NPDES permit while the watershed management program is being developed by the permittees under the municipal NPDES permit, and in contemplation of the subsequent amendment of this chapter or adoption by the city of additional provisions of this chapter to implement the subsequently adopted watershed management program, or other programs developed under the municipal NPDES permit.</p> <p>D. This chapter also sets forth requirements for the construction and operation of certain commercial development, new development and redevelopment and other projects (as further defined herein) which are intended to ensure compliance with the stormwater mitigation measures prescribed in the current MS4 permit. This chapter authorizes the director to define and adopt applicable best management practices and other stormwater pollution control measures, as provided herein, to carry out all inspections including entering entities discharging to the MS4, conduct surveillance, conduct monitoring, cite infractions and to impose fines pursuant to this chapter. Except as otherwise provided herein, the director shall administer, implement and enforce the provisions of this section.</p> <p>E. The city council shall approve and enter into interagency agreements as deemed necessary by the city council to control the contribution of pollutants of the shared MS4. (Ord. 1182 §1, 2014)</p> <p>Under Chapter 13.04 (Sanitary Sewer and Industrial Wate Ordinance Adopted) Section 13.04.010 (Adoption of county sanitary sewer and industrial waste ordinance) the following apply:</p> <p>A. Title 10, Utilities, Division 2, Sanitary Sewers and Industrial Waste, of the Los Angeles County Code, as amended and in effect on July 27, 1989, except as amended in this chapter, is adopted by reference as the sanitary sewers and industrial waste ordinance of the city.</p> <p>B. A copy of Title 20, Division 2, as amended, of the Los Angeles County Code, has been deposited with the city clerk and shall at all times be maintained by the city clerk for use and examination by the public. (Ord. 881 §1, 1990; prior code §8-2-1)</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>Under Section 8.44.090 (Good housekeeping provisions), the following apply:</p> <p>Owners and occupants of property within the city shall comply with the following requirements:</p> <p>A. Septic Waste. No person shall leave, deposit, discharge, dump, or otherwise expose any chemical or septic waste to precipitation in an area where a discharge to city streets or MS4 may or does occur.</p> <p>B. Use of Water. Runoff of water used for irrigation purposes shall be minimized to the maximum extent practicable. Runoff of water from the permitted washing down of paved areas shall be minimized to the maximum extent practicable.</p> <p>C. Storage of Materials, Machinery and Equipment. Machinery or equipment that is to be repaired or maintained in areas susceptible to or exposed to stormwater, shall be placed in a manner so that leaks, spills and other maintenance-related pollutants are not discharged to the MS4.</p> <p>F. Best Management Practices. Best management practices shall be used in areas exposed to storm-water for the removal and lawful disposal of all fuels, chemicals, fuel and chemical wastes, animal wastes, garbage, batteries, or other materials which have potential adverse impacts on water quality.</p> <p>G. Maintenance of Structural BMPs. Structural BMPs shall be properly operated and maintained, consistent with the approved SUSMP. Records and documentation of such maintenance shall be provided to the director upon request. (Ord. 1182 §1, 2014)</p> <p>Under Section 8.44.100 (Requirements for industrial/commercial and construction activities), the following apply:</p> <p>A. Industrial/Commercial and Construction-Related Dischargers Generally. Each discharger associated with industrial/commercial activity or construction activity, or other discharger described in any general NPDES permit addressing such discharges, as may be issued by the U.S. Environmental Protection Agency, the State Water Resources Control Board, or the Regional Board shall comply with all requirements of such NPDES permit and the city's development construction program. Each discharger identified in an individual NPDES permit shall comply with and undertake all activities required by such permit. Proof of compliance with any such NPDES permit and the city's development construction program may be required in a form acceptable to the director prior to the issuance of any grading, building or occupancy permits, or any other type of permit or license issued by the city.</p> <p>B. Nonstormwater discharges to the MS4 from industrial, commercial or construction are prohibited.</p> <p>C. Source Control BMPs for Industrial/Commercial Facilities. Industrial/commercial facilities shall implement the effective source control BMPs listed in Table 10 of Part VI.D.6.f. of the municipal NPDES permit, unless a particular pollutant generating activity does not occur on a facility's site.</p> <p>(Ord. 1182 §1, 2014)</p> <p>Under Section 8.44.110 (Standard Urban Stormwater Mitigation Plan (SUSMP) and Low Impact Development (LID) Requirements for New Development and Redevelopment Projects), the following apply:</p> <p>C. Applicability—Planning Priority Projects. The following development and redevelopment projects shall be designated as planning priority projects, which are subject to city conditioning and approval for the design and implementation of post-</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>construction controls to mitigate stormwater pollution prior to completion of the projects, and shall meet the requirements of this section:</p> <p>1. New Development Projects.</p> <p>a. All development projects equal to one acre or greater of disturbed area that adds more than ten thousand square feet of impervious surface area.</p> <p>f. Parking lots with five thousand square feet or more of impervious surface area, or with twenty-five or more parking spaces.</p> <p>g. Streets and roads construction of ten thousand square feet or more of impervious surface area. Street and road construction applies to standalone streets, roads, highways, and freeway projects, and also applies to streets within larger projects.</p> <p>i. Projects located in or directly adjacent to, or discharging directly to an environmentally sensitive area (ESA), where the development will:</p> <p>i. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and</p> <p>ii. Create two thousand five hundred square feet or more of impervious surface area.</p> <p>2. Redevelopment Projects.</p> <p>a. Land disturbing activity that results in the creation or addition or replacement of five thousand square feet or more of impervious surface area on an already developed site on planning priority project categories.</p> <p>b. Where redevelopment results in an alteration to more than fifty 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 must be mitigated.</p> <p>c. Where redevelopment results in an alteration of less than fifty percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction stormwater quality control requirements, only the alteration must be mitigated, and not the entire development.</p> <p>d. Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of facility or emergency redevelopment activity required to protect public health and safety. Impervious surface replacement, such as the reconstruction of parking lots and roadways which does not disturb additional area and maintains the original grade and alignment, is considered a routine maintenance activity. Redevelopment does not include the repaving of existing roads to maintain original line and grade.</p> <p>D. Specific Requirements. The site for every planning priority project shall be designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest and use. In addition, the following specific requirements apply:</p> <p>2. Street and Road Construction of Ten Thousand Square Feet or More. Street and road construction of ten thousand square feet or more of impervious surface shall follow the city's green street manual developed by the director and approved by city council resolution. The city's green street manual shall be based on the USEPA guidance</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>regarding managing wet weather with green infrastructure: green streets (December 2008 EPA-833-F-08-009).</p> <p>3. Remainder of Planning Priority Projects Require a SUSMP. Except for the projects listed in paragraphs (1) and (2) of this subsection, all other planning priority projects shall prepare and submit to the director for review and approval a SUSMP which shall also contain LID requirements consistent with Parts VI.D.7.c. and VI.D.7.d.(iii) of the municipal NPDES permit. In addition, planning priority projects subject to this paragraph (3) shall do the following:</p> <ul style="list-style-type: none">a. Incorporate the SUSMP into Project Plans. An applicant for a planning priority project identified in paragraph (3) of this subsection D shall incorporate into the applicant's project plans a stormwater mitigation plan (SWMP), which includes those BMPs necessary to control stormwater pollution from construction activities and facility operations, as set forth in the SUSMP applicable to the applicant's project. Structural or treatment control BMPs (including, as applicable, post-construction treatment control BMPs) set forth in project plans shall meet the design standards set forth in the SUSMP and the current municipal NPDES permit.b. Verify Maintenance of BMPs. If a project applicant has included or is required to include structural or treatment control BMPs in project plans, the applicant shall provide verification of maintenance provisions. The verification shall include the applicant's signed statement, as part of its project application, accepting responsibility for all structural and treatment control BMP maintenance until such time, if any, the property is transferred. <p>E. Issuance of Discretionary Permits. No discretionary permit may be issued for any planning priority project identified in this section until the director confirms the project plans comply with the applicable requirements of this section.</p> <p>F. Issuance of Certificates of Occupancy. As a condition for issuing a certificate of occupancy for a planning priority project identified in this section, the director shall require facility operators and/or owners to build all the stormwater pollution control BMPs and structural or treatment control BMPs that are shown on the approved project plans and to submit a signed certification statement stating that the site and all structural or treatment control BMPs will be maintained in compliance with the SUSMP and other applicable regulatory requirements.</p> <p>G. Transfer of Properties Subject to Requirement for Maintenance of Structural and Treatment Control BMPs.</p> <ul style="list-style-type: none">1. The transfer or lease of a property subject to a requirement for maintenance of structural and treatment control BMPs shall include conditions requiring the transferee and its successors and assigns to either: (a) assume responsibility for maintenance of any existing structural or treatment control BMP; or (b) to replace an existing structural or treatment control BMP with new control measures or BMPs meeting the then current standards of the city and the SUSMP. Such requirement shall be included in any sale or lease agreement or deed for such property. The condition of transfer shall include a provision that the successor property owner or lessee conduct maintenance inspections of all structural or treatment control BMPs at least once a year and retain proof of inspection.2. For residential properties where the structural or treatment control BMPs are located within a common area which will be maintained by a homeowners	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>association, language regarding the responsibility for maintenance shall be included in the projects conditions, covenants and restrictions (CC&Rs). Printed educational materials will be required to accompany the first deed transfer to highlight the existence of the requirement and to provide information on what storm-water management facilities are present, signs that maintenance is needed, and how the necessary maintenance can be performed. The transfer of this information shall also be required with any subsequent sale of the property.</p> <p>3. If structural or treatment control BMPs are located within an area proposed for dedication to a public agency, said BMPs shall be the responsibility of the developer until the dedication is accepted by the public agency.</p> <p>H. CEQA. Provisions of this section shall be complementary to, and shall not replace, any applicable requirements for stormwater mitigation required under the California Environmental Quality Act. (Ord. 1182 §1, 2014)</p> <p>Under Chapter 15.12 Green Building Standards Code) Section 15.12.010 (Los Angeles County Code, Title 31, Green Building Standards Code adopted) the following apply:</p> <p>Los Angeles County Green Building Standards Code, Chapters 2 through 8, Title 31, the Los Angeles County Green Building Code, as amended and in effect on or before January 1, 2023, adopting the 2022 California Green Building Standards Code, except as otherwise provided in said Title 31, is hereby adopted by reference pursuant to the provisions of Sections 50022.1 through 50022.10 of the Government Code of the State of California as though fully set forth herein and made a part of the South El Monte Municipal Code with the same force and effect as though set out herein in full, including all of the regulations, revisions, conditions and terms contained therein except as revised in this chapter by Section 15.12.020 below.</p> <p>Not less than one copy of said Title 31 of the Los Angeles County Green Building Standards Code together with any and all amendments thereto proposed by the city of South El Monte, has been and is now filed in the office of the community development department and shall be remain on file with building official, and shall collectively be known as the “City of South El Monte Green Building Standards Code” and may be cited as Chapter 15.12 of the South El Monte Municipal Code. (Ord. 1261 §2, 2022)</p>	
Temple City	<p>Land Use Element:</p> <p>Goal LU 7: Sustainable Built Environment. A built environment that contributes to a sustainable environment, minimizes consumption of scarce environmental resources, and reduces greenhouse gas emissions.</p> <p>LU 7.1 Sustainable Land Development. Promote land use and urban design development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and waste and noise generation. These should include practices described in the United States Green Building Council’s LEED-ND rating program such as concentrating development to promote walking in lieu of the automobile, capturing and re-using stormwater onsite, managing and reusing wastewater, orienting buildings to maximize opportunities for solar energy use, use of drought tolerant and native landscapes, shading of exterior public spaces, and recycling and salvage for reuse of construction and demolition debris.</p> <p>LU 7.2 Sustainable Design and Construction. Require new development and substantial renovations to comply with the Cal Green Code’s sustainable building practices incorporating a “whole system” approach to designing and constructing buildings that</p>	<p>Municipal codes related to hydrology and water quality relevant to the Plan Area can be found in Title 8 (Stormwater Pollution Elimination) Chapter 3 (Pollutant Source Reduction) Section 8-3-2 (Construction Activities), Article N (Site Planning and General Development Standards) Section 9-1N-10 (Low Impact Development (LID) Standards and Green Streets), Article O (Water Efficient Landscape) Section 9-1O-1 (Applicability), and Section 9-1O-2 (Landscape Water Use Standards).</p> <p>Under Title 8 (Stormwater Pollution Elimination) Chapter 3 (Pollutant Source Reduction) Section 8-3-2 (Construction Activities) the following standards apply:</p> <p>E. Standard Best Management Practices: Stormwater runoff containing sediment, construction waste or other pollutants from the construction site and parking areas shall be reduced to the maximum extent practicable. All construction sites shall implement an effective combination of the erosion and sediment control best management practices (BMPs) listed in Table 7 and/or Table 8 of the Municipal NPDES Permit (where applicable). The following best management practices shall also apply to all construction projects within the city, and shall be required from the time of</p>	<p>City of Temple City Sewer System Management Plan (SSMP) 2014 Update was established to comply with State Water Resources Control Board adopted Statewide general Waste Discharge Requirements (WDRs) under Order No. 2006-0003. This occurred in response to growing public concern about the water quality impacts of sanitary sewer overflows (SSOs), particularly those that cause beach closures, adverse effects to other bodies of water, or pose serious health and safety or nuisance problems.</p> <p>The goals of the SSMP are as follows:</p> <ol style="list-style-type: none">1. The City's sanitary sewer collection system is properly operated, maintained, and managed to reduce the frequency and severity of SSOs and their potential impacts on public health, safety, and the environment.2. When an SSO occurs, prompt action is taken to identify, contain, and remove the cause; report the event to the appropriate regulatory authorities; and notify the public in a timely manner.3. All SSOs, system deficiencies, and remedial actions taken are well documented.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>consume comparatively less energy, water, and other natural resources, reduce wastes, facilitate natural ventilation, use daylight effectively, and are healthy, safe, comfortable, and durable.</p> <p>Natural Resources Element:</p> <p>Goal NR 3: Infrastructure. Reduced pollution and emissions from utility infrastructure.</p> <p>NR 3.2 Private Development Infrastructure. Facilitate the use of renewable energy and water-efficient systems in residential, commercial, industrial, and other private development projects, provided that they are designed consistent with the quality and character of Temple City.</p> <p>Goal NR 6: Conservation and Protection. Conservation and protection of Temple City’s groundwater resources.</p> <p>NR 6.1 Protection of Water Resources. Work with Los Angeles County Department of Public Works (LADPW), private property owners, and neighboring jurisdictions to conserve areas for the purpose of groundwater recharge and stormwater management.</p> <p>NR 6.2 Flood Control Channels. Work with Los Angeles Department of Public works, to explore the removal of the concrete-lining along the Eaton Wash and Arcadia Wash where flood protection is not compromised allowing for greater groundwater recharge and wildlife habitat.</p> <p>NR 6.3 Groundwater Management Plan. Support the monitoring of groundwater quality and ensure compliance of groundwater management plans with the California Water Code.</p> <p>NR 6.4 New Development and Post-Development Stormwater Runoff. Require new development and post-development stormwater runoff to control sources of pollutants and improve and maintain urban runoff water quality through site design, stormwater treatment and protection measures, and best management practices (BMPs) consistent with the City’s National Pollutant Discharge Elimination System (NPDES) Permit.</p> <p>NR 6.5 Low Impact Development Standards. Incorporate Low Impact Development (LID) strategies and BMPs into new development or substantial renovation projects in an effort to restore the pre-development hydrograph.</p> <p>NR 6.6 Development in Adjoining Communities. Participate in the review of proposed development projects located within the Main San Gabriel Basin to assure that there are no adverse impacts on local surface or groundwater quality.</p> <p>NR 6.7 Landscaping. Require public and private landscaping in new development and renovation projects to be designed to reduce water demand, detain runoff, decrease flooding, and recharge groundwater through activities such as the selection of plant material, soil preparation, and the installation of irrigation systems.</p> <p>NR 6.8 Pervious Surfaces. Maximize pervious surfaces within new or substantially renovated development projects, to capture stormwater runoff and percolate into the groundwater basin, to the extent feasible.</p> <p>NR 6.9 Efficient Use. Explore the development of public and private programs to reduce water use and water waste associated with landscape irrigation, including the planting of native and drought-tolerant plans, use of efficient irrigation systems, and collection and recycling of runoff.</p>	<p>demolition of existing structure or commencement of construction until receipt of a certificate of occupancy.</p> <p>1. Sediment, construction waste, and other pollutants from construction activities shall be retained on the construction site to the maximum extent practicable.</p> <p>2. Structural controls such as sediment barriers, plastic sheeting, detention ponds, dikes, filter berms, etc., shall be utilized to the maximum extent practicable in order to minimize the escape of sediment and other pollutants from the site.</p> <p>3. All excavated soil shall be located on the site in a manner that minimizes the amount of sediments running onto the street, drainage facilities or adjacent properties and covered with appropriate materials until the soil is either used or removed from the site.</p> <p>4. No washing of construction or other vehicles is permitted adjacent to a construction site. No water from the washing of construction or other vehicles is permitted to run off the construction site, or to otherwise enter the municipal storm sewer system.</p> <p>H. Construction Activities Requiring Construction General Permit Coverage: No person shall commence or continue any construction activity in the city that causes the disturbance of one (1) acre or more of soil by clearing, grading, excavation or demolition without first demonstrating to the satisfaction of the city manager that such person has filed a "notice of intent" to comply with the Construction General Permit for stormwater discharges associated with construction activity, or has obtained a waste discharge identification number from the State Water Resources Control Board and has prepared a state Stormwater Pollution Prevention Plan (SWPPP).</p> <p>(Ord. 96-799; amd. Ord. 23-1072)</p> <p>Under Article N (Site Planning and General Development Standards) Section 9-1N-10 (Low Impact Development (LID) Standards and Green Streets) the following projects must comply with this section:</p> <p>B. Low Impact Development (LID) and Green Streets Policy:</p> <p>1. Applicability: The priority new development and redevelopment projects listed in Part VIII.F.1.a-b of the Municipal NPDES Permit shall comply with the provisions of subsection B1a of this section.</p> <p>a. Redevelopment Projects:</p> <p>(1) Where redevelopment results in an alteration to more than fifty percent (50percent) 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 must be mitigated.</p> <p>(2) Where redevelopment results in an alteration of less than fifty percent (50percent) of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction stormwater quality control requirements, only the alteration must be mitigated, and not the entire development.</p> <p>(3) Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of facility or emergency redevelopment activity required to protect public health and safety. Impervious surface replacement, such as the reconstruction of parking lots and roadways which does not disturb additional area and maintains the original grade and</p>	<p>4. The City's sewer system operators, employees, contractors, responders, and other agents are adequately trained and equipped to address an SSO event.</p> <p>5. The City's sewer system is designed, constructed, and funded to provide adequate capacity to convey base and peak flows while meeting or exceeding applicable regulations, laws, and the generally accepted practices relative to sanitary sewer system operation and maintenance.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>NR 6.10 Regional Coordination. Coordinate with local and regional jurisdictions on groundwater use to minimize overdraft conditions of aquifers and to address water quality issues in the Main San Gabriel Valley Basin.</p> <p>NR 6.11 Water Resilience. Maintain contingency plans for continuing water service in the event of large-scale emergencies.</p>	<p>alignment, is considered a routine maintenance activity. Redevelopment does not include the repaving of existing roads to maintain original line and grade.</p> <p>2. Specific Requirements: The site for every priority development project shall be designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest and use.</p> <p>a. Street and road construction of 10 thousand (10,000) square feet or more of impervious surface shall follow USEPA guidance regarding managing wet weather with green infrastructure: green streets (December 2008 EPA-833-F-08-009) to the maximum extent practicable.</p> <p>b. The remainder of priority development projects shall prepare a LID plan to comply with the following:</p> <p>(1) Retain stormwater runoff on site for the stormwater quality design volume (SWQDv) defined as the runoff from: the eighty fifth percentile twenty-four (24)-hour runoff event as determined from the Los Angeles County eighty fifth percentile precipitation isohyetal map; or the volume of runoff produced from a 0.75 inch, twenty four (24)-hour rain event, whichever is greater.</p> <p>(2) Minimize hydromodification impacts to natural drainage systems as defined in the Municipal NPDES Permit.</p> <p>(3) To demonstrate technical infeasibility, the project applicant must demonstrate that the project cannot reliably retain one hundred percent (100 percent) of the SWQDv on site, even with the maximum application of green roofs and rainwater harvest and use, and that compliance with the applicable post-construction requirements would be technically infeasible by submitting a site specific hydrologic and/or design analysis conducted and endorsed by a registered professional engineer, geologist, architect, and/or landscape architect.</p> <p>D. Installation And Maintenance:</p> <p>1. The development project's LID and hydromodification control features shall be maintained and shall remain operable at all times and shall not be removed from the project site unless and until such features have been replaced with approval from the Community Development Director.</p> <p>2. The owner of the subject development project site shall record a covenant and agreement. approved as to form and content by the Director, in the office of the Los Angeles County Registrar-Recorder /County Clerk indicating that the owner of the subject development project site is aware of and agrees to the requirements in this chapter.</p> <p>(Ord. 13-979; amd. Ord. 19-1036; Ord. 23-1072)</p> <p>Under Article O (Water Efficient Landscape) Section 9-10-1 (Applicability) the following projects must comply with water efficient landscape ordiances:</p> <p>A. New landscape projects with an aggregate landscape area equal to or greater than five hundred (500) square feet, requiring a building or landscape permit, plan check or design review;</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>B. Rehabilitated landscape projects with an aggregate landscaped area equal to or greater than two thousand five hundred (2,500) square feet, requiring a building or landscape permit, plan check or design review;</p> <p>C. New or rehabilitated landscape projects with an aggregate landscape area of two thousand five hundred (2,500) square feet or less may comply with the performance requirements of this article or conform to the prescriptive measures contained in appendix A of the guidelines on file in the city;</p> <p>D. New or rehabilitated projects using treated or untreated graywater or rainwater capture on site, any lot or parcels within the project that has less than two thousand five hundred (2,500) square feet of landscape area and meets the lot or parcel's landscape water requirement (estimated total water use) entirely with the treated or untreated graywater or through stored rainwater capture on site is subject only to appendix A of the guidelines on file in the city.</p> <p>(Ord. 19-1036)</p> <p>Under Section 9-10-2 (Landscape Water Use Standards) the projects mentioned above must adhere to the following standards:</p> <p>A. For applicable landscape installation or rehabilitation projects subject to section 9-10-1, the estimated total water use allowed for the landscaped area must not exceed the maximum allotment MAWA calculated using an evapotranspiration (ET) adjustment factor of 0.55 for residential areas and 0.45 for nonresidential areas, except for special landscaped areas where the maximum applied water allowance (MAWA) is calculated using an ET adjustment factor of 1.0; or the design of the landscaped area must otherwise be shown to be equivalently water efficient in a manner acceptable to the city; as provided in the guidelines.</p> <p>B. Irrigation of all landscaped areas must be conducted in a manner conforming to the rules and requirements, and will be subject to penalties and incentives for water conservation and water waste prevention as determined and implemented by the local water purveyor or as mutually agreed by local water purveyor and the local agency.</p> <p>(Ord. 19-1036)</p>	
West Covina	<p>Our Natural Community Chapter:</p> <p>Policy P 1.4: Continue to protect areas of beneficial natural groundwater recharge by preventing uses that can contaminate soil or groundwater.</p> <p>Action A 1.4a: The City and the appropriate water providers shall protect groundwater recharge and groundwater quality when reviewing new development projects.</p> <p>Policy P 1.5: Where appropriate, new development shall minimize impervious area, minimize runoff and pollution, and incorporate best management practices.</p> <p>Action A 1.5: Develop standards to increase pervious surfaces to recharge groundwater basin, where appropriate.</p> <p>Our Well Planned Community Chapter:</p> <p>Policy P4.8: Implement “green” streetscape elements for purposes of beautification, carbon reduction and stormwater runoff management.</p> <p>Policy P 5.7: Manage & develop safe, reliable, economical water supply for existing & planned new customers.</p> <p>Action A 5.7a: Reduce demand through water conservation techniques.</p>	<p>Municipal codes related to hydrology and water quality relevant to the Plan Area can be found in Section 23-309 (Special Ground Water Protection), and Section 9-7 (Erosion Control), Section J110.3.</p> <p>Sec. 23-309. - Special ground water protection.</p> <p>The city engineer may designate areas where ground water quality problems are known to exist and where a well will penetrate more than one (1) aquifer. The city engineer may require in these designated areas special well seal(s) to prevent mixing of water from several aquifers. Where an applicant proposes well construction, reconstruction, or destruction work in such an area, the city engineer may require the applicant to provide a report prepared by a registered geologist or registered civil engineer (California Business and Professions Code Sections 7850 and 6762 respectively) that identifies all strata containing poor quality water and recommends the location and specifications of the seal or seals needed to prevent the entrance of poor-quality water or its migration into other aquifers.</p> <p>(Ord. No. 1836, § 1, 2-12-90)</p> <p>Sec. 9-7. - Erosion control.</p>	<p>Walnut Valley Water District Final 2020 Urban Water Management Plan (UWMP) provides the Walnut Valley which includes the cities of Diamond Bar, Industry, Pomona, Walnut, and West Covina with a reliable management action plan for long-term resource planning to ensure adequate water supplies are available to meet existing and future water supply needs. In addition, the 2020 UMWP incorporates water supply reliability determinations resulting from potential prolonged drought, regulatory revisions, and/or changing climatic conditions. Further, the UWMP provides information on groundwater, surface water, and stormwater characteristics, and management actions (Walnut Valley 2021).</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy P5.8: Ensure provision of adequate sewer system capacities to serve existing & planned development.</p> <p>A5.8a Preventing rainwater from getting into sewer system.</p>	<p>The following section is added to Section J110 (Erosion Control) to read as follows:</p> <p>Section J110.1.1. All construction sites are subject to the latest requirements of the City of West Covina enforced National Pollution Discharge Elimination System (NPDES), Best Management Practices (BMPs) and applicable pollution control and erosion protection measures pursuant to Chapter 9, Article II, Stormwater and Urban Run-off Pollutions Control, and Article III, Flood Drain Management, of the City of West Covina Municipal Code.</p> <p>Section J110.3 The following subsection have been added to read as follows:</p> <p>(a)Where slopes are planted for erosion control, the slope shall be watered by a designed automatic irrigation system approved by the City Engineer. The irrigation system and landscaping shall have their own plans and specifications. Landscaping shall have a minimum ninety-day plant establishment period prior to calling for final approval.(b)The manner(s) of erosion control shall be specifically addressed in the report required by section 3309.5 of the Title 26 Los Angeles County Building Code.(c) The owner of any property on which grading has been performed pursuant to a permit issued under the provisions of this Code, or any other person or agent in control of such property, shall maintain in good condition and repair all drainage structures and other protective devices including burrowing rodent control when shown on the grading plans filed with the application for grading permit and approved as a condition precedent to the issuance of such permit.</p> <p>(Ord. No. 2463, § 6, 1-7-20; Ord. No. 2466, § 7, 12-17-19)</p>	

3.10.3 Impact Assessment

3.10.3.1 Significance Criteria

Appendix G of the State CEQA guidelines was reviewed to determine if the Plan would result in significant impacts related to hydrology and water quality. These guidelines serve as the threshold of significance for determining impacts to hydrology and water quality and consider if the Plan would:

- 10(a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?*
- 10(b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*
- 10(c) *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 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?*
- 10(d) *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

3.10.3.2 Methods

This analysis evaluates the construction and operations impacts of the Plan on hydrology and water quality based on literature review of conditions within and adjacent to the Plan Area. Where feasible, maps have been prepared to visualize these conditions.

The analysis focuses on issues related to surface hydrology, groundwater supply, surface water and groundwater quality, and flood hazards. The key construction-related impacts were identified and evaluated based on the physical characteristics of the Plan Area and the magnitude, intensity, location, and duration of activities that could occur under the Plan.

- **Surface Water and Groundwater Quality:** Impacts to surface water and groundwater quality were analyzed using information on potential existing sources of pollution generated by construction activities required to build the greenways, amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities as well as the typical pollution that could be associated with operation of these components (e.g., public use of a greenway path, operation of a stormwater facility; irrigation of landscape features, etc.). These were then compared to the baseline conditions of the ROW and adjacent parcels in the Plan Area, either generally (e.g., typical pollution associated with heavily urbanized areas) or specifically (e.g., when waterbodies are 303(d) listed as impaired or fall within special flood hazard areas).

- **Flood Hazards:** The impact analysis for flood risk was conducted using FEMA mapping to determine the existing flood zones within the Plan Area as they relate to the potential project components that could be constructed under the Plan and how those components may affect or not affect flood risk.

3.10.3.3 Plan Impacts

The Plan is in part responding to the need to improve water quality and water supply. As such, a summary of the protective elements of the Plan is provided before considering individual resource issues. One of the Plan goals is the integration of stormwater management/capture, groundwater recharge, and water quality improvement into future greenways. The Plan would contribute to the County's overall water quality and supply goals by adding improvements to flood control ROW for stormwater management and treatment of runoff for cleaner surface water and groundwater. Stormwater reuse and groundwater recharge are effective in offsetting increased potable water demand and shrinking water supplies. Stormwater management supports healthy plants, trees, and soil which are key for climate resilience through urban cooling, carbon sequestration, improved air quality, and habitat.

Reducing impervious surface area is an overall beneficial change to the landscape and would allow more water to enter the soil as well as dedicated stormwater treatment facilities. Stormwater management options function primarily in three categories:

- Infiltration, where runoff is directed to percolate into the underlying soils. Infiltration generally reduces the volume of runoff and increases groundwater recharge.
- Treatment, where pollutants are removed through various unit processes, including filtration, settling, sedimentation, sorption, straining, and biological or chemical transformations.
- Storage, where runoff is captured, stored (detained), and slowly released into downstream waters. Storage can reduce the peak flow rate from a site but does not directly reduce runoff volume.

Combining a reduction of impervious surfaces with greenway paths and parks fulfills the Plan's goals of creating multi-benefit projects. Specific stormwater management options would vary by site based on the unique constraints and needs of the location. Stormwater BMP implementation will depend on available ROW and specific greenway project formulation which may limit the use of some types of BMPs. Under the Plan, BMP selection would generally be determined at the project-level considering project objectives and constraints, regulatory and/or permit requirements, and jurisdictional approvals. In cases where specific pollutants are of concern in a project area, the appropriate BMP and treatment will be determined on a case-by-case basis for that pollutant.

For example, many of the waterbodies in the Plan Area are 303(d) listed as impaired as discussed previously in Section 3.10.1.2, Water Quality. The water quality of both listed and unlisted waterbodies would benefit from the additional stormwater management infrastructure that would accompany a project implemented under the Plan, and for those specific pollutants that are 303(d) listed, Plan elements may offer specific additional improvements.

As another example, future projects implemented from the Plan would be required by County LID analysis (LA County Department of Public Works 2014) to include a stormwater management option to treat or infiltrate a site's SWQDv where new infrastructure (impervious surface) is proposed with a

preference for nature-based solutions, as is detailed in Section 11 of the *Design Guidelines and Standards*.

3.10.3.3.1 10(a). Would the proposed Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

3.10.3.3.1.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant. Construction of greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities would involve varying degrees of demolition/material removal, grading, stockpiling of spoil materials, and other construction-related earth-disturbing activities that could result in short-term water quality degradation from soil erosion and subsequent sediment transport to adjacent properties, roadways, or watercourses. Sediment transport to drainage inlets, culverts, and storm drains could result in reduced storm flow capacity, causing localized ponding or flooding during storm events. Construction activities could also generate dust, settlement, litter, oil, and other pollutants that could temporarily contaminate water runoff from a construction site.

Any project implemented under the Plan involving construction or demolition of an area that results in a land disturbance equal or greater than one acre would be required to obtain NPDES coverage under the NPDES Construction General Permit, Order No. 2022-0057-DWQ (SWRCB 2022). Construction activities covered under the Construction General Permit include demolition and pre-development site preparation, grading and land development, streets and utilities, vertical construction, and final landscaping and site stabilization. If applicable to a proposed project, the Construction General Permit requires the development and implementation of a SWPPP, which includes BMPs to regulate stormwater runoff, including measures to prevent soil erosion and loss of topsoil. The Construction General Permit requires that all SWPPPs be site-specific and are written, amended, and certified by a QSD and includes the information needed to demonstrate compliance with all requirements of the General Permit to ensure that water quality is being protected. Typical construction BMPs include silt fences, straw wattles, sediment traps, and gravel sandbag barriers.

Erosion management would be implemented during and after construction, as exposed slopes would be treated to avoid dust and sediment erosion. Erosion-control measures for disturbed surfaces would be required by the NPDES Construction General Permit during the rainy season, which generally occurs between October and April. In addition to complying with the Construction General Permit, construction activities would be required to comply with local stormwater quality and grading, erosion, and sediment control ordinances. These requirements involve development and implementation of erosion and sediment control plans (ESCPs) specific to the construction site to minimize water quality impacts.

Only if dewatering for an individual project site is required, the SWPPP would include a dewatering plan, which would establish measures to prevent and minimize sediment and contaminant releases into groundwater during excavation. Dewatering activities would be required to comply with the NPDES Construction General Permit, LARWQCB WDRs for discharges of groundwater (Order No. R4-2018-0125), and local dewatering requirements to prevent potential water quality impacts on surface waters or

ensure proper treatment measures are implemented prior to discharge. In the event of dewatering during construction activities or before dewatering to surface water via a storm drain, the contractor would obtain coverage under the NPDES Construction General Permit from the LARWQCB. Coverage under the NPDES Construction General Permit typically includes dewatering activities as authorized non-stormwater discharges, provided that dischargers prove the quality of water to be adequate and not likely to affect beneficial uses. All requirements of dewatering would be met to ensure water quality is not adversely affected.

Projects implemented under the Plan that would involve less than one acre of soil disturbance would be consistent with the applicable LID standards (either LA County or local jurisdiction) depending on project location (summarized above in Section 3.7.2.3.2, Geology and Soils) and stormwater pollution control activities for construction projects. Additionally, the *Design Guidelines and Standards* include design considerations for various BMPs that address sediment capture and soil stability. Per the *Design Guidelines and Standards*, implementation of any infiltration-reliant stormwater BMPs require subsurface geologic characterizations that must be conducted before construction to ensure geologic conditions are considered. Site investigation, infiltration testing, and geotechnical reports are required components of infiltration stormwater design. Geologic considerations are meant to ensure infiltration BMP implementation is both feasible and does not pose undue adverse impacts to the built and natural environment. Per the *Design Guidelines and Standards*, a stormwater infiltration project shall not put existing soils, existing structures, and sub-surface utilities at risk of failure. Further, site filtration rate must be sufficient to infiltrate water onsite and pollutants shall not be mobilized. Therefore, adherence to the *Design Guidelines and Standards* as well as regulatory compliance would ensure that construction impacts are less than significant.

Compliance with these regulatory requirements and adherence to the *Design Guidelines and Standards* would ensure that construction activities for greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities do not result in a violation of water quality standards or WDRs or otherwise result in water quality degradation to surface water or groundwater. Therefore, the impacts would be less than significant.

Operations

Less than Significant. Water quality in urban areas, such as the Plan Area, is influenced by many processes and activities in the watershed. Stormwater runoff in the Plan Area is affected by point and nonpoint sources including outfalls, overland flow, storms, parking lots, streets, exposed soil, building roofs, and more. Runoff may be contaminated with automobile oils, fuels, lubricants; pesticides; fertilizers; sediments and soil erosion; trash; and other pollutants. Pollutants accumulate on impervious areas and are mobilized during precipitation events.

Although the construction of Plan components could increase impervious surfaces, the *Design Guidelines and Standards* require a stormwater BMP to infiltrate and/or treat a site's SWQDv where new infrastructure (greenway and other impervious surface) is proposed as described above. with a preference for nature-based solutions. With any new construction (e.g., greenway path), a stormwater BMP must be selected to manage the calculated SWQDv through on-site infiltration or an alternative action. The most common practices include bioretention, subsurface infiltration, and permeable pavement. Permeable pavement can be used for the greenway surface and narrow bioretention strips

(bioswales) can be used along the greenway to capture runoff from asphalt and concrete surfaces. BMPs are described in detail in the *Design Guidelines and Standards*.

BMPs would be designed to work with the overall stormwater approach for the project site and would be properly sized with respect to drainage areas they are treating. Recommended best practices, including pre-treatment BMPs to remove solids, sediments, trash, and debris, may be added or required. BMP design would comply with the Public Works LID Standards Manual.

Implementation of stormwater treatment and landscape features would allow water to percolate into the ground, thereby treating stormwater runoff through biological uptake, and/or reducing the discharge of pollution to the storm drain system. Any potential contaminants would be filtered, minimizing adverse effects on groundwater quality. The use of permeable paving, filtration and percolation of stormwater, and on-site water retention or detention would reduce or eliminate stormwater pollution and reduce runoff.

With implementation of stormwater BMPs and compliance with NPDES Construction General Permit post-construction stormwater standards, County or other local water quality requirements, as applicable, degradation of surface water and groundwater quality from operations of greenway paths and greenway amenities would be minimized. The *Design Guidelines and Standards* provide guidance for the implementation of stormwater quality control measures and the recommended design methodology to manage stormwater. Additionally, municipalities in the Plan Area, as MS4 permittees, have similar LID standards (see Section 3.10.2.4 for a summary of local policies). Implementation of stormwater BMPs would reduce stormwater runoff flows and associated pollutants and treat stormwater runoff. Operation of the greenway paths and greenway amenities would not violate any water quality standards or degrade water quality. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

3.10.3.3.2 10(b). Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

3.10.3.3.2.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant. Construction of greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities would involve excavations of varying depths and groundwater levels would also vary at each location. In the event groundwater is encountered during construction, dewatering would be conducted on a temporary basis during the construction phase and would not result in a loss of water that would substantially deplete groundwater supplies. After dewatering activities are completed, groundwater levels would return to pre-

construction conditions. The water supply for construction activities (e.g., dust control, concrete mixing, material washing) would most likely come from nearby hydrants and existing surface supplies and/or would be trucked to the proposed site. Impacts would be less than significant.

Operations

Less than Significant. Natural groundwater recharge throughout the Plan Area occurs primarily from infiltration of rainfall and applied water recharge. New impervious areas can reduce infiltration capacities resulting in runoff into storm drains or nearby surface waters instead of infiltrating and recharging the underlying aquifer. Greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities could create new impervious surfaces, depending on the material used for construction; however, the operation of greenway paths and other Plan components would not substantially interfere with groundwater recharge because it would not increase groundwater demand or decrease the size of groundwater recharge areas.

The Los Angeles County General Plan as well as the individual city general plans within the Plan Area include policies to protect natural groundwater recharge areas, promote groundwater recharge, and manage drainage and stormwater. Implementation of required stormwater BMPs and landscaping to promote infiltration are incorporated into the *Design Guidelines and Standards* would allow for infiltration and promote groundwater recharge. Recharge in the area would continue to occur through infiltration of precipitation and applied water recharge.

Landscaping associated with greenway paths and greenway amenities would include planted buffers. Planted buffers along the Plan Area would provide an opportunity for the treatment of stormwater before it infiltrates or flows into a receiving waterbody. The *Design Guidelines and Standards* stipulate that new projects should aim to create bioswales or treatment basins to collect stormwater runoff. Furthermore, new greenways, especially those that are paved with impervious materials, should slope to drain away from the channel towards a bioswale or other BMP area.

Plantings would require irrigation. The following guidelines may be implemented in accordance with latest water use and code compliance, such as the LA County LID Manual, LA County water sources, conservation standards, and the current California Green Building Standards Code to establish native plant materials using drip irrigation:

- Provide separate drip zones to plant materials with differing watering requirements, target root zone depths, and application.
- Irrigation to be applied to the entire dripline of mature trees and shrubs.
- Where possible, utilize irrigation approaches that allow for the phased expansion of the drip irrigation area as trees and shrubs mature.

The most common and broadly applicable strategy to ensure success of planting is the type and timing of supplemental irrigation during the three-year course of the establishment period. Therefore, the operation of greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities would not substantially decrease groundwater supplies, interfere with groundwater recharge, or impede sustainable groundwater management of the basin and impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

3.10.3.3.3 10(c). 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 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?

3.10.3.3.3.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant. During construction of greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities, existing drainage patterns could be altered through the addition of impervious surfaces. However, these alterations would not 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 to 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.

These impacts would not occur because all future projects constructed under the Plan would implement construction BMPs, when/if required in the SWPPP, and an ESCP to minimize the potential for erosion or siltation. When required, projects would also comply with the NPDES Construction General Permit, which requires implementation of BMPs to control construction site runoff, ensure proper stormwater control and treatment, and reduce the discharge of pollution to the storm drain system. No flood capacity deficiencies have been identified that would be exacerbated by the minor alterations to drainage at project sites and these minor alterations would be subject to regulatory compliance as stated above. The course of a stream or river would not be altered by any future projects as no in-water work is proposed as part of the Plan. Therefore, the impacts would be less than significant.

Operation

Less than Significant. Existing surface conditions on parcels adjacent to the District ROW vary from bare ground to vegetated to concrete/impervious. Final impervious surface areas are unknown under future project conditions. Projects implemented under the Plan may result in a decrease in impervious surfaces

where new greenspaces are added to otherwise compacted or impervious ground. However, in many cases impervious surfaces are likely to increase compared to baseline conditions at some locations where bare ground is present on parcels adjacent to the District ROW. Increases in impervious surface can result in larger volumes and flows of stormwater runoff.

All projects implemented under the Plan would be required to comply with *Design Guidelines and Standards* measures related to stormwater BMPs. County-led, -funded, or -permitted projects would also comply with the Public Works LID Standards Manual (see Section 0 regarding Water Quality Control Planning for the Region).

In addition to state, County, and local regulations related to managing the flow of water, the *Design Guidelines and Standards* have incorporated these County-wide requirements to also apply, which would therefore be implemented to Plan elements that extend to adjacent cities wherever located. The protocol for quantifying a site's SWQDV is detailed in Section 11 of the *Design Guidelines and Standards*. With any new project implemented under the Plan, a stormwater BMP must be selected to manage the calculated SWQDV. This standard applies to all project components when impervious surface is created or expanded. Therefore, the following general discussion applies to all projects that could be implemented under the Plan, including greenway paths, amenities, greenspaces, safe crossings, and stormwater management facilities.

Stormwater management is a priority across the LA Basin to capture and reuse stormwater, recharge groundwater, reduce flooding, and improve water quality. One of the Plan goals is the integration of stormwater management/capture, groundwater recharge, and water quality improvement into future greenways. The Plan would contribute positively to the County's overall flood reduction goals by improving flood control ROWs for stormwater management and treatment of runoff.

Numerous storm drains convey stormwater runoff from adjacent watershed areas through pipes and discharge directly to the tributaries throughout the SGV. On planned greenway projects with wide available ROWs and adjacent project elements (gateway, park, etc.) larger stormwater BMPs can be planned and constructed to capture adjacent watershed areas and further control flooding, recharge groundwater, and improve water quality.

Reducing impervious surface area is an overall beneficial change to the landscape and would allow more water to enter the soil as well as dedicated stormwater treatment facilities. Stormwater management options function primarily in three categories:

- Infiltration, where runoff is directed to percolate into the underlying soils. Infiltration generally reduces the volume of runoff and increases groundwater recharge.
- Treatment, where pollutants are removed through various unit processes, including filtration, settling, sedimentation, sorption, straining, and biological or chemical transformations.
- Storage, where runoff is captured, stored (detained), and slowly released into downstream waters. Storage can reduce the peak flow rate from a site but does not directly reduce runoff volume.

Combining a reduction of impervious surfaces with greenway paths and parks fulfills the Plan's goals of creating multi-benefit projects. Stormwater treatment options would vary by site based on the unique constraints and needs of the location. Stormwater BMP implementation would depend on available ROW and specific greenway project formulation which may limit the use of some types of BMPs. BMP

selection would therefore be at the designer's discretion considering project objectives and constraints but is subject to District approval.

All greenway paths, amenities, pocket parks and greenspaces, safe crossings, and stormwater management projects proposed for implementation under the Plan would occur within the constraints of managing flood risk. This includes maintaining existing flood conveyance capacity and not deteriorating the capacity of any of the Plan Area washes. Impervious surface areas would be increased by operation of greenway paths; however, these would be addressed by the operation of suitable stormwater BMPs to capture, treat, or infiltrate all stormwater originating on these surfaces required by County guidelines, and incorporated into the *Design Guidelines and Standards* as described above. Sustainable site design features such as stormwater treatment areas, surface landscaping design, and permeable materials would increase permeability and reduce stormwater runoff flows and associated pollutants.

The *Design Guidelines and Standards* and other policies, regulations, and guidelines described above would ensure that operation of subsequent actions resulting from Plan implementation does not result in increased surface runoff 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 to 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. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

3.10.3.3.4 10(d). In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

3.10.3.3.4.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant. The Plan Area is not at risk of flooding from tsunamis. Some portions of the Plan Area are within the one percent storm event (100-year) flood hazard area and areas around Walnut Creek are within the moderate flood risk area (Figure 3.10-3). As a result, in a flood hazard, the construction of greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management could risk release of pollutants due to site inundation.

During construction of greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities, stormwater BMPs would be implemented as required by federal, county, and local policies (see discussions previously under 10(a), 10(b), and 10(c)). These policies and regulations are designed specifically to minimize degradation of water quality from a variety of sources associated with stormwater runoff or construction-related pollutants. Other measures in the

SWPPP, if required, would include a range of stormwater control BMPs described previously to prevent silt runoff to storm drains or waterways. Therefore, impacts related to risk of release of pollutants due to project inundation in a flood hazard, tsunami, or seiche zone would be less than significant.

Operations

Less than Significant. Operations of greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities would be subject to stormwater requirements established by regional WDRs, and local jurisdictions' water quality and stormwater ordinances. Furthermore, the greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities would be designed in accordance with the federal and local requirements and general plan policies to reduce impacts associated with flood risks.

Stormwater management facilities are specifically included as a category of Plan component as well as a required element for the other components when impervious surfaces are created. These could include a variety of configurations and types, described in Table 2.3-5 of Section 2.3.1.5, Stormwater Management. Options range from small (e.g., bioswales, permeable pavement, rainfall harvest) to large facilities (e.g., above or belowground detention basins, cisterns, treatment facilities). No in-water work would be included under the Plan, therefore projects under the Plan would not alter the washes or streams beyond changing the pathway by which rainfall enters those washes and streams (e.g., by capturing stormwater). The stormwater management strategies that are fundamental to the goals of the Plan would provide substantial water quality improvements through contaminant filtration and biological uptake or through storage of water for later treatment and use. Therefore, impacts related to risk of release of pollutants due to project inundation in a flood hazard, tsunami, or seiche zone are not expected to occur. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

3.10.3.4 Impacts of Conceptual Design Projects

This section discusses potential impacts from the 10 conceptual designs discussed above. Each table below addresses the CEQA framework question for each conceptual design.

3.10.3.4.1 10(a). Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Construction

Less than Significant. The components proposed for all 10 conceptual design projects are within the maximum extent limits described for the Plan components in Section 2.3.1, Components of the Plan and CEQA Organization. Since the 10 conceptual design projects are anticipated to result in greater than one acre of ground disturbance, they would require NPDES coverage under the NPDES Construction General

Permit as well as development and implementation of a SWPPP. There would be no additional impacts or impacts of greater severity than those already addressed in Section 3.10.3.3.1 (Plan Impacts: 10(a)).

Operations

Less than Significant. The components proposed for all 10 conceptual design projects are within the maximum extent limits described for the Plan components in Section 2.3.1, Components of the Plan and CEQA Organization. All greenways constructed as part of a conceptual design would include stormwater BMPs as part of the *Design Guidelines and Standards*. Regulatory compliance ensures that impacts would be less than significant during operation. Some conceptual design projects are located along 303(d) listed waterbodies. The stormwater management facilities associated with projects implemented under the Plan would be beneficial to both 303(d)-listed and non-listed waterbodies. The listing status of the washes associated with the conceptual design projects is shown below in Table 3.10-6. There would be no additional impacts or impacts of greater severity than those already addressed in Section 3.10.3.3.1 (Plan Impacts: 10(a)).

Table 3.10-6. Analysis of Conceptual Design Examples for Operations Impacts from Risks of Flood Hazard, Tsunami, Seiche Zones, or Release of Pollutants Due to Inundation.

Conceptual Design Project	10(a). Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?
Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i>	Less than Significant. Alhambra Wash is a 303(d) listed waterbody (ammonia) (Figure 3.10-1). Water quality of Alhambra Wash would not be further degraded by construction or operation of the conceptual design project due to compliance with permitting requirements and operation of required stormwater BMPs. Therefore, impacts would be less than significant.
Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i>	Less than Significant. Big Dalton Wash is not a 303(d) listed waterbody. Water quality of Big Dalton Wash would not be degraded by construction or operation of the conceptual design project due to compliance with permitting requirements and operation of required stormwater BMPs. Therefore, impacts would be less than significant.
Eaton Wash Greenway at Spreading Ground Site <i>City of Pasadena</i>	Less than Significant. Eaton Wash is not a 303(d) listed waterbody. This conceptual design project would be located in the immediate vicinity of the Eaton Wash debris basin (Figure 3.10-2). Water quality of Eaton Wash would not be degraded by construction or operation of the conceptual design project due to compliance with permitting requirements and operation of required stormwater BMPs. Therefore, impacts would be less than significant.
Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i>	Less than Significant. Eaton Wash is not a 303(d) listed waterbody. Water quality of Eaton Wash would not be degraded by construction or operation of the conceptual design project due to compliance with permitting requirements and operation of required stormwater BMPs. Therefore, impacts would be less than significant.
San Dimas Wash at Arrow High School <i>City of Glendora</i>	Less than Significant. San Dimas Wash is not a 303(d) listed waterbody. This conceptual design project would be located approximately 1 mile downstream of an existing stormwater spreading ground (Figure 3.10-2). Water quality of San Dimas Wash would not be degraded by construction or

Conceptual Design Project	10(a). Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?
	operation of the conceptual design project due to compliance with permitting requirements and operation of required stormwater BMPs. Therefore, impacts would be less than significant.
San Dimas Wash at Hollenbeck Park <i>City of Covina</i>	Less than Significant. San Dimas Wash is not a 303(d) listed waterbody. This conceptual design project would be located approximately 0.75 miles downstream of an existing stormwater spreading ground (Figure 3.10-2). Water quality of San Dimas Wash would not be degraded by construction or operation of the conceptual design project due to compliance with permitting requirements and operation of required stormwater BMPs. Therefore, impacts would be less than significant.
San Jose Creek at Pocket Park <i>City of Industry and the unincorporated LA County community of Avocado Heights</i>	Less than Significant. San Jose Creek at this conceptual design location (Reach 1) is a 303(d) listed waterbody (ammonia, pH, total dissolved solids, indicator bacteria, and toxicity) (Figure 3.10-1). Water quality of San Jose Creek would not be further degraded by construction or operation of the conceptual design project due to compliance with permitting requirements and operation of required stormwater BMPs. Therefore, impacts would be less than significant.
Thompson Creek at the Fairplex <i>Cities of Pomona, La Verne, and Claremont</i>	Less than Significant. Thompson Creek at the Fairplex (San Jose Creek Reach 2) is a 303(d) listed waterbody (indicator bacteria) (Figure 3.10-1). Water quality of Thompson Creek would not be further degraded by construction or operation of the conceptual design project due to compliance with permitting requirements and operation of required stormwater BMPs. Therefore, impacts would be less than significant.
Walnut Creek at Syhre Park <i>Cities of Baldwin Park West Covina</i>	Less than Significant. Walnut Creek is a 303(d) listed waterbody (pH, indicator bacteria, benthic community effects) (Figure 3.10-1). Water quality of Walnut Creek would not be further degraded by construction or operation of the conceptual design project due to compliance with permitting requirements and operation of required stormwater BMPs. Therefore, impacts would be less than significant.
Walnut Creek at Pocket Park <i>City of West Covina</i>	Less than Significant. Walnut Creek is a 303(d) listed waterbody (pH, indicator bacteria, benthic community effects) (Figure 3.10-1). Water quality of Walnut Creek would not be further degraded by construction or operation of the conceptual design project due to compliance with permitting requirements and operation of required stormwater BMPs. Therefore, impacts would be less than significant.

3.10.3.4.2 10(b). Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Construction

Less than Significant. The components proposed for all 10 conceptual design projects are within the maximum extent limits described for the Plan components in Section 2.3.1, Components of the Plan and CEQA Organization. All 10 conceptual design projects would involve excavations of varying depths. In the event groundwater is encountered during construction, dewatering would be conducted on a

temporary basis during the construction phase and would not result in a loss of water that would substantially deplete groundwater supplies. The water supply for construction activities (e.g., dust control, concrete mixing, material washing) would most likely come from nearby hydrants and existing surface supplies and/or would be trucked to the conceptual design project site. There would be no additional impacts or impacts of greater severity than those already addressed in Section 3.10.3.3.2, Plan Impacts: 10(b).

Operations

Less than Significant. The components proposed for all 10 conceptual design projects are within the maximum extent limits described for the Plan components in Section 2.3.1, Components of the Plan and CEQA Organization. All 10 conceptual design projects could create new impervious surfaces; however, the operation of these projects would not substantially interfere with groundwater recharge for the reasons described previously under Section 3.10.3.3.2, Plan Impacts: 10(b). There would be no additional impacts or impacts of greater severity than those already addressed above.

3.10.3.4.3 10(c). 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 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?

Construction

Less than Significant. The components proposed for all 10 conceptual design projects are within the maximum extent limits described for the Plan components in Section 2.3.1, Components of the Plan and CEQA Organization. All 10 conceptual design projects would involve ground disturbing activities that could temporarily alter stormwater drainage patterns and increase impervious surfaces. These conceptual design projects would require NPDES coverage under the NPDES Construction General Permit, as well as development and implementation of a SWPPP. If the final design of a conceptual design project includes ground disturbance less than one acre in size, a SWPPP would not be required, but construction BMPs would still be implemented. There would be no additional impacts or impacts of greater severity than those already addressed in Section 3.10.3.3.3, Plan Impacts: 10(c).

Operations

Less than Significant. The components proposed for all 10 conceptual design projects are within the maximum extent limits described for the Plan components in Section 2.3.1, Components of the Plan and CEQA Organization. The 10 conceptual design projects would be implemented within the constraints of managing flood risk. This includes maintaining existing flood conveyance capacity and not deteriorating the capacity of any of the Plan Area washes. Impervious surface areas would be increased by operation

of the 10 conceptual design projects; however, these would be required to be addressed by the operation of suitable stormwater BMPs to capture, treat, or infiltrate all stormwater originating on these surfaces. There would be no additional impacts or impacts of greater severity than those already addressed in Section 3.10.3.3.3, Plan Impacts: 10(c).

3.10.3.4.4 10(d). In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Construction

Less than Significant. The components proposed for all 10 conceptual design projects are within the maximum extent limits described for the Plan components in Section 2.3.1, Components of the Plan and CEQA Organization. These conceptual design projects would require NPDES coverage under the NPDES Construction General Permit as well as development and implementation of a SWPPP. There would be no additional impacts or impacts of greater severity than those already addressed in Section 3.10.3.3.4, Plan Impacts: 10(d).

Operations

Less than Significant. The components proposed for all 10 conceptual design projects are within the maximum extent limits described for the Plan components in Section 2.3.1, Components of the Plan and CEQA Organization. Some conceptual design projects are located along 303(d) listed waterbodies. The stormwater management facilities associated with projects implemented under the Plan would be beneficial to both 303(d)-listed and non-listed waterbodies. All conceptual design projects are located in areas of minimal flood hazard with the exception of Walnut Creek at Pocket Park, which is located in a moderate flood hazard area. The listing status and flood hazard category of the washes associated with the conceptual design projects is shown below in Table 3.10-7.

All greenways constructed as part of a conceptual design would include stormwater BMPs as part of their design and would comply with the County MS4 Permit and its associated provisions, applicable low-impact development requirements from local jurisdictions, and local stormwater management programs, as applicable. Regulatory compliance ensures that impacts would be less than significant during operation. There would be no additional impacts or impacts of greater severity than those already addressed in Section 3.10.3.3.4, Plan Impacts: 10(d).

Table 3.10-7. Analysis of Conceptual Design Examples for Operations Impacts from Risks of Flood Hazard, Tsunami, Seiche Zones, or Release of Pollutants Due to Inundation.

Conceptual Design Project	10(d). In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?
Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i>	Less than Significant. This conceptual design project is located in FEMA Zone X (unshaded), which is defined as an area of minimal flood hazard above the 500-year flood level (Figure 3.10-3). As the project would not be located in a flood hazard area, there would be no risk of pollutant release due to project inundation.

Conceptual Design Project	<i>10(d). In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?</i>
Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i>	Less than Significant. This conceptual design project is located in FEMA Zone X (unshaded), which is defined as an area of minimal flood hazard above the 500-year flood level. As the project would not be located in a flood hazard area, there would be no risk of pollutant release due to project inundation.
Eaton Wash Greenway at Spreading Ground Site <i>City of Pasadena</i>	Less than Significant. This conceptual design project is located in FEMA Zone X (unshaded), which is defined as an area of minimal flood hazard above the 500-year flood level (Figure 3.10-3). As the project would not be located in a flood hazard area, there would be no risk of pollutant release due to project inundation.
Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i>	Less than Significant. This conceptual design project is located in FEMA Zone X (unshaded), which is defined as an area of minimal flood hazard above the 500-year flood level (Figure 3.10-3). As the project would not be located in a flood hazard area, there would be no risk of pollutant release due to project inundation.
San Dimas Wash at Arrow High School <i>City of Glendora</i>	Less than Significant. This conceptual design project would be located downstream of an existing stormwater spreading ground (Figure 3.10-2). This conceptual design project is located in FEMA Zone X (unshaded), which is defined as an area of minimal flood hazard above the 500-year flood level (Figure 3.10-3). As the project would not be located in a flood hazard area, there would be no risk of pollutant release due to project inundation.
San Dimas Wash at Hollenbeck Park <i>City of Covina</i>	Less than Significant. This conceptual design project would be located downstream of an existing stormwater spreading ground (Figure 3.10-2). This conceptual design project is located in FEMA Zone X (unshaded), which is defined as an area of minimal flood hazard above the 500-year flood level (Figure 3.10-3). As the project would not be located in a flood hazard area, there would be no risk of pollutant release due to project inundation.
San Jose Creek at Pocket Park <i>City of Industry and the unincorporated LA County community of Avocado Heights</i>	Less than Significant. This conceptual design project is located in FEMA Zone X (unshaded), which is defined as an area of minimal flood hazard above the 500-year flood level (Figure 3.10-3). As the project would not be located in a flood hazard area, there would be no risk of pollutant release due to project inundation.
Thompson Creek at the Fairplex <i>Cities of Pomona, La Verne, and Claremont</i>	Less than Significant. This conceptual design project is located in FEMA Zone X (unshaded), which is defined as an area of minimal flood hazard above the 500-year flood level (Figure 3.10-3). As the project would not be located in a flood hazard area, there would be no risk of pollutant release due to project inundation.
Walnut Creek at Syhre Park <i>Cities of Baldwin Park West Covina</i>	Less than Significant. This conceptual design project is located in FEMA Zone X (unshaded), which is defined as an area of minimal flood hazard above the 500-year flood level (Figure 3.10-3). As the project would not be located in a flood hazard area, there would be no risk of pollutant release due to project inundation.
Walnut Creek at Pocket Park <i>City of West Covina</i>	Less than Significant. This conceptual design project is located in FEMA Zone X (shaded), which is defined as an area of moderate flood hazard between the limits of the FEMA 100- and 500-year floodplain (0.2 percent annual

Conceptual Design Project	<i>10(d). In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?</i>
	chance of flood) (Figure 3.10-3). With adherence to the <i>Design Guidelines and Standards</i> as well as compliance with permit requirements, there would be a less than significant risk of pollutant release due to project inundation.

3.11 Land Use and Planning

This section discusses the land use setting of the Plan Area; the applicable plans, laws and policies; and the potential impacts on land use and planning that would result from the project, as well as mitigation measures to reduce these impacts.

Table 3.11-1. Summary of Potential Impacts of the Plan on Land Use and Planning.

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
Would the Plan:			
11(a). Physically divide an established community?			
Greenway Paths + Greenway Amenities	Less Than Significant	Less Than Significant	Construction: No mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less Than Significant	Less Than Significant	Operations: No mitigation
Greenway Paths + Safe Crossings	Less Than Significant	Less Than Significant	
Greenway Paths + Stormwater Management	Less Than Significant	Less Than Significant	
11(b). Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			
Greenway Paths + Greenway Amenities	Significant and Unavoidable	Significant and Unavoidable	Construction: No mitigation
Greenway Paths + Pocket Parks and Greenspaces	Significant and Unavoidable	Significant and Unavoidable	Operations: No mitigation
Greenway Paths + Safe Crossings	Significant and Unavoidable	Significant and Unavoidable	
Greenway Paths + Stormwater Management	Significant and Unavoidable	Significant and Unavoidable	

3.11.1 Environmental Setting

There are multiple jurisdictions within the Plan Area, which include the District; the County of Los Angeles and 14 unincorporated county neighborhoods; and the following 33 cities: Alhambra, Arcadia, Azusa, Baldwin Park, Charter Oak, Citrus, Claremont, Covina, Diamond Bar, Duarte, El Monte, Glendora, Hacienda Heights, Industry, Irwindale, La Verne, La Puente, Monrovia, North El Monte, Pasadena, Pomona, Rosemead, San Dimas, San Gabriel, Sierra Madre, South El Monte, Temple City, Walnut, West Covina, Valinda, Vincent, and West Puente Valley. City of Pasadena is the largest city located in the SGV.

Each of these jurisdictions has independent planning documents (i.e., General Plans; Specific Plans) that guide development on lands within their jurisdictional boundaries. Land uses along and adjacent to the Plan Area are diverse, including open space, residential, commercial, mixed-use, public/institutional, transportation, agriculture, and industrial.

3.11.2 Regulatory Setting

3.11.2.1 Regional

3.11.2.1.1 Southern California Association of Governments Regional Comprehensive Plan

The SCAG is the federally mandated Metropolitan Planning Organization representing six counties: Los Angeles, Imperial, Orange, Riverside, San Bernadino, and Ventura. The SCAG Regional Comprehensive Plan addresses important regional issues such as housing, traffic/transportation, water, and air quality and serves as an advisory planning document to support and encourage local agencies in their planning efforts.

3.11.2.2 Los Angeles County

3.11.2.2.1 County of Los Angeles Low Impact Development Manual

The County of Los Angeles prepared the 2014 LID Standards (LA County Department of Public Works 2014) to comply with the requirements of the NPDES MS4 Permit for stormwater and non-stormwater discharges from the MS4 within the coastal watersheds of Los Angeles County (CAS004001, Order No. R4-2012-0175), referred to as the 2012 MS4 Permit (LA County Department of Public Works 2014). The LID Standards provide guidance for the implementation of stormwater quality control measures in new development and redevelopment projects in unincorporated areas of the County with the intention of improving water quality and mitigating potential water quality impacts from stormwater and non-stormwater discharges. The November 2013 LID Ordinance became effective December 5, 2013.

3.11.2.2.2 Los Angeles County General Plan

The Land Use Element of the General Plan (LA County Department of Regional Planning 2022) includes the following goals and policies that are applicable to the proposed Plan Area:

- Goal LU 3: A development pattern that discourages sprawl, and protects and conserves areas with natural resources and SEAs.
 - Policy LU 3.1: Encourage the protection and conservation of areas with natural resources, and SEAs.
- Goal LU 5: Vibrant, livable and healthy communities with a mix of land uses, services and amenities.
 - Policy LU 5.3: Support a mix of land uses that promote bicycling and walking, and reduce VMTs.
- Goal LU 9: Land use patterns and community infrastructure that promote health and wellness.
 - Policy LU 9.2: Encourage patterns of development that promote physical activity.

3.11.2.2.3 East San Gabriel Valley Area Plan

The Land Use Element of East San Gabriel Valley Area Plan (LA County Department of Regional Planning 2023b) includes the following goals and policies that are applicable to the proposed Plan Area:

- Goal LU-1: Growth is planned to facilitate sustainable patterns and is targeted to areas with existing and future transit opportunities and commercial services, to facilitate transit use and accessibility to everyday goods and services within walking distance.
 - Policy LU-1.2: Complete Communities. Foster a land use pattern that brings everyday needs and amenities within walking distance of residential neighborhoods, including public transit, parks, school, schools, commercial services, and other daily needs.
- Goal LU-3: Growth areas in ESGV that offer diversity and accessibility of land uses, preserving and providing a variety of housing options, jobs, services, and amenities within walking distance for residents and employees in ESGV.
 - Policy LU-3.1: Land Use Diversity. Enable more diverse land use pattern to meet the needs of residents and employees, including increased housing options, viable commercial uses, a variety of employment opportunities, ample parks and open space, and a range of superior community services and amenities to support the mental, physical, emotional, and social well-being of the community.
 - PolicyLU-3.29: Parks, Open Spaces, and Trails. Ensure that existing neighborhoods contain a diverse mix of parks and open spaces that are well maintained and connected by trails, pathways, transit, and bikeways and within walking distance of residents.
 - PolicyLU-3.30: Park Placement and Design Locate parks away from freeways and major sources of traffic, air pollution, and noise (e.g., major corridors). Design parks to be friendly for all ages, abilities, and cultures. Design parks with wide entrances and visibility from the street to promote safety.

3.11.2.2.4 West San Gabriel Valley Area Plan

The Land Use Element of West San Gabriel Valley Area Plan (LA County Department of Regional Planning 2023c) includes the following goals and policies that are applicable to the proposed Plan Area:

- Goal LU-1: Growth facilitates sustainable development patterns and is targeted to areas with existing and future transit access, proximity to commercial services and employment centers, and is aligned with supportive infrastructure and access to public facilities.
 - Policy LU-1.2: Increase land use diversity. Enable a diverse land use pattern to meet the needs of residents and employees, including increased proximity between housing and commercial uses, job centers, parks and open spaces, and community services and amenities to support the well-being of the community.
- Goal LU-5: A resilient and sustainable community that balances development with the conservation of natural resources.
 - Policy LU-5.7: Expand community recreation spaces. Prioritize the development of vacant land owned by Los Angeles County (County) for recreational uses and other facilities that enhance public well-being and community engagement.

- Policy LU-5.8: Expand parks, open spaces, and trails. Ensure that existing neighborhoods contain a diverse mix of parks and open spaces that are connected by trails, pathways, transit, and bikeways and within walking distance of residents.
 - Policy LU-5.9: Address park needs. Support additional resources to provide park space in areas identified as having high and very high park needs.
- Goal LU-7: An active transportation environment that enhances mobility and reduces reliance on personal vehicles.
- Policy LU-7.1: Enhance mobility in growth areas. Align investments in mobility with designated growth areas, prioritizing disadvantaged communities, to improve access to pedestrian pathways, public transit, and bicycle routes.



3.11.2.3 Incorporated Cities Within the Plan Area

The table below presents the policies related to land use and planning from each of the incorporated cities within the Plan Area that would be applicable to projects implemented under the Plan within the boundaries of any incorporated city.

Table 3.11-2. Applicable Local City Policies Related to Land Use and Planning

Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Alhambra	<p>Land Use & Community Design</p> <p>Policy LU-2A: Promote the use of high-quality design, materials, landscaping, and pedestrian connections.</p> <p>Policy LU-3A: Foster new development that is consistent with the established land use type, intensity, character, and scale of the area.</p> <p>Goal LU-4 Focal points throughout the City that encourage diverse public places and foster economic growth.</p> <p>Policy LU-4B Enhance public buildings and parks by enhancing spatial definition, creating focal points, and providing landscaping and trees.</p> <p>Goal LU-7 Maintenance and development of vital, attractive, and functional corridors and activity nodes.</p> <p>Policy LU-7A: Enhance commercial areas, including façade improvements, enriched streetscapes and landscaping, unified signage programs, and improved pedestrian access.</p> <p>Goal LU-8 Maintenance and development of quality public spaces.</p> <p>Policy LU-8A Continue to implement the parkway tree planting plan to promote pedestrian activity by establishing well-designed streetscapes, active ground floor uses, and tree-canopied sidewalks that are unique to the neighborhood.</p> <p>Policy LU-8B Ensure that signs, lighting, and other potential nuisances are sensitive to existing residential neighbors.</p> <p>Policy LU-8C Enhance the open space network around corridors and activity nodes by providing paseos, courtyards, plazas, larger parkways, and landscaped setbacks.</p> <p>Policy LU-8D Integrate group gathering spaces, drought-tolerant landscaping, trees, picnic areas, and community gardens into existing and future public spaces.</p> <p>Policy LU-8E Investigate the potential for new parks, including in the I-710 right-of-way.</p> <p>Resources Element</p> <p>Goal R-6: Preservation of the cultural identity of Alhambra as a diverse residential and commercial city with distinct single-family neighborhoods.</p> <p>R-6C: Promote and maintain the unique history and architectural character of individual neighborhoods.</p>	<p>Municipal codes related to land use and planning resources relevant to the Plan Area can be found in Chapter 23.34: OS (Open Space) Zone.</p> <p>Under Section 23.34.010, the purpose of the OS Zone is provided, which states that in order to establish and provide outdoor recreational and open space resources, and to prevent inappropriate development of areas which should be regulated to provide for scenic, recreational, historic, conservation, aesthetic or public health and safety uses, the regulations set out in this chapter shall be applicable to all lots classified in the OS zone.</p> <p>('86 Code, § 23.34.010) (Ord. 4110, passed - -)</p> <p>Under Section 23.34.020, Permitted uses in the OS Zone include:</p> <ul style="list-style-type: none">• Public recreational uses such as parks, playgrounds and recreation areas, excepting buildings and structures thereon;• Golf courses and country clubs, excepting buildings and structures thereon;• Flood-control channels;• Public utility rights-of-way;• Creeks rivers, spreading grounds and other similar water courses. <p>('86 Code, § 23.34.020) (Ord. 4110).</p> <p>Under Section 23.82.020 (Land Use Analysis Program), all development projects for which an Environmental Impact Report (EIR) will be prepared shall be subject to the Land Use Analysis Program contained in the Los Angeles County Congestion Management Program ("CMP"), and shall incorporate into the EIR an analysis of the project impacts on the regional transportation system. The analysis shall be conducted consistent with the Transportation Impact Analysis (TIA) Guidelines contained in the most recent Congestion Management Program adopted by the Los Angeles County Metro-politan Transit Authority.</p> <p>('86 Code, § 23.82.020) (Ord. 4231, passed - -)</p>	No other applicable ordinances were identified.
Arcadia	<p>Land Use Element</p> <p>Goal LU-1: A balance of land uses that preserves Arcadia’s status as a Community of Homes and a community of opportunity.</p> <p>Policy LU-1.1: Promote new infill and redevelopment projects that are consistent with the City’s land use and compatible with surrounding existing uses.</p> <p>Policy LU-1.2: Promote new uses of land that provide diverse economic, social, and cultural opportunities, and that reinforce the characteristics that make Arcadia a desirable place to live.</p> <p>Policy LU-1.3: Encourage community involvement in the development review process.</p>	<p>Municipal codes related to land use and planning resources relevant to the Plan Area can be found in Article IX (Division and Use of Land) of the City of Arcadia Municipal Code, Chapter 1 (Development Code), Section 9102.09 (Public Facilities, Open Space, and Rail Right-of-Way Zones), Subsection 9102.09.010 (Purpose and Intent), and Subsection 9102.09.050 (Other Applicable Regulations).</p> <p>Under Section 9102.09 (Public Facilities, Open Space, and Rail Right-of-Way Zones), Subsection 9102.09.010 (Purpose and Intent), the purpose of the open space zone is provided, as it is intended to provide areas to be used for active and passive recreational activities, such as parks, golf courses, trails, and the Los Angeles County</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy LU-1.6: Establish consistency between the Land Use Plan and the Zoning Code.</p> <p>Policy LU-1.7: Encourage developments to be placed in areas that reduce or better distribute travel demand.</p> <p>Policy LU-1.8: Encourage development types that support transit and other alternative forms of transportation, including bicycling and walking.</p> <p>Policy LU-1.9: Establish incentives and development standards to encourage development of land uses that provide public amenities and/or desirable facilities or features, as well as private open space and recreation areas.</p> <p>Goal LU-2: A City with a distinctive and attractive public realm, with pedestrian-friendly amenities in commercial and mixed-use districts and single-family neighborhoods that continue to maintain Arcadia’s standard of architectural and aesthetic quality</p> <p>Policy LU-2.1: Ensure that trees planed in the public right-of way continue to be well maintained where they exist, are planted in areas where they are currently lacking, and encourage replacement of undesirable tree species in public rights-of-way.</p> <p>Policy LU-2.2: Emphasize the use of public spaces and design that are oriented toward the pedestrian and use of transit throughout the community.</p> <p>Policy LU-2.7: Through a combination of incentives to business owners and enforcement measures, attain compliance with signage standards and guidelines throughout the City, with a priority placed on high-traffic commercial corridors and gateway areas.</p> <p>Goal LU-9: Preservation of the City’s existing natural and recreation-oriented open space areas.</p> <p>Policy LU-9.3: Consider creative open space uses such as native landscaping, community gardens, or creation of wildlife habitat along rights-of-way or other public spaces.</p> <p>Goal LU-16: Regional coordination and cooperation that represent Arcadia’s interests at regional and statewide levels.</p> <p>Policy LU-16.4: Assist agencies providing services within the City of Arcadia, as well as agencies involved in land use, transportation, and the provision of public services and facilities within the City, to understand the importance of the physical components of Arcadia’s character, as well as the potential impacts of their actions on Arcadia.</p> <p>Policy LU-16.5: Foster systems of inter-jurisdictional communications and development review and provide that such review respects the values of adjacent municipalities and equitably distributes both the benefits and impacts associated with a given project.</p>	<p>Arboretum. This zone implements the General Plan Open Space-Outdoor Recreation designation. This section of the Development Code is intended to regulate the use and development of land within the City consistent with the City of Arcadia General Plan.</p> <p>Under Section 9102.09 (Public Facilities, Open Space, and Rail Right-of-Way Zones), Subsection 9102.09.050 (Other Applicable Regulations), in addition to the requirements contained in this Section 9102.09 (Public Facilities, Open Space, and Rail Right-of-Way Zones), regulations contained in the following Divisions may apply to development in PF, OS-OR, OS-RP, and RR zones:</p> <p>Division 2 - Zones, Allowable Uses, and Development Standards (Section 9102.11 Overlay Zones).</p> <p>Division 3 - Regulations Applicable to All Zones - Site Panning and General Development Standards.</p> <p>Division 4 - Regulations for Specific Land Uses and Activities.</p> <p>No regulations in Divisions 2-4 were found to be applicable to potential Plan projects.</p>	
Azusa	<p>Natural Environment Chapter</p> <p>Goal 2: Provide adequately sized and located parklands and recreational facilities to meet local needs, and to preserve the natural resources within and adjacent to Azusa.</p> <p>Policy 2.6 Future community and neighborhood park and recreation sites shall be located in accordance with the pending Parks and Recreation Master Plan.</p> <p>Policy 2.7 Provide for the inclusion of recreational trails, staging signage, and access in new and existing neighborhoods, commercial, and industrial developments, along the river, into the foothills, and along the rails that link with existing or planned trails.</p> <p>Policy 3.3 Develop park and recreation facilities that link trails and existing recreation facilities.</p>	<p>Municipal codes related to land use and planning resources relevant to the Plan Area can be found in Chapter 88.28 (Special Purpose Zones), Section 88.28.020 (Intent of Special Purpose Zones) and Section 88.28.030 (Special Purpose Zone Land Uses and Permit Requirements).</p> <p>Under Section 88.28.020 (Intent of Special Purpose Zones), individual special purpose zones are intended to be applied as follows:</p> <p>B) The OS (Open Space) Zone allowable land uses are: public recreation; limited residential development on legal lots of record with adequate access, buildable areas, and infrastructure; limited agricultural uses; and, where authorized by the general plan lodging, resort, and conference center facilities and related activities.</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 5: Provide a foothill and river recreation environment that enhances the enjoyment of the natural resources without resulting degradation.</p> <p>Economy and Community Chapter</p> <p>Goal 11: Create a unique place with high quality of life for all its residents.</p> <p>Policy 11.4 Invest in community amenities such as parks, community centers, cultural centers, etc.</p> <p>Built Environment Chapter</p> <p>Policy 7.5 Permit, where appropriate, greenbelts, trail connections, and landscaped open space as secondary uses in and/or along flood control channels and storm drainage rights-of-way.</p> <p>Goal 8: Preserve and provide open spaces for City’s residents that provide visual amenity, recreational opportunities, protect environmental resources, and protect the population from natural hazards.</p> <p>Policy 8.7 Work with other public, quasi-public, and private agencies to develop open space and recreation amenities (trails, paths, parks, trail heads, etc.) along the river and River Parkway.</p> <p>Policy 8.8 Seek the introduction of natural habitat and pocket parks into neighborhoods.</p> <p>Policy 8.10 Provide for the development of additional open spaces for recreational purposes in accordance with the Parks Master Plan.</p> <p>8.11 Provide for the acquisition and development of parks and recreational lands and facilities in accordance with the Parks Master Plan.</p> <p>8.12 Protect the canyons, foothills, and river as open space and environmental resources.</p>	<p>C) The REC (Recreation) Zone is applied to public park and recreation sites and areas within the city. The REC zoning district is consistent with and implements the recreation land use classification of the general plan.</p> <p>(Ord. No. 11-O16, § 3, 10-24-11)</p>	
Baldwin Park	<p>Land Use Element</p> <p>Goal 1 Maintain a balanced mix and distribution of land uses throughout Baldwin Park.</p> <p>Goal 2 Accommodate new development that is compatible with and complements existing conforming land uses.</p> <p>Goal 3 Provide for the revitalization of deteriorating land uses and properties.</p> <p>Policy 3.1 Encourage and continue use of redevelopment activities, including provision of incentives for private development, joint public-private partnerships, and public improvements, in designated Redevelopment Project Areas.</p> <p>Policy 3.7 As part of the neighborhood beautification efforts, provide street trees and landscaping in the public rights-of-way.</p> <p>Goal 18 Minimize the impact of new development on regional water quality.</p> <p>Policy 18.1 Evaluate development projects for compliance with NPDES requirements, aiming toward reducing pollutant loads in stormwater runoff, minimizing impervious surface areas, and minimizing peak flows.</p> <p>Urban Design Element</p> <p>Examine potential transit opportunities which could be developed to link this area with the Metrolink station.</p>	<p>Municipal codes related to land use and planning resources relevant to the Plan Area can be found in Title XV (Land Usage), Chapter 153 (Zoning Code), Section 153.060 (Open Space Zone).</p> <p>Under Section 153.060 (Open Space Zone), the Open Space Zone is established to maintain open space areas in the city for recreational opportunities and to prevent incompatible development in areas that should be preserved or regulated for scenic, recreational, conservation, aesthetic or health and safety purposes.</p> <p>(A) Permitted uses. The following uses are permitted within the Open Space Zone:</p> <ul style="list-style-type: none">(1) Public school buildings and associated facilities;(2) Public recreational uses;(3) Public utility rights-of-way;(4) Flood control channels and similar flood control structures; and(5) Creeks, rivers, spreading grounds and other similar water courses. <p>(B) Conditional uses. The following uses may be permitted within the Open Space Zone upon issuance of a conditional use permit obtained pursuant to subchapter 153.210, Administrative Procedures:</p> <ul style="list-style-type: none">(1) Agricultural and horticultural cultivation;(2) Private recreational uses; and	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	Goal 5 Promote urban forestry concepts to enhance the environmental conditions in the city by providing shade, shelter from inclement weather, improved air quality, and aesthetic improvements to neighborhoods.	(3) Off-street parking in conjunction with an adjacent commercial or industrial use. (Ord. 1346)	
Claremont	<p>Land Use, Community Character, and Heritage Preservation Element</p> <p>Goal 2-1 Make Claremont a model for the application of sustainable development practices.</p> <p>Policy 2-1.1 Encourage sustainable development that incorporates green building best practices and involves the reuse of previously developed property and/or vacant sites within a built-up area.</p> <p>Policy 2-1.3 Encourage development that incorporates green building practices to conserve natural resources as part of sustainable development practices.</p> <p>Goal 2-2 Preserve the City's distinctive residential character by maintaining land use patterns that strengthen our neighborhoods.</p> <p>Policy 2-2.2 Promote neighborhood identity and conservation of individual neighborhood character.</p> <p>Goal 2-3 Accommodate a range of land uses that meet the economic, environmental, educational, and social needs of the City while remaining sensitive to the community's residential character.</p> <p>Policy 2-3.1 Allow for institutional land uses that benefit City residents and provide employment.</p> <p>Policy 2-3.3 Develop and apply standards specific to areas designated on the Land Use Plan as Mixed Use to help ensure compatibility of the different land uses and minimize impacts to surrounding neighborhoods.</p> <p>Goal 2-4 Protect, preserve, and manage the City's diverse and valuable open space, water, air, and habitat resources.</p> <p>Policy 2-4.1 Encourage the preservation of different types of open spaces.</p> <p>Policy 2-4.2 Continue to place a high priority on acquiring and preserving open space lands in Claremont's hillside areas for purposes of recreation, habitat protection and enhancement, fire hazard management, public safety purposes, water resource protection, and overall community benefit.</p> <p>Policy 2-4.3 Require creative and attractive open space to be incorporated into development projects, as appropriate.</p> <p>Policy 2-4.4 Provide a high standard of maintenance and quality of construction of facilities and grounds in public parks and City-maintained landscaped areas, taking into account the need to conserve water and energy.</p> <p>Goal 2-6 Create activity nodes as important destination areas, with an emphasis on public life within the community.</p> <p>Policy 2-6.2 Provide pedestrian amenities, traffic-calming features, plazas and public areas, attractive streetscapes, shade trees, lighting, and retail stores at activity nodes.</p> <p>Goal 2-8 Establish thresholds and entryways to our neighborhoods and streets that make positive impressions of our neighborhoods.</p> <p>Policy 2-8.1 Encourage the use of a variety of native materials to demarcate thresholds and boundaries through a change in color, material, and texture.</p> <p>Goal 2-10 Maintain and expand where possible the system of neighborhood connections that attach neighborhoods to larger roadways.</p>	<p>Municipal codes related to land use and planning resources relevant to the Plan Area can be found in Chapter 16.072 (P/RC Park/Resource Conservation District) of the Claremont Municipal Code, Section 16.072.000 (Intent), and Chapter 16.303 (Conditional Use Permits), Section 16.303.010 (Conditional uses), and Chapter 16.075 (Wilderness Park District), Section 16.075.010 (Permitted Uses).</p> <p>Under Chapter 16.072 (P/RC Park/Resource Conservation District), Section 16.072.000 (Intent), the purpose of the Parks/Resource Conservation (P/RC) District is described, as to assure open space areas for uses such as public parks, outdoor recreation, cemetery uses, protection of natural habitat, preservation of cultural resources, management of groundwater resources, protection and conservation of mineral resources, and the protection of the public health and safety due to hazardous or special condition. No building, structure, or land shall be used, and no building or structure shall be erected, altered, or enlarged, in the P/RC District except in accordance with the provision of this chapter.</p> <p>(08-05; 12-01)</p> <p>Chapter 16.075 (Wilderness Park District), Section 16.075.010 (Permitted Uses), properties in the WP District shall remain essentially undeveloped. Only the following uses are permitted in the WP Wilderness Park District:</p> <p>A. Low intensity, outdoor recreation activities such as hiking, running, mountain bike riding, horseback riding, photography, bird watching, and picnicking.</p> <p>B. Conservation projects, student research, or education programs involving the study of nature, ecology, or earth sciences.</p> <p>C. Outdoor programs, lectures, and organized community activities.</p> <p>D. Unobtrusive ancillary facilities for use by the public such as benches, shade structures, informational signs, and trails approved by the City Council.</p> <p>E. Parking areas for park visitors, restroom buildings, fencing, trash receptacles, information kiosks, message boards, and other ancillary facilities, located in staging areas adjacent to park entrances and at the beginning of trails.</p> <p>F. Vegetation management as determined necessary by the City and County of Los Angeles Fire Department (LACFD) to reduce hazardous wildfire conditions.</p> <p>(08-05)</p> <p>Under Chapter 16.303 (Conditional Use Permits), Section 16.303.010 (Conditional uses), uses specified in this title as requiring the approval of a conditional use permit may be permitted in said districts subject to the provisions of this chapter. As stated in section B) below, parks are a conditionally permitted use in all land districts of Claremont.</p> <p>B. Conditional Uses in All Land Use Districts</p> <p>The following uses may be permitted in any land use district, except if otherwise noted, subject to the provisions of this chapter:</p> <p>1. Government offices;</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 2.10-3 Implement the bicycle plan contained in the Community Mobility Element.</p> <p>Policy 2.10-4 Look for opportunities to provide connections along easements and other areas where vehicles are not permitted.</p> <p>Goal 2-15 Revitalize and enhance the Foothill Boulevard Corridor into a place that supports walking, bicycling, transit, and sustainable economic development.</p> <p>Policy 2-15.1 Provide new opportunities in the Foothill Boulevard Corridor for mixed-use residential, retail, commercial, and civic uses.</p> <p>Policy 2-15.2 Make Foothill Boulevard a distinct place that lets people know when they have entered or exited the City.</p>	<p>2. Public utility structures;</p> <p>3. Public parks.</p> <p>(08-05)</p>	
Covina	<p>Land Use Element</p> <p>Goal 1 A physical environment that provides for the housing, employment, business, service, recreational, social, educational, cultural, and entertainment needs of and maintains and enhances a high quality of life for its residents.</p> <p>Objective 1 A climate where moderate residential, commercial, and industrial development and redevelopment are accommodated.</p> <p>Policy C.4.2 Preserve existing parklands and discourage possibly incompatible land uses or inappropriate encroachments upon parks and open space resources.</p> <p>Policy 4.3 Consider developing additional parks of all types and sizes at various areas, with an emphasis placed on locating new facilities in the eastern and western portions of the City and in neighborhoods in and around medium- to high-density developments.</p> <p>Policy 4.5 Ensure that recreational areas and open space I large residential and nonresidential developments are ample in terms of quantity and location, and where feasible and practical, accessible to the general public.</p> <p>Objective 2 An adequate amount and distribution of and compatibility of adjacent land uses throughout the community.</p>	<p>Municipal codes related to land use and planning resources relevant to the Plan Area can be found in Title 17 (Zoning), Chapter 17.28 RD Residential Zone (Multiple-Family), Section 17.28.010 (Intent and purpose), and Section 17.28.030 (Land use regulations permitted and conditionally permitted uses).</p> <p>Under Section 17.28.010 (Purpose), the purpose of the RD multiple-family zone is to do the following:</p> <ol style="list-style-type: none">1. Preserve, protect, and enhance the character of residential neighborhoods; and2. Provide a physical environment that contributes to and enhances the quality of life of city residents; and3. Ensure adequate light, air, privacy, and open space for each dwelling; and4. Ensure that the scale and design of new development and alterations to existing structures are compatible with surrounding homes and appropriate to the physical characteristics of the site and the area where the project is proposed; and5. Provide an adequate supply and range of housing types and prices that will accommodate the city’s future population growth; and6. Ensure the provisions of public services and facilities needed to accommodate planned population densities. <p>(Ord. 21-09 § 4 (Exh. A), 2021.)</p> <p>Under Section 17.28.030 (Land use regulations permitted and conditionally permitted uses), the activities of all land uses must conduct wholly inside the building premises unless otherwise permitted under this section or Chapter 17.62 CMC (Conditional Use Permits); public parks are a fully permitted use under this zoning designation.</p> <p>(Ord. 21-09 § 4 (Exh. A), 2021.)</p>	<p>No other applicable ordinances were identified.</p>
El Monte	<p>Community Design Element</p> <p>Goal CD-1 An attractive and unified community identity for El Monte that affirms its diverse heritage of multicultural influences, physical and natural environment, and collective vision for the future.</p> <p>Policy CD-1.8 Emerald Necklace. Recreate the Emerald Necklace of multi-use trails and parks along the San Gabriel and Rio Hondo rivers to provide parks, open space, and recreational amenities.</p> <p>Goal CD-2 Attractive commercial corridors exemplified by consistency of hardscape, landscaping, signage, sidewalks, and other treatments appropriate to their context to foster a pleasant driving and pedestrian experience.</p>	<p>Municipal codes related to land use and planning resources relevant to the Plan Area can be found in Chapter 17.44 (Public and Quasi-Public Zoning Districts), Section 17.44.010 (Summary and purpose of zoning districts) and Section 17.44.030 (Development standards).</p> <p>Under Section 17.44.010 (Summary and purpose of zoning districts), the Open Space (OS) Zoning District is consistent with the General Plan Land Use Designation of Open Space and refers to areas designated for parks, open space, linear parks, trails, and other similar recreational uses. It includes areas as diverse as Peck Water Conservation Park, the Emerald Necklace, pocket parks, plazas, and other gathering places.</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy CD-2.1 Streetscape Intent. Balance the achievement of the functional, design, pedestrian, and aesthetics goals and policies for commercial corridors as set forth in the Circulation and Parks and Recreation Elements.</p> <p>Policy CD-2.6 Pedestrian Design. Improve pedestrian safety and comfort along major corridors by incorporating wider sidewalks, appropriate landscape buffers and canopy trees, and other pedestrian amenities to facilitate a walkable street environment.</p> <p>Policy CD-2.10 Landscaped Medians. Provide medians with landscaping where the right-of-way exists; where it does not exist, condition the improvement of projects on the provision of right-of-way.</p> <p>Goal CD-3 A green City with beautifully landscaped corridors, residential streets, commercial areas, developments, and public areas that are symbolically and physically encircled by an Emerald Necklace of parks and open space.</p> <p>Policy CD-3.1 Public Rights-of-Way. Beautify major transportation corridors, freeway easements, utility easements, railroad rights-of-way, schools, parks, and public facilities with a forest of canopy trees.</p> <p>Policy CD-3.4 Greenways. Place greenways/medians, dotted with miniparks where feasible, and appropriate landscaping along major corridors and in commercial areas and residential neighborhoods.</p> <p>Policy CD-3.6 Emerald Necklace. Create an Emerald Necklace of multi-use trails and parks along the Rio Hondo and San Gabriel Rivers that offer ample greenery, trees, and open space.</p> <p>Policy CD-3.7 Public Parks. Develop a network of community and neighborhood parks within each residential neighborhood, with smaller green areas in commercial and industrial areas.</p> <p>Goal CD-5 A vibrant Downtown that is an attractive, accessible and pedestrian friendly center noted for its wide range of quality shopping, entertainment, and cultural and recreational amenities.</p> <p>Policy CD-5.7 Linkages. Establish a stronger link between the cultural center, Main Street, transit district, governmental center, and surrounding neighborhoods of the El Monte Downtown by incorporating unifying streetscape improvements along key roadways, an interconnected and coordinated system of walkways, and improvements to the Emerald Necklace of multi-use trails.</p> <p>Policy CD-5.8 Streetscape. Develop a comprehensive streetscape improvement plan that uniquely defines the Downtown El Monte experience, improves the pedestrian experience, and helps make it a special place. Incorporate:</p> <ul style="list-style-type: none">• Street landscape—parkways and planters along sidewalk frontages, with the highest intensity in core pedestrian areas.• Street trees—different street trees to denote the Downtown, provide shade for walking, and beautify the streetscape.• Sidewalk and crosswalk improvements—distinctive paving materials or treatment and sidewalk pullouts at intersections. <p>Policy CD-6.11 Public Parks. Create a series of interconnected public parks that encourage pedestrian interest and activity, equipped with plazas, public art, and fountains, statutes, and other features; link the public parks across Telstar Avenue or major streets through a series of landscaped paths that allow for pedestrian movement.</p>	<p>(Ord. No. 3011, § 3(Exh. B), 6-21-2022; Ord. No. 3023, § 4.B (Exh. B), 5-2-2023)</p> <p>Under Section 17.44.030 (Development standards) this zoning district include setback rules for OS Zoning as follows:</p> <ul style="list-style-type: none">• Street Yard. There shall be a minimum setback of 10 (10) feet for all structures and parking areas. The setback shall be landscaped and maintained with an underground irrigation system.• Public Facilities. Structures associated with a public facility shall comply with the variable height requirements as outlined in Section 17.40.010 (Height Exceptions and Restrictions) of this title. <p>(Ord. No. 3011, § 3(Exh. B), 6-21-2022; Ord. No. 3023, § 4.B (Exh. B), 5-2-2023)</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>CD-6.16 Pedestrian Path System. Create a coordinated system of paths that weave through each district and connect districts separated by internal streets according to the following principles:</p> <ul style="list-style-type: none">• Line paths with public art, small seating areas, street furniture, and pedestrian-scaled lamps that lend an air of informality.• Paths should be a combination of linear and nonlinear configurations, lending visual interest for the pedestrian.• Paths should link to major plazas and gathering places; avoid creating paths that simply follow building property lines.• Include pavement colorings, treatments, and detailed materials (not undifferentiated concrete) that lend a domestic quality while still clearly demarcating high quality nonresidential uses.• Include pedestrian-scaled monument signage and wayfaring of quality materials and finishes that withstand weather. <p>Goal CD-9 Quality neighborhoods evidenced by distinct identities; focal points that provide recreation and social opportunities; attractive streetscapes that accommodate autos, pedestrians, and cyclists; and attractive and well-designed residential projects that improve property values.</p> <p>CD-9.5 Streetscapes. Connect residences, schools, parks, and activity centers with streets that accommodate autos, pedestrians, bicyclists, and, in appropriate areas, equestrian uses. Streetscapes should incorporate the following design features:</p> <ul style="list-style-type: none">• Landscaped parkways or medians where adequate right-of way exists for canopy street trees, grass landscape, and shrubs to provide shade and a pleasant walking experience.• Continuous sidewalks of sufficient width to accommodate seniors, people with disabilities, and families with children.• Pedestrian-level and human-scaled amenities, including benches, lighting, signage, etc.• Consider traffic-calming measures such as the actual or visual narrowing of streets through widened parkways, canopy trees, and bulb-out curbs at key intersections.• Bicycle lanes equipped with large enough right-of-way to provide a safety buffer for bicyclists.• Equestrian amenities, where appropriate, such as alternative sidewalk design, rolled curb, and other equestrian amenities. <p>Policy CD-9.6 Parks and Open Space. Consistent with policy direction set forth in the Parks and Recreation Element, provide adequate parks and open space within each neighborhood planning area, with an emphasis on placing parks near to residences through implementation of:</p> <ul style="list-style-type: none">• Joint-use park and school facilities• Greenways along key streets• Emerald Necklace improvements• Community forest along public rights-of-way• Community gardens where possible <p>Land Use Element</p> <p>Policy LU-3.2 Connections. Strengthen connections between the diverse residential and nonresidential districts in the community through streetscape design, provision of</p>		



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>open space, and other improvements that create a cohesive identity for the community.</p> <p>Policy LU-3.3 Green Infrastructure. Utilize landscaping, trees, parkways, paths and equestrian trails, such as the Emerald Necklace, to define and enhance the identify of places, create a pedestrian friendly environment, and link the various districts throughout El Monte.</p> <p>Goal LU-4 A complementary balance of land uses that provide adequate opportunities for housing, economic activity, transportation, parks, and recreation to support an exemplary quality of life and sustainable community.</p> <p>Policy LU-4.3 Parks and Open Space. Provide sufficient quality parks, open space, greenways, trails, and recreational facilities that meet community needs through the implementation of the goals and policies set forth in the Parks and Recreation Element.</p> <p>Goal LU-9 Recreate vibrant commercial corridors with the introduction of a mix of higher density residential uses, sensitively integrated commercial uses concentrated at critical nodes, and tree-lined streetscapes that are aesthetically pleasing, encourage walking, and inspire community pride.</p> <p>Policy LU-9.5 Bicycle Lanes/Walkways. Create a Class 2 bicycle lane along Durfee Road, from the south City limits to Ramona Boulevard to provide an exclusive or semi-exclusive use of bicycles; also line the street with complete sidewalks to encourage pedestrian activity.</p> <p>Policy LU-9.6 Streetscape Program. Establish a comprehensive streetscape and landscape program for corridors that include right-of-way improvements to street trees, street lighting, streetscape elements (sidewalk/crosswalk paving, street, furniture), and public signage.</p> <p>Goal PR-3 An Emerald Necklace that encircles the community with parks and multiuse biking, walking, equestrian trails; restores open space and habitat; protects the watershed; and provides multiple recreational and health benefits.</p> <p>Policy PR-3.1 Parks. Create a variety of scales of parks, including miniparks, neighborhood parks, joint-use facilities, and other recreational resources linked to the Emerald Necklace.</p> <p>Policy PR-3.3 Trails. Develop an interconnected network of multiuse trails and related facilities for horseback riding, bicycling, hiking, and jogging in the washes and along the rivers of the Emerald Necklace.</p> <p>Policy Goal PR-4 A lush network of greenways, linear parks, and a community forest that enhances property values, public health, aesthetics, and quality of life.</p>		
Glendora	<p>Land Use Element</p> <p>Goal LU-1: Balanced open space, residential and commercial development citywide.</p> <p>LU-1.3 Consider opportunities for open space acquisition.</p> <p>Policy LU-1.4 Establish open space conservation areas and identify compatible uses such as natural resource conservation, hiking and passive recreation.</p> <p>Goal LU-16: Expanded access to community gathering places.</p> <p>Policy LU-16.2 Promote the provision of usable open space as part of infill housing development.</p> <p>Policy LU-16.3 Establish more accessibility with the South Hills and Wilderness Park through the provision of pedestrian and bike linkages.</p>	<p>Municipal codes related to land use and planning resources relevant to the Plan Area can be found in the City of Glendora Code of Ordinances, Chapter 21.06 (Special Use Zones), Section 21.06.050 (Open space—Natural zone).</p> <p>Under Section 21.06.050 (Open space—Natural zone), the purpose and permitted spaces of the open space—natural zone are as follows:</p> <p>A) Purpose:</p> <p>(1) conserve and manage natural resources which may include biological resources, watercourses, hills, canyons, major rock outcroppings, etc.;</p> <p>(2) protect the public health and safety by including areas requiring management due to hazardous or special conditions such as fire, flood and earthquake fault; and</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy LU-16.4 Encourage the use of temporary vacant land for transitional open space uses.</p> <p>Goal LU-18: Compatibility of adjacent land uses.</p> <p>LU-18.3 Encourage land uses that are complimentary in form and function with existing development.</p> <p>LU-20.3 Encourage the development of usable pedestrian space within future developments, including urban plazas, pocket parks and other pedestrian amenities.</p> <p>Policies LU-23.1 Identify transition areas that buffer residential development from nonresidential uses through the incorporation of landscaping, open space and other design features.</p>	<p>(3) provide outdoor recreation including areas of scenic, historic or cultural value. The OSN zoning designation shall only be applied to public and quasi-public property; provided, however, that a private property owner may request and be considered for a change of zone to OSN.</p> <p>B) Permitted Uses:</p> <p>All property located in an OSN zone shall be left in its natural, wilderness state except for the following uses: riding and hiking trails, picnic and playground areas, flood control structures and facilities, and utility substations and related equipment and structures.</p> <p>(Ord. 1637 § 3, 1995)</p>	
Industry	<p>Land Use Element</p> <p>Goal LU-5 High quality and well-maintained properties, buildings, and infrastructure that enhance property values and encourage additional public and private investment.</p> <p>Policy LUS-1 Maintain a high-quality appearance and functionality of public lands, properties, and rights-of-way, including sidewalks, street trees/landscaping, curbs, and street lighting.</p> <p>Policy LUS-2 Design new and, when necessary, retrofit existing streets and public rights-of-way to maintain a high quality, professional appearance.</p> <p>Resource Management Element</p> <p>RM3: Open space areas that are well maintained, serve the target population, and function as a citywide amenity.</p>	<p>Municipal codes related to land use and planning resources relevant to the Plan Area can be found in the City of Industry Code of Ordinances, Chapter 17.26, (Recreation and Open Space Zone), Section 17.26.020 (Uses permitted), Section 17.26.030 (Development standards), and Chapter 17.24 (Planned Development Overlay Zone).</p> <p>Under Section 17.26.020 (Uses Permitted), property zoned ROS may be used for the following uses subject to the issuance of a conditional use permit pursuant to Chapter 17.48 (Conditional Use Permits/Exceptions):</p> <ol style="list-style-type: none">1. Golf courses, driving ranges, course maintenance facilities, golf club houses;2. Parks, public and private;3. Resorts, including spas, dining facilities, restaurants, gyms, pro-shops, conference facilities, recreational amenities, and other similar uses;4. Equestrian facilities;5. Indoor and outdoor recreational facilities;6. Exposition centers;7. Commercial nurseries;8. Interpretive centers;9. Reservoir. <p>B. Approval of a development plan pursuant to Section 17.36.020, Development plan review required, will be required for any structures and physical improvements deemed significant by the planning director.</p> <p>C. Trails, bikeways, and similar minor improvements do not require separate planning approvals but, if included, will be reviewed as part of the conditional use permit and/or development plan application process. Stand-alone proposals for trails and bikeways require approval by the city engineer.</p> <p>D. New hotels are not permitted except as allowed pursuant to Chapter 17.24, Planned Development Overlay Zone (P-D Overlay).</p> <p>E. Housing units existing as of the effective date of the ordinance codified in this chapter (February 21, 2015) are permitted and considered legal conforming uses. The like-for-like replacement of, enlargement of, and improvements/modifications to existing housing may be permitted with approval of a development plan short-form application.</p> <p>(Ord. 786 § 3, 2015)</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>Under Section 17.26.030 (Development standards), building envelope standards are as follows:</p> <p>Front setback of 30 feet from front of curb to any street or highway.</p> <p>No rear and side setbacks.</p> <p>Maximum height of 55 feet.</p> <p>Grading and drainage standards are as follows:</p> <ul style="list-style-type: none">• All site grading and drainage plans shall be approved by the city engineer.• Surface drainage must not result in surface flow onto any adjacent parcel.• Sharing surface drainage gutters among adjacent parcels is not permitted; however, underground storm drains along common property lines serving more than one parcel of land may be permitted.• Each parcel shall provide for the collection and discharge of surface runoff to an improved street, storm drain, or established watercourse independently of adjacent parcels. <p>(Ord. 786 § 3, 2015)</p>	
Irwindale	<p>Community Development Element</p> <p>Policy 1. The City of Irwindale, through continued comprehensive land use planning, will strive to preserve the overall mix of land uses and development in the community.</p> <p>Resource Management Element</p> <p>Policy 6: The City of Irwindale will evaluate the feasibility (of expanded joint-use or multi-use) of the open space lands used for flood control.</p>	<p>Municipal codes related to land use and planning resources relevant to the Plan Area can be found in Chapter 17.18 (O-S Open Space Zone), Section 17.18.010 (Purpose), and Section 17.18.020 (Permitted Uses).</p> <p>Under Section 17.18.010 (Purpose), the definition of an OS open space zone provides zoning standards and requirements to regulate open space areas in the city that are consistent with the open space/easements land use that is designated by the general plan.</p> <p>(Ord. No. 663, § 2, 11-14-12)</p> <p>Under Section 17.18.020 (Permitted Uses), permitted uses include parks and open space as outlined below. The following uses are permitted in the OS zone:</p> <p>A. Eating and drinking establishments if incidental to recreational facility.</p> <p>B. Public buildings and facilities, such as libraries, governmental buildings, and police and fire stations.</p> <p>C. Transmission lines, towers, poles, pipelines, and underground facilities for gas, water, electricity, telephone or telegraph service owned and operated by a public utility company under the jurisdiction of the California Public Utilities Commission.</p> <p>D. Utility easements.</p> <p>E. Parks.</p> <p>F. Open Space.</p> <p>(Ord. No. 663, § 2, 11-14-12)</p>	No other applicable ordinances were identified.
La Puente	<p>Community Development Element</p> <p>Goal 5 Safe and attractive neighborhoods providing a range of quality housing, parks, community services, and public facilities.</p> <p>Policy 5.5 Pursue the creation of additional pocket parks through lot consolidation, recycling of underutilized parcels, and City financial assistance as available.</p> <p>Policy 5.6 Develop a streetscape enhancement plan that addresses street trees, signage, and other landscaped amenities within residential neighborhoods.</p>	<p>Municipal codes related to land use and planning resources relevant to the Plan Area can be found in Title 10 (Zoning), Chapter 10.18 (Open Space Zone), Section 10.18.010 (Purpose), 10.18.020 (Land Use Regulations), 10.18.030 (Development Standards), and 10.18.040 (Other Applicable Regulations) of the La Puente Code of Ordinances.</p> <p>Under Chapter 10.18 (Open Space Zone), Section 10.18.010 (Purpose), the definition of the Open Space Zone (OS) implements the General Plan Public Open Space and Private</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Community Resources Element</p> <p>Goal 1: A flexible system of parks and recreational programs that addresses the needs of La Puente residents.</p>	<p>Open Space land use categories and is established to allow uses that provide active and passive recreation areas and facilities, including parks, sports fields and courts, and golf courses. Also allowed are plant nurseries.</p> <p>(Ord. 935 § 3 (part), 2015)</p> <p>Under 10.18.020 (Land Use Regulations), Table 2-9 identifies allowed uses, accessory uses, uses subject to Conditional Use Permit approval, and specific prohibited uses in the OS zone, subject to compliance with all other provisions of this Zoning Code. In the OS Zone, Parks and Playgrounds are a permitted use.</p> <p>(Ord. 935 § 3 (part), 2015)</p> <p>Under 10.18.030 (Development Standards), development standards for any structures developed in the OS zone can be found in (Ord. 935 § 3 (part), 2015). For each newly created lot, minimum dimensions are as follows:</p> <p>Lot Area - Minimum, 5,000 sf</p> <p>Lot Width - Minimum, 60 ft.</p> <p>Additionally, the OS Zone has a heigh standard of 40 ft, a side and rear setback of 10 ft. (15 ft. if abutting a residential zone), and no setbacks for other zones.</p> <p>(Ord. 935 § 3 (part), 2015)</p>	
La Verne	<p>Resource Management Element</p> <p>Goal 1: An Attractive, Safe, & Accessible Parks & Recreation System</p> <p>Policy OSP-1.1: Provide ample and accessible parks throughout our community.</p> <p>Policy OSP-1.2: Develop a connecting trail system.</p> <p>Policy OSP-1.3: Provide a variety of recreational facilities and activities for all age groups.</p> <p>Policy OSP-1.4: Design safe parks.</p> <p>Goal 2: Preserve and protect our open space.</p> <p>Policy 2.1: Establish an open space conservancy.</p> <p>Policy 2.2: Establish a natural buffer zone.</p> <p>Policy 2.3: Establish contiguous wildlife corridors.</p> <p>Community Design Element</p> <p>Goal 6: Encourage people oriented and sensitive project designs.</p> <p>Policy 6.1: Design people-oriented project sites.</p> <p>Policy 6.2: Emphasis people places.</p>	<p>Municipal codes related to land use and planning resources relevant to the Plan Area can be found in Chapter 18.64 (SP Specific Plan Zone), Section 18.64.080 (Hillside area specific plans).</p> <p>Under Chapter 18.64 (SP Specific Plan Zone), Section 18.64.010 (Purpose), the purpose of the specific plan zone is:</p> <ul style="list-style-type: none">- To respond sensitively to the natural and built environment and increase amenities to serve the inhabitants and surrounding community areas;-to provide an enriched environment with aesthetic cohesiveness and harmonious massing of structures within a framework of natural and landscaped open space through the utilization of superior land planning and architectural design-To minimize the intrusion of new development into environmentally sensitive areas;-To protect new development from adverse visual impacts and excessive noise from nearby off-site structures and transportation corridors. <p>(Ord. 852 § 2, 1993)</p> <p>Under Section 18.64.080 (Hillside area specific plans), any project located within a Specific plans for hillside areas shall comply with the provisions of the hillside development overlay zone; development standards in specific plans for hillside areas shall not allow lot sizes smaller than those zones previously designated on the La Verne Zoning Map.</p> <p>(Ord. 852 § 2, 1993)</p>	No other applicable ordinances were identified.
Monrovia	<p>Land Use Element</p> <p>Goal 10: Ensure that new development is sensitive to the City's natural and open space resources and constraints.</p>	<p>Municipal codes related to land use and planning resources relevant to the Plan Area can be found in Chapter 17.08 (Permitted Uses) of Title 17 (Zoning) of the Monrovia Code of Ordinances.</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 10.4: Encourage public parks within a reasonable distance of residences. The concept of neighborhood parks should be explored in the Recreational Element of the General Plan.</p> <p>Policy 10.7: Require, where feasible, additional hiking trails and horse trails along washes and in the hillsides.</p> <p>Policy 10.9: Require water efficient landscaping in regard to plant selection and irrigation.</p> <p>Policy 10.10: Review existing bike routes and determine the need for additional routes.</p> <p>Goal 12: Expand recreational and park use opportunities.</p> <p>Policy 12.1: Explore means to acquire additional parkland, especially south of Huntington Drive, by purchase or lease.</p> <p>Policy 12.2: Maintain or increase multiple-family residential recreation space development standards as a supplement to park space.</p> <p>Policy 12.3: Explore development of joint use of school district properties for park and recreation use.</p> <p>Policy 12.4: Provide parks in the Station Square Transit Village based upon the development standards outlined in the Station Square Planning Area.</p> <p>Policy 15.3: Development shall provide adequate open space, parks and recreational facilities in accordance with the City’s Open Space Element.</p> <p>Open Space Element</p> <p>Goal 3: Ensure Monrovia’s parks and open spaces meet local needs for active and passive recreation, enhance the environmental and visual quality of the community, and healthy living.</p> <p>Policy 3.1 Design and develop park sites and facilities to maximize recreational value and experience, while minimizing maintenance and operational costs and negative environmental and community impacts.</p> <p>Policy 3.2 Reduce barriers to participation and improve safety to provide universal access to facilities and programs. Implement an ADA Transition Plan to inform, guide and prioritize the removal of existing barriers.</p> <p>Policy 3.4 Conserve significant natural areas to meet habitat and hillside protection needs and to provide opportunities for residents to recreate and connect with nature, as appropriate.</p>	<p>Under Section 17.08.010 (Uses Permitted in Each Zone), uses permitted in each zone outline recreational facilities. The following zoning are applicable to the Plan Area:</p> <p>A) ANF zone. Properties in the ANF zone are subject to the requirements in Chapter 17.18.</p> <p>B) PD zones. Properties in the PD zones are subject to the provisions in the Land Use Element of the General Plan. A use not specifically listed in the General Plan as permitted in a PD zone may be approved by the Development Review Committee; provided that the use is not expressly prohibited by the General Plan in that PD zone, and upon the Development Review Committee finding that the use is comparable to the uses permitted in the zone and compatible with adjacent uses. The Development Review Committee may also determine that such a use will require approval of either a minor conditional use permit or major conditional use permit.</p> <p>C) All other relevant Plan areas can be found within the other zones; recreational facilities require a major conditional use permit when zoned adjacent to residential parcels.</p> <p>(’83 Code, § 17.08.010) (Ord. 94-03 § 6, 1994; Ord. 95-02 § 1, 1995; Ord. 95-10 § 1, 1995; Ord. 96-09 § 1, 1996; Ord. 96-11 § 3, 1996; Ord. 2000-11 §§ 5, 6, 2000; Ord. 2001-06 §§ 4, 5, 2001; Ord. 2001-10 § 5, 2001; Ord. 2002-6 § 5, 2002; Ord. 2003-09 §§ 5, 6, 2003; Ord. 2005-03 § 4, 2005; Ord. 2005-08 § 4, 2005; Ord. 2006-03 § 5, 2006; Ord. 2007-05 §§ 4 - 6, 2007; Ord. 2007-14 §§ 4-6, 2007; Ord. 2008-02 § 6, 2008; Ord. 2009-01 §§ 4, 5, 8, 14, 2009; Or d. 2011-04 § 5, 2011; Ord. 2011-05 § 9, 2011; Ord. 2012-01, § 5, 2012; Ord. 2014-01 §§ 7, 8, 2014; Ord. 2016-02 § 8, 2016; Ord. 2017-04 §§ 8, 9, 2017; Ord. 2018-03 § 3, 2018; Ord. 2018-09 § 9, 2018; Ord. 2020-10 § 7, 2020)</p>	
Montebello	<p>Our Accessible Community Element</p> <p>Policy 4.1: Support and promote walking, biking, and other nonvehicular modes as an alternative to driving within Montebello.</p> <p>Action 4.1a: Prepare and adopt an active transportation plan (ATP) with bicycle and pedestrian improvements built upon the San Gabriel Valley Council of Government (SGVCOG) recommendations.</p> <p>Action 4.1b: Balance the provision of on-street bike lanes and regional bikeways along arterial roads with on-street bike routes/boulevards and local-serving bikeways along residential streets.</p> <p>Action 4.1c: Coordinate with adjacent jurisdictions to ensure that the City’s bikeways are connected an consistent with existing and planned bikeways at the City limits.</p>	<p>No municipal codes related to land use and planning resources relevant to the Plan Area were identified.</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Action 4.1d: Facilitate non-motorized connectivity to key destinations in the city through bicycle- and pedestrian-oriented wayfinding signage.</p> <p>Action 4.1e: Improve access to the Rio Hondo River Trail by opening additional access points and positioning wayfinding between the trail and key destinations in Montebello.</p> <p>Action 4.1f: Require new development projects to provide adequate bicycle and pedestrian access, plus the provision of safe and secure bicycle parking.</p> <p>Action 4.1g: Enhance the pedestrian and bicycle experience in the Downtown Specific Plan area and other key destinations through amenities such as wide sidewalks, low-stress bikeways, landscaping, pedestrian-oriented lighting, high-visibility crosswalks, and other improvements.</p> <p>Action 4.1h: Establish citywide mode split and VMT targets as a means to reduce traffic congestion, support healthy communities, and improve accessibility by transit-dependent populations.</p> <p>Our Natural Community</p> <p>P1.1 Enhance air and water quality, increase public green space through the integration of green infrastructure.</p>		
Pasadena	<p>Open Space and Conservation Element</p> <p>The Open Space and Conservation Element of the General Plan was adopted by the City Council on January 23, 2012. The Open Space and Conservation Element provides a blueprint for natural open space and conservation.</p> <p>Open Space Goal – Preserve, Acquire and Create Open Space</p> <p>Objective: Preserve currently zoned open spaces, natural open spaces, hillsides, viewsheds, watersheds and recreational areas.</p> <p>Open Space Goal – Develop Access & Connectivity for Wildlife and People</p> <p>Objective: Ensure that all Pasadena residents have access to information about where open spaces are located and the transportation opportunities and options for getting to them.</p> <p>Open Space Goal – Preserve, Restore and Maintain the Eaton Canyon Corridor and the Arroyo Seco</p> <p>Objective: Preserve, restore and maintain the natural character of the Eaton Canyon Corridor and the Arroyo Seco as self-sustaining healthy ecosystems of plants and animals. Their natural character will continue to inspire people, as it has throughout time.</p> <p>Objective: Promote responsible human interfaces with these unique natural environments in open space planning.</p> <p>Open Space Goal – Welcome and Value the Importance of Citizen Participation</p> <p>Objective: Citizen participation shall play a major role in all phases of open space planning.</p> <p>Objective: The City shall provide the public with timely information regarding open space planning and decision making.</p> <p>Land Use Element</p>	<p>Municipal codes related to land use and planning resources relevant to the Plan Area can be found in Title 17 (Zoning Code), Chapter 17.26 (Purpose and Applicability of Special Purpose Zoning Districts), Section 17.26.010 (Purpose of Chapter), Section 17.26.020 (Purpose and Applicability of Special Purpose Zoning Districts), and Section 17.26.040 (Special Purpose District General Development Standards).</p> <p>Under Chapter 17.26 (Purpose and Applicability of Special Purpose Zoning Districts), Section 17.26.010 (Purpose of Chapter). This Chapter lists the land uses that may be allowed within the special purpose zoning districts established by Section 17.20.020 (Zoning Map and Districts), determines the type of land use permit/approval required for each use, and provides basic standards for site layout and building size.</p> <p>(Ord. No. 7411 , § 2, 4-3-2023; Ord. 7321 § 6, 2018; Ord. 7277 §§ 2—4, 2016)</p> <p>Under Section 17.26.020 (Zoning Map and Districts), the type of land use permit/approval required for each use is listed. The OS (Open Space) District is applied to sites with open space, parks, and recreational facilities of a landscaped, open character having a minimum contiguous site area of two acres. The OS zoning district is consistent with and implements the Open Space land- use designation of the General Plan.</p> <p>(Ord. No. 7411 , § 2, 4-3-2023; Ord. 7321 § 6, 2018; Ord. 7277 §§ 2—4, 2016)</p> <p>Under Section 17.26.040 (Special Purpose District General Development Standards), subdivisions, new land uses and structures, and alterations to existing land uses and structures in all special purpose districts except PD (Planned Development), shall be designed, constructed, and/or established in compliance with the following requirements, the development standards (e.g., landscaping, parking and loading, etc.) in Article 4 (Site Planning and General Development Standards), and all other</p>	<p>Green Space, Recreation and Parks Element and Master Plan:</p> <p>Objective 1 – Stewardship of the natural environment: encourage and promote the stewardship of Pasadena’s natural environment, including water conservation, clean air, natural open space protection, and recycling.</p> <p>Policy 1.2 – Protect Open Spaces: Protect natural open areas, watersheds, and environmentally sensitive areas such as Hahamongna, Eaton Canyon, riparian areas, and other open spaces.</p> <p>Objective 2 – Preservation and protection of the Arroyo Seco and adjacent open space areas: recognize the importance to Pasadena of the history, cultural resources, and unique character of the Arroyo Seco, and conserve and enhance these assets.</p> <p>Policy 2.3 – Balance recreation with environmental protection: Implement the Arroyo Seco Master Plans by balancing recreational opportunities with protection and restoration of the ecosystem, while recognizing the important existing water resources and flood management functions of the area.</p> <p>Policy 2.4 – Promote multi-faceted use of the Arroyo: Through implementation of the Arroyo Seco Master Plans, continue to maintain and enhance the area as a prime resource for quality of life of Pasadena residents.</p> <p>Objective 7 – Provide access to Parks: New projects should be planned so that neighborhood recreational needs of its future citizens are largely met on site or nearby and so that future facilities are integrated with, provide support for, and enhance the effectiveness of the overall recreation system in Pasadena. Growth and expansion in a particular area should be accompanied by commensurate growth and expansion in recreation facility, programming capacity, and natural open space capacity.</p> <p>Policy 7.2 – Access to open spaces within projects: Projects should be connected to the public realm through vistas, physical access, and/or sightlines. Provide an adequate total quantity and equitable distribution of public or publicly accessible open spaces throughout the City.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 2.8: Equitable Distribution of Community Devices and Amenities. Ensure that parks and recreation facilities, community services, and amenities are equitably distributed and accessible throughout the City.</p> <p>Policy 2.13: Parks. Maintain existing and develop new parks and recreational facilities within walking distance of residents, supporting healthy lifestyles.</p> <p>Goal 5. Pedestrian-Oriented Places. Development that contributes to pedestrian vitality and facilitates bicycle use in the Central District, Transit Villages, Neighborhood Villages, and community corridors.</p> <p>Policy 5.1: Walkable City. Maintain and improve sidewalks and pedestrian paths in Pasadena’s neighborhoods and business districts by incorporating street trees, landscaping, and pedestrian-oriented amenities.</p> <p>Policy 5.2: Pedestrian-Oriented Development. Require buildings in the Central District, Transit Villages, Neighborhood Villages, and along corridors specified by the adopted specific plans to be located along the street/sidewalk and designed to promote pedestrian activity. This can be accomplished by incorporating transparent facades, small plazas, and dining areas; while locating parking to the rear or underground and placing primary entries on the street.</p> <p>Policy 5.3: Community Greenways. Improve Pasadena’s public sidewalks as “greenway” corridors with extensive tree canopies, connecting its neighborhoods, Transit Villages, Neighborhood Villages, neighborhoods, parks, schools, and open spaces.</p> <p>Policy 5.4: Pedestrian Connections. Support and enhance the pedestrian experience along public and private pedestrian passages, pathways, courtyards, paseos, alleys, and public walkways with increased connectivity and infrastructure, as well as businesses located along these pedestrian corridors.</p> <p>Goal 10: City Sustained and Renewed. Development and infrastructure practices that sustain natural environmental resources for the use of future generations and, at the same time, contribute to the reduction of greenhouse gas emissions and impacts on climate change.</p> <p>Policy 10.19: Sustainable Transportation Network. Implement an integrated network of transit, bike facilities, and pedestrian improvements as specified by the Mobility Element to reduce automobile trips and commute lengths, with corresponding reductions in energy consumption, pollution, and GHG emissions.</p> <p>Goal 18: Land Use/Transportation Relationship. Pasadena will be a City where there are effective and convenient alternatives to using cars and the relationship of land use and transportation is acknowledged through transit-oriented development, multimodal design features, and pedestrian and bicycle amenities in coordination with and accordance with the Mobility Element.</p> <p>Policy 18.1: Development Mix and Densities. Accommodate the mix and density of land uses and urban form that induce walking, bicycling, and transit use as an alternative to the automobile, as specified by the Land Use Diagram.</p> <p>Policy 18.2 Mobility: Correlate land use development intensities with adequate infrastructure improvements and transportation strategies to ensure mobility in all areas of Pasadena.</p> <p>Policy 18.3: Modal Choices. Promote the development of infrastructure supporting walking, bicycling, and transit use and complete streets as specified by the Mobility Element.</p>	<p>applicable requirements of this Zoning Code. Principal and accessory structures shall meet the same development stand.</p> <p>B. OS and PS district development standards.</p> <p>1. Development standards shall be as specified by a Conditional Use Permit or Master Plan.</p> <p>2. Prior to the approval of a Conditional Use Permit or Master Plan, properties within the OS and PS districts shall be subject to the development standards of the most restrictive abutting zoning district.</p> <p>3. Development consistent with an approved Master Plan shall not be subject to Conditional Use Permit review.</p> <p>4. City projects shall comply with the public art design standards of Section 17.40.100 unless otherwise modified in this Zoning Ordinance.</p>	<p>Objective 17 – Facilitate ongoing community dialogue to ensure that residents’ open space, parkland, and recreation needs are met.</p> <p>Policy 17.1 - Community Input and Feedback: Provide methods for community members to offer ongoing information on their experiences with recreation and parks management, programs, and facilities. Surveys, questionnaires, website forms, and targeted outreach methods will provide feedback on areas in need of improvement and areas where goals are being met.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 18.4: Transit-Pedestrian Coordination. Implement physical improvements facilitating pedestrian access from development projects to the street, bus stops, and/or transit stations.</p> <p>Policy 18.5: Land Use-Mobility Compatibility. Manage vehicle traffic volumes and speeds to improve their compatibility with the character of the adjacent land uses, the function of the street(s), and bicycle and pedestrian traffic.</p> <p>Policy 18.6: Relationship of Buildings to Transit Stops. Require that building entrances or accessways be oriented toward transit stops when located adjacent to these facilities.</p>		
Pico Rivera	<p>Land Use Element</p> <p>Goal 3.10 A mix of governmental, educational, recreational and open space facilities that conveniently support the needs of Pico Rivera’s residents and businesses.</p> <p>Policy 3.10-4 Parks and Open Spaces. Seek to expand the city’s parklands, greenways and open spaces as land and funding become available, encouraging the redevelopment of vacant sites and coordinate with the appropriate regional agencies for future planning related to the river corridors, the Bicentennial Park Campground and the Sports Arena area.</p> <p>Policy 3.10-4 Parks and Open Spaces. Seek to expand the city’s parklands, greenways and open spaces as land and funding become available, encouraging the redevelopment of vacant sites and coordinate with the appropriate regional agencies for future planning related to the river corridors, the Bicentennial Park Campground and the Sports Arena area.</p>	<p>Municipal codes related to land use and planning resources relevant to the Plan Area can be found in Chapter 18.10 (O-S Open Space Zone), Section 18.10.020 (Intent and Purpose), Section 18.10.04 (Permitted Uses), Section 18.10.050 (Property development conditions), and Chapter 18.48 (Precise Plan of Design Regulations), Section 18.48.040 (Application filing—Form and contents).</p> <p>Under Section 18.10.020 (Intent and purpose), the O-S zone is intended to:</p> <p>A. To principally designate and classify certain lands within the city for providing both interim and permanent open-space areas;</p> <p>B. To recognize those other open-space lands generally oriented to public interests and owned or controlled by a governmental or quasi-public agency;</p> <p>C. To recognize and restrict development and uses to such functions that primarily serve the interest of the community as a whole; and</p> <p>D. To function and serve as the instrument by which the preservation and conservation of open space areas can be attained.</p> <p>(Prior code § 9205.02(A))</p> <p>Under Section 18.10.040 (Permitted Uses), regulations governing permitted uses of land in the O-S zone are specifically set forth in Chapter 18.40 of this title; public parks are a listed use under this chapter.</p> <p>(Prior code § 9205.02(C))</p> <p>Under Section 18.10.050 (Property development conditions), because of the unique character and nature of the O-S zone, the use and development of property therein shall be determined by and subject to a precise plan of design as set forth in Chapter 18.48 of this title.</p> <p>(Prior code § 9205.02(D))</p> <p>Under Chapter 18.48 (Precise Plan of Design Regulations), Section 18.48.040 (Application filing—Form and contents), the requirements set out by section 18.10.050 above triggers the following plans of designs required for OS zoned proejcts:</p> <p>A. Whenever any proposed development is subject to the provisions of this chapter, the legal owner of property upon which such development is proposed to be located shall file with the zoning administrator an application and fee in the amount established by a resolution of the city council for precise plan of design approval, verified by the owner, on forms prescribed by the zoning administrator.</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>B. The application shall set forth and include such information as the zoning administrator may require, and each such application shall be accompanied by seven copies of a proposed precise plan of design being not less than eighteen inches wide and twenty-four inches long, and shall specify and include the following information:</p> <ol style="list-style-type: none">1. A general description of the scope, nature and purpose of the proposed development;2. A key diagram showing the general location of the property in relationship to the general area in which the development is proposed to be located;3. The exact zone classification of the subject property and surrounding properties;4. The location, size, height, dimensions and type of all existing and proposed buildings and other structures, including signs, walls and fences;5. The location, size and exact dimensions of the property upon which the development is proposed to be located;6. The location, size and dimensions of all yards, building setbacks and spaces between buildings, and all other open spaces, including landscape areas;7. The exact legal description of the property upon which the development is proposed to be located; and8. The location, dimensions and method of improvement of all driveways, off-street parking facilities, walkways, means of access, ingress and egress, existing and/or proposed off-site street improvements, property to be dedicated to the public, and any public and private utility easements. <p>(Prior code § 9210.03 (A); Ord. 765 § 45, 1989)</p>	
Pomona	<p>Land Use Component</p> <p>Policy 7A.P4 Maintain minimum and maximum development intensities as stipulated in the Land Use & Density Component to ensure availability of land for future growth. Approval of developments at lower than stipulated densities should be accomplished by map amendments to the General Plan, not by providing exemptions from stipulated densities.</p> <p>Open Space Network Component</p> <p>Policy 7C.G17 Ensure pedestrian and bicycle friendly street environments.</p> <p>Policy 7C.G18 Strengthen and enhance pedestrian linkages from surrounding areas to public open spaces.</p> <p>Mobility & Access Component</p> <p>Goal 7C.G3 Develop additional parkland in the City, particularly in areas lacking these facilities and where new growth is proposed.</p> <p>Goal 7C.G4 Improve access to public open space and recreation facilities.</p> <p>Goal 7C.G9 Expand the variety of public spaces in the City through the creation of nature parks, especially those that preserve or restore existing natural open space.</p> <p>Policy 7C.P2 Require that at least one public park be located within one-quarter mile, via a direct pedestrian route, of 75 percent of all homes within a specific or master plan area.</p> <p>7C.P5 Achieve park standards through a combination of dedications, in-lieu fees, and other mechanisms such as grant opportunities, developer incentive programs, transfer of development rights programs, and joint use opportunities with Pomona Unified School District.</p>	<p>Municipal codes related to land use and planning resources within the City that are relevant to the Project can be found in Appendix I, Part II, Sec. .220. (“O” Open space land zone district. Intent and purpose), and Sec. .221 (Uses permitted) of the Pomona Zoning Ordinance.</p> <p>Under Sec. .220. (“O” Open space land zone district. Intent and purpose), he purpose of individual zoning districts for Open Space (O-S) District is intended to provide for urban relief, recreation and environmental preservation. This zoning district is applied to parks, streams, urban forestry areas and other similar features to enhance the quality of the environment consistent with the General Plan.</p> <p>(Ord. No. 931, § 5(Exh. A), 10-22-13)</p> <p>Under Sec. .221 (Uses permitted), No building, structure or land shall be used, and no building or structure shall be designed, erected, structurally altered or enlarged except for the following purposes:</p> <p>(A) Recreational uses owned and/or controlled by a governmental or quasi-public agency;</p> <p>(B) All permanent structures that are developed to be the primary or dominant use of a property within this zone by either a governmental agency or a private party shall be allowed only by conditional use permit. All permanent structures that are a collateral, accessory, or incidental component of a recreational open-space or an open space agricultural use shall be allowed without the requirement of a conditional use permit. The conditional use permit shall be reviewed per criteria described in section .221 (G)(7);</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>7D.G20 Foster walkable and accessible street environments that connect Pomona’s many unique neighborhoods and districts.</p> <p>7D.P37 Create pedestrian- and bicycle-only mid-block cut-throughs to enhance neighborhood interconnectivity where street connections are limited due to existing cul-de-sac or dead-end conditions, grade separations, property ownership, or topographical challenges.</p>	<p>(C) Flood control facilities;</p> <p>(D) Off-street parking facilities;</p> <p>(E) Golf courses (not to include miniature golf, driving ranges, or night-lighted courses);</p> <p>(F) Raining of crops;</p> <p>(G) Open space uses allowed by conditional use permit only:</p> <p>(1) Archery ranges,</p> <p>(2) Bridle trails,</p> <p>(3) Camp grounds,</p> <p>(4) Driving ranges,</p> <p>(5) Fishing ponds,</p> <p>(6) Accessory food and beverages uses,</p> <p>(7) Any other use the city planner determines to be similar to the above.</p> <p>(H) Circuses, carnivals, fairs, and other amusements subject to a public use permit, Section .581.</p> <p>(Ord. No. 3618, § 2 (part).)</p>	
Rosemead	<p>Resource Management Chapter</p> <p>Parks, Open Space, Greenbelt, and Public Art Goal and Policies</p> <p>Goal 1: Provide high-quality parks within the City to ensure they continue to provide Rosemead residents the best possible recreation opportunities.</p> <p>Policy 1.1: Maintain current parks within the City to ensure they continue to provide Rosemead residents the best possible recreational opportunities.</p> <p>Policy 1.2: Develop pedestrian/bicycle trail system in the City.</p> <p>Policy 1.3: Look for opportunities to establish public parks and other usable open space areas in those parts of Rosemead underserved by such facilities.</p> <p>Greenspace Issues, Goal, and Policies</p> <p>Goal 2: Increase greenspace throughout Rosemead to improve community aesthetics, encourage pedestrian activity, and provide passive cooling benefits.</p> <p>Land Use Chapter</p> <p>Goal 3: Creation of vibrant, attractive mixed-use development.</p>	<p>Municipal codes related to land use and planning resources within the City that are relevant to the Project can be found in Chapter 17.24 (Special Purpose Zoning Districts), Section 17.24.030 (Special purpose district Developmemt standards) and Chapter 17.28 (Overlay Zones—Residential/commercial mixed use development overlay (RC-MUDO) zone).</p> <p>Under Chapter 17.24, Section 17.24.010 (Purpose), the purpose of the individual Open Space (O-S) is intended to provide for urban relief, recreation and environmental preservation. This zoning district is applied to parks, streams, urban forestry areas and other similar features to enhance the quality of the environment consistent with the General Plan.</p> <p>(Ord. No. 931, § 5(Exh. A), 10-22-13)</p> <p>Under Chapter 17.24, Section 17.24.030 (Special purpose district Developmemt standards),</p> <p>B. District Specific Requirements. In addition to the general development requirements listed in Table 17.24.030.2, Special Purpose District Development Standards, the following development standards apply to specific commercial districts as shown:</p> <p>1. O-S District Requirements.</p> <p>a. Development Review. Projects proposed within the Open Space (O-S) District shall be subject to applicable review procedures as set forth in Article 5 Land Use and Development Application Procedures of this Title.</p> <p>b. Supplementary District and Temporary Use Regulations. For sign, parking, fence, swimming pool, and similar regulations for the Open Space (O-S), see Article 4 Supplemental Standards of this Title.</p> <p>(Ord. No. 931, § 5(Exh. A), 10-22-13)</p> <p>Under Chapter 17.28, (Overlay Zones—Residential/commercial mixed use development overlay (RC-MUDO) zone), the intent of the overlay zone is to accomplish the following objectives:</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<ul style="list-style-type: none">• Create a viable, walkable, urban environment that encourages pedestrian activity and reduces dependence on the automobile through a streetscape that is connected, attractive, safe and engaging.• Provide complementary residential and commercial uses within walking distance of each other.• Develop an overall urban design framework to ensure that the quality, appearance and effects of buildings, improvements and uses are compatible with the City design criteria and goals.• Create quality residential/commercial Mixed-Use development that maintains value through buildings with architectural qualities that create attractive street scenes and enhance the public realm.• Provide a variety of open space, including private, recreation areas and public open space and parks.• Revitalize commercial corridors with residential/commercial Mixed-Use developments that attract and encourage market-driven private investment.• Encourage parking solutions that are incentives for creative planning and sustainable neighborhood design. <p>(Ord. No. 931, § 5(Exh. A), 10-22-13; Ord. No. 1000 , §§ 3, 5, 6, 9-28-21; Ord. 1009 , § 2, 4-12-22)</p>	
San Dimas	<p>Circulation Element</p> <p>Goals Statement C-3: To Promote Safe Alternatives to Motorized Transportation that Meets the Needs of All City Residents.</p> <p>Objective 3.1: Provide a circulation network that accommodates the safe and efficient movement of cyclists.</p> <p>Policy 3.1.1: The City shall create a system of bicycle routes within the street right-of-way to meet the needs of both the local and commuter cyclist. The routes shall be designed for the safety of the cyclist.</p> <p>Objective 3.2: Provide a system of sidewalks or pathways in residential and commercial areas that provides a safe environment for pedestrians.</p> <p>Policy 3.2.2: The City shall promote the design and location of future land uses to encourage access by non-automotive means.</p> <p>Land Use Element</p> <p>Goal Statement C-1: Maintain the Rural Small-Town Low-Density Atmosphere of San Dimas</p> <p>Objective 1.2: Preserve open space and conserve existing residential neighborhoods.</p>	<p>Municipal codes related to land use and planning resources relevant to the Plan Area can be found in Chapter 18.124 (OS Open Space Zone), Section 18.124.020 (Uses permitted), and Section 18.124.040 (Property development standards), and Chapter 18.32 (SF-H Single-Family Hillside Zone), Section 18.32.160 (Open space).</p> <p>Under Chapter 18.124 (OS Open Space Zone), Section 18.124.020 (Uses permitted), Buildings, structures and land shall be used, and buildings and structures shall hereafter be erected, structurally altered or enlarged only for the following uses, other than those uses the commission may deem, pursuant to the provisions of Chapter 18.192, to be similar and not more detrimental to the public health, safety and welfare. All uses shall be subject to the property development standards of Section 18.124.040.</p> <p>A. General Uses.</p> <p>1. Open space for the preservation of natural resources including, but not limited to, areas necessary for the preservation of plant and animal life, including habitat for fish and wildlife species, channels, creeks, lakes, reservoirs, banks of channels and creeks, lakeshores and watershed lands.</p> <p>2. Open space for the managed production of resources, including, but not limited to, forest land and agricultural lands; areas required for recharge of groundwater basins; and areas containing natural mineral deposits.</p> <p>3. Open space for outdoor recreation including, but not limited to, areas of outstanding scenic historic and cultural values; areas particularly suited for park and recreation purposes; and areas which serve as links between major recreation and open space reservations, including utility easements, banks of channels and creeks, trails and scenic highway corridors.</p> <p>4. Open space for public health and safety including, but not limited to, areas which require special management or regulations because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, floodplains, watershed, areas presenting high fire risk, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>(Ord. 37 § 200.1, 1961; Ord. 449 § 1, 1973; Ord. 565 § 1, 1977)</p> <p>Under Chapter 18.124 (OS Open Space Zone), Section 18.124.040 (Property development standards), The following property development standards shall apply:</p> <p>A. Lot Area. No minimum required.</p> <p>B. Site Coverage. Buildings and structures, when permitted, shall not occupy more than one-fourth of the gross area of the parcel, except as permitted by approval of a variance from development standards.</p> <p>C. Off-Street Parking. The provisions of Chapter 18.156 shall apply.</p> <p>D. Signs. Signs shall specifically relate to the use of the parcel and shall be approved by the planning commission.</p> <p>E. Utilities. All utility services shall be installed underground. This requirement may be waived where it would cause undue hardship or constitute an unreasonable requirement.</p> <p>(Ord. 37 § 200.3, 1961; Ord. 449 § 1, 1973)</p> <p>Under Chapter 18.32 (SF-H Single-Family Hillside Zone), Section 18.32.030 (Primary Uses) listed zoned uses that are permittable under this designation which include:</p> <ul style="list-style-type: none">• Single-family residential units;• Watershed and flood-control facilities;• Grazing;• Public parks and open areas;• Public and private trails.• Incidental Uses include home occupations, per the provisions of Section 18.184.010; <p>(Ord. 1226 § 1, 2014; Ord. 1062 § 1, 1996; Ord. 969 § 2 (A), 1992; Ord. 609 § 1, 1981; Ord. 37 § 223.54, 1961)</p> <p>Under Chapter 18.32 (SF-H Single-Family Hillside Zone), Section 18.32.160 (Open space), the city shall be granted an easement for trails or other purposes or other interest limiting the future use of the open space and preserving open spaces.</p> <p>(Ord. 37 § 223.78, 1961; Ord. 609 § 1, 1981)</p>	
San Gabriel	<p>Land Use Chapter</p> <p>Goal 1.13: Think and act creatively to maximize and increase public open space and greenery in our community.</p> <p>Mobility Chapter</p> <p>Goal 3.5 Promote the use of bicycles for transportation.</p> <p>Target 3.5.1 Expand the citywide bikeway system.</p> <p>Goal 3.6 Enhance pedestrian access and circulation.</p> <p>Open Space Chapter</p> <p>Goal 7.1 Increase the City’s open space resources.</p> <p>Target 7.1.1 Develop miniparks, medians, and other green spaces to offset the impacts of denser population and more intense development.</p>	<p>Municipal codes related to land use and planning resources relevant to the Plan Area can be found in Chapter 153 (Zoning Code), Section 153.141 (Open Space and Public Facilities District-Intent) of the San Gabrial Municipal Code.</p> <p>Under Section 153.141 (Open Space and Public Facilities District-Intent) a new zoning district, Open Space and Public Facilities District, is hereby established and designated on the official zoning map of the city. The following primary uses shall be permitted:</p> <ul style="list-style-type: none">• Public or quasi-public uses such as parks, schools, churches, libraries, museums, auditoriums, community facilities, child care centers, government facilities, hospitals, congregate care facilities, convalescent homes, residence care facilities, senior housing, community gardens, open air markets, nurseries, and public parking lots/structures.	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 7.3 Develop a system of bicycle and pedestrian trails that are sustainable.</p> <p>Target 7.3.1 Establish a trail system along existing storm drain easements to access existing regional bike trails. Target 7.3.2 Develop new bicycle and pedestrian trails in commercial and residential neighborhoods, parks, or rail corridors that create “walkable” close-knit neighborhoods that will reduce air pollution and energy consumption.</p> <p>Goal 7.4 Restore and improve neglected opportunities to City’s dwindling open space resources.</p> <p>Target 7.4.1 Preserve existing park space and recreational facilities, especially open turfed areas and trees, while allowing for the redesign, reconfiguration, and replacement of existing spaces and facilities to increase their recreational potential and usability.</p>	<ul style="list-style-type: none">Unspecified uses. Such other uses that are not specified in this ordinance but that are determined by the Planning Commission, or on appeal, by the City Council to be substantially similar to a specifically enumerated permitted use. In determining whether a proposed use is substantially similar to a permitted use, the conditional use permit process and criteria shall be utilized. <p>(Ord. 425-C.S., passed 6-7-94; Am. Ord. 608-C.S., passed 5-10-14) Penalty, see § 153.999</p> <p>Under Section (153.142 Open Space and Public Facilities District -Permitted Uses), applicable areas would be included under the designations below:</p> <p>A new zoning district, Open Space and Public Facilities District, is hereby established and designated on the official zoning map of the city. The following primary uses shall be permitted:</p> <p>(A) Permitted uses. Public or quasi-public uses such as parks, schools, churches, libraries, museums, auditoriums, community facilities, child care centers, government facilities, hospitals, congregate care facilities, convalescent homes, residence care facilities, senior housing, community gardens, open air markets, nurseries, and public parking lots/structures.</p> <p>(B) Unspecified uses. Such other uses that are not specified in this ordinance but that are determined by the Planning Commission, or on appeal, by the City Council to be substantially similar to a specifically enumerated permitted use. In determining whether a proposed use is substantially similar to a permitted use, the conditional use permit process and criteria shall be utilized.</p> <p>(C) Prohibited uses. All uses not specifically identified herein shall be prohibited in the Open Space and Public Facilities District.</p> <p>(Ord. 425-C.S., passed 6-7-94; Am. Ord. 608-C.S., passed 5-10-14) Penalty, see § 153.99)</p>	
San Marino	<p>Land Use Element</p> <p>Objective L.12 Lacy Park. Maintain Lacy Park as open space for recreation and enjoyment by San Marino residents.</p>	<p>Municipal codes related to land use and planning resources relevant to the Plan Area can be found in Chapter XXIII (Zoning and Development, Advertising and signs, fences and walls), Article 4 (P&R Parks and Recreational Zone).</p> <p>Under Section 23.04.01 (Uses Permitted), the following uses, and no other uses, are permitted in the P&R Park and Recreational (P&R) Zone:</p> <p>A. Parks and parkways.</p> <p>B. Playground and recreational.</p> <p>C. Beautification and planting.</p> <p>D. The construction and installation of all facilities necessary or convenient for any of the aforementioned uses. (Ord. 096-1093, 7-10-1996)</p>	No other applicable ordinances were identified.
South El Monte	<p>Land Use Element</p> <p>Goal 3 Accommodate new development that is compatible with and complements existing land uses.</p> <p>Public Health, Safety, and Environmental Justice Element</p> <p>Goal 6: Provide public facilities that promote health and hazard preparedness.</p> <p>Policy 6.2: Increase Access to Open Space.</p> <p>Circulation Element</p>	<p>Municipal codes related to land use and planning resources relevant to the Plan Area can be found in Chapter 17.20 (Public Facilities Zone (P-F)), under Section 17.20.010 (Intent and purpose), Section 17.20.020 (Permitted uses), 17.20.030 (Principal permitted uses), and Section 17.20.070 (Development standards—General).</p> <p>Under Section 17.20.010, the public facilities zone (P-F) is established to provide areas throughout the city for the location of a variety of public, quasi-public and institutional facilities. Such areas shall be developed in a manner designed to enhance the</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 4 Accommodate alternative modes of transit in land use and circulation system planning.</p> <p>Policy 4.2 Provide a local bicycle path link to the Whittier Narrows Recreation Area.</p>	<p>neighborhood and to protect the surrounding areas from unnecessary noise, traffic or other disturbance.</p> <p>(Ord. 822 §1, 1989).</p> <p>Under Section 17.20.020, (Permitted uses), no building structure shall be erected, reconstructed, or structurally altered or enlarged, nor shall any building structure or land be used for any purpose except as allowed by this chapter.</p> <p>(Ord. 822 §1, 1989)</p> <p>Under Section 17.20.030 (Principal permitted uses), principal permitted uses are in the P-F zone as follows:</p> <ul style="list-style-type: none">• Public buildings, including, but not limited to, City Hall, public libraries, police and fire facilities and public parks and associated structures;• Quasi-public facilities such as public utility facilities, water wells, city yards and similar uses;• Institutional uses such as public schools;• Private schools;• Churches and church related facilities. <p>Accessory buildings are permitted accessory uses in the public facilities zone.</p> <p>(Ord. 963 §16, 1995; Ord. 822 §1, 1989)</p> <p>Under Section 17.20.070 (Development standards—Generally), the following property development standards shall apply to all uses within the P-F zone. Standards applicable to individual uses are found in Chapters 17.24 through 17.58 of these regulations.</p> <p>(Ord. 822 §1, 1989)</p>	
Temple City	<p>Goal LU 2: Land Use Mix. A complete community that is balanced with places for living, working, shopping, recreation, education, and arts and culture that reflect Temple City’s history, tradition, and diversity.</p> <p>LU 2.7 Places for Recreation and Celebration. Provide parks, open spaces, venues for community events, and similar uses enabling residents to participate in healthy lifestyles and celebrate the community.</p> <p>LU 3.7 Connected Greenways Network. Explore opportunities to develop trails along Eaton and Arcadia Wash to serve as the backbone of a citywide greenway network incorporating greenbelts, parklands, bicycle and pedestrian paths, and trails.</p> <p>Encourage properties that are redeveloped along their length to incorporate setbacks and landscape amenities that extend the open space character and recreational amenity into their sites.</p> <p>LU 7.1 Sustainable Land Development. Promote land use and urban design development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and waste and noise generation. These should include practices described in the United States Green Building Council’s LEED-ND rating program such as concentrating development to promote walking in lieu of the automobile, capturing and re-using stormwater onsite, managing and reusing wastewater, orienting buildings to maximize opportunities for solar energy use, use of drought tolerant and native landscapes, shading of exterior public spaces, and recycling and salvage for reuse of construction and demolition debris.</p>	<p>Municipal codes related to land use and planning resources relevant to the Plan Area can be found in Article K (Institutional and Open Space Zone) of the Temple City Code of Ordinances.</p> <p>Under Article K (Institutional and Open Space Zone) , the Institutional Zone and Open Space Zone is intended to accommodate public, semi-public, and institutional uses, including but not limited to offices and facilities used by federal, state, and local government; special districts; public schools; hospitals; and other public agencies and public utilities. This zone implements the General Plan Institutional designations. It also is intended to be used to accommodate active and passive recreational activities, such as parks and trails, as well as areas used for detention basins, conservation, sensitive habitat areas, and groundwater recharge basins. This zone implements the General Plan Open Space designation.</p> <p>(Ord. 19-1036)</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	LU 7.6 Green Streets. Transform impervious street surfaces into landscape green spaces to capture and filter stormwater runoff, in appropriate and reasonable locations.		
West Covina	<p>Land Use Element</p> <p>4. Arrange land uses with regard to the health, safety, convenience and welfare of the residents of the City.</p> <p>Our Accessible Community</p> <p>Policy 4.1 Coordinate and integrate land use, economic and transportation planning policies.</p> <p>Policy 4.4 Allocate street space equitably among all modes. Action 4.4a Ensure that pedestrians, bicyclists, transit vehicles and automobiles each have space in the right-of-way that is consistent with the street’s designated mobility function and land use context per street typologies and modal-priority overlays as defined in the Thoroughfares Plan.</p> <p>P4.5 Work to eliminate barriers to pedestrian and bicycle travel.</p> <p>Our Resilient Community</p> <p>Policy 5.1 Promote fine-grained network of complete streets in new and redevelopment projects.</p> <p>Action 5.1 Adjust development regulations and review processes to require new development and redevelopment projects to provide a fine-grained, interconnected, multimodal transportation network with a balance of motor vehicle, pedestrian, bike, and transit amenities.</p> <p>P5.2 Allocate land uses based primarily on the control of physical form, intensity, and arrangement of buildings, landscapes, and public spaces that enable land and building functions to adapt to economic, environmental, energy, and social changes over time.</p>	<p>Municipal codes related to land use and planning resources relevant to the Plan Area can be found in Section 26-545, Open space (O-S) zone, Section 26-558, Section 26-559, and Section 26-597.</p> <p>Under Section 26-545, the purpose of the open space zone is to identify and set forth permitted uses, and standards of development within open space lands.</p> <p>Sec. 26-558 requires a demonstrated public need shall be established within the area, and Sec. 26-559. the existing utilities systems (water, sewer, drainage, electrical, gas and communications facilities) are adequate or new systems shall be constructed to adequately serve the land use.</p> <p>Open space zoned land may be located anywhere in the city provided it is consistent with the city's adopted policies and plans.</p> <p>Environmental quality element is the adopted element of the city combining the city's open space, conservation, scenic highways and recreation elements.</p> <p>The section defines open space land as any parcel or area of land or water which is primarily unimproved and devoted to an open space use as defined in section 26-597, and which is designated in the city's environmental quality element and general plan as any of the following:</p> <ul style="list-style-type: none">• 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 specific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.• 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 ground water basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.• 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 which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic corridors.• Open space for public health and safety, including, but not limited to, areas which 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. <p>(Code 1960, § 10901.10; Ord. No. 1333, § 1, 4-25-77; Ord. No. 2204, § 3(Exh. A), 2-16-10)</p>	No other applicable ordinances were identified.

3.11.3 Impact Assessment

3.11.3.1 Significance Criteria

Appendix G of the State CEQA guidelines was reviewed to determine if the Plan would result in significant impacts related to land use and planning. These guidelines serve as the threshold of significance for determining impacts to land use and planning and consider if the Plan would:

11(a) Physically divide an established community?

11(b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

3.11.3.2 Methodology

This section evaluates the construction and operation impacts of the Plan on land use and planning, based on literature review of conditions within and adjacent to the Plan Area, to determine if the Plan would physically divide an established community and for consistency with relevant land use plans, policies, and regulations. Where feasible, maps have been prepared to visualize these conditions.

Construction impacts were identified and evaluated qualitatively based on the land use characteristics of the Plan Area and the magnitude, intensity, location, and duration of activities that could occur under the Plan.

3.11.3.3 Plan Impacts

For each of the impact analyses below, the potential impacts are related to the location of future potential projects within the Plan Area, which includes the District ROW and adjacent parcels. Accordingly, the impact analysis is focused on project location and the conclusions are the same for all of the project components that may be included in any future projects implemented under the Plan.

3.11.3.3.1 11(a). Physically divide an established community?

3.11.3.3.1.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less Than Significant. Construction of greenway paths and greenway amenities, pocket parks, safe crossings, and stormwater management infrastructure would occur along the District ROW and adjacent parcels. The District ROWs follow the San Gabriel River and Rio Hondo, and its tributaries, which are physical barriers for communities. However, construction of the greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities are not anticipated to further divide communities. Any road or existing bike and pedestrian paths closures would be temporary and comply with applicable laws and regulations requiring the proper flow and detours as needed. Therefore, construction impacts would be less than significant.

Operations

Less Than Significant. A key objective of the Plan is to connect neighborhoods and serve as a new network for cyclists, pedestrians, and equestrians throughout the SGV. Long-term use of the Greenway Network would not further physically divide a community beyond the physical barriers already created by the San Gabriel River, Rio Hondo, and tributaries and instead would serve to bring communities together by providing a new greenway network in the SGV. Therefore, operational impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Construction and operation impacts would be less than significant.

3.11.3.3.2 11(b). Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

3.11.3.3.2.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction and Operations

Significant and Unavoidable. Greenway paths and greenway amenities, pocket parks, safe crossings, and stormwater management infrastructure would be constructed within the District ROW and adjacent parcels. The District ROWs traverse multiple municipal jurisdictions, each with a General Plan that includes a specific vision and designation of uses for land development. Land uses within the Plan Area are diverse, including general commercial, light industrial, low/medium/high density residential, open space, utility/flood control, schools, institutional, and mixed use (see Table 3.11-2).

All greenway paths, greenway amenities, pocket parks, safe crossings, and stormwater management facilities would be developed within and adjacent to the District ROW. To construct a project on District ROW, a project proponent would generally be required to obtain a permit, lease, use agreement and/or other authorization from the District. In addition, portions of projects within incorporated areas would be under the land use jurisdiction of those incorporated cities and a project proponent may also have to apply for a land use permit or other approval from that the County or specific city, in addition to a permit from the District for the portion of the project is proposed to be located on District ROW. As discussed in Section 2.3.2, the *Design Guidelines and Standards* are focused on multi-use for pedestrians. For projects proposed entirely in the unincorporated County jurisdiction, compliance with the *Design Guidelines and Standards* would ensure compliance with County land use policies and impacts would be less than significant. For projects that are proposed in incorporated cities within the Plan Area, compliance with the *Design Guidelines and Standards* may conflict with the land use policies or regulations of the municipality in which the project is located. While land use permitting may be achieved through a conditional use permit, variance, zoning amendment, and/or specific plan amendment, these land use conflicts may result in significant and unavoidable impacts.

Mitigation Measures

No mitigation measures have been identified which would reduce or avoid impacts.

Significance After Mitigation

No mitigation measures have been identified which would reduce or avoid impacts. Therefore, impacts would be significant and unavoidable.

3.11.3.4 Impacts of Conceptual Design Projects

This section discusses potential impacts from the 10 conceptual designs discussed in Section 2.4.

3.11.3.4.1 11(a). Physically divide an established community?

Construction

Less Than Significant. Construction activity for all of the conceptual projects, if implemented in the future, would be temporary (i.e., when heavy equipment is in use and/or earthwork is being conducted) and would not result in long-term access/use limitations that would physically divide a community. Any road or existing bike and pedestrian paths closures would be temporary and comply with applicable laws and regulations requiring the proper flow and detours as needed. Therefore, construction impacts would be less than significant.

Operations

Less Than Significant. An objective of the Plan is to connect neighborhoods and serve as a new network for pedestrians throughout the SGV. All of the conceptual design projects would occur within the District ROW and adjacent parcels. The individual conceptual designs are examples of greenway paths within the Plan Area which would result in increased connections between communities and access for recreationalists to move safely from one community to another. Therefore, operational impacts for all conceptual designs would be less than significant.

3.11.3.4.2 11(b). Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Construction and Operations

Table 3.11-3 discusses the potential for each of the conceptual design projects to conflict with applicable land use plans and policies based on the identified location for each of the projects in comparison to the Plan components described as included for each of the conceptual projects. As shown in the table, the impact conclusion for each conceptual design project is site-specific and ranges from **no impact and significant and unavoidable impacts** on existing land use designations and plans.

Table 3.11-3. Analysis of Conceptual Design Examples to Land Use Plans for Construction and Operations

Conceptual Design Project	11(b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i>	Significant and Unavoidable. The proposed project area is designated for open space and public facilities by the City of Alhambra and single family residential by the City of San Gabriel. The proposed facilities would not conflict with the City of Alhambra's land use for the site, but the project would conflict with the residential zoning designation by the City of San Gabriel; therefore, potential impacts with regard to land use conflicts could be significant and unavoidable.
Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i>	Significant and Unavoidable. The proposed project area is designated for open space, single family residential, and multi-family residential by the City of Baldwin Park. The proposed facilities would not conflict with the open space designation but may conflict with the residential designations; therefore, potential impacts with regard to land use conflicts could be significant and unavoidable.
Eaton Wash Greenway at Spreading Ground Site <i>City of Pasadena</i>	No Impact. The proposed project area is designated for open space, planned development, and public and semi-public (institutional) use by the City of Pasadena. The proposed facilities would not conflict with the open space and public use designations; therefore, the project would conform with the existing land uses and no potential land use conflict impacts would occur.
Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i>	No Impact. The proposed project area is designated for open space and public and semi-public (institutional) use by the City of Pasadena. The proposed facilities would not conflict with the open space and public use designations; therefore, the project would conform with the existing land uses and no potential land use conflict impacts would occur.
San Dimas Wash at Arrow High School <i>City of Glendora</i>	No Impact. The proposed project area is designated for planned redevelopment by the City of Glendora. The proposed facilities would not conflict with this established redevelopment use; therefore, the project would conform with the existing land uses and no potential land use conflict impacts would occur.
San Dimas Wash at Hollenbeck Park <i>City of Covina</i>	Significant and Unavoidable. The proposed project area is designated for single family residential by the City of Glendora. The proposed facilities would potentially conflict with this housing designation; therefore, potential impacts related to land use conflicts could be significant and unavoidable.
San Jose Creek at Pocket Park <i>City of Industry and the unincorporated LA County community of Avocado Heights</i>	Significant and Unavoidable. The proposed project area is designated for commercial, industrial, and recreation/open space by the City of Industry. The proposed facilities would potentially conflict with the commercial and industrial uses but would comply with the recreation/open space designations. The project would also comply with LA County land use designations (MM-LUP-1). However, the potential conflict with the industrial and commercial uses could generate significant and unavoidable impacts.

Conceptual Design Project	11(b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
Thompson Creek at the Fairplex <i>Cities of Pomona, La Verne, and Claremont</i>	Significant and Unavoidable. The proposed project area is designated for numerous uses, including single family residential, public use, open space, multiple family residential, commercial, and transportation by the Cities of Pomona, La Verne, and Claremont. The proposed facilities would not conflict with the open space, public use, and transportation uses but do conflict with the residential, commercial, and industrial designations. Therefore, potential land use conflict impacts could be significant and unavoidable.
Walnut Creek at Syhre Park <i>Cities of Baldwin Park and West Covina</i>	Significant and Unavoidable. The proposed project area is designated for numerous uses, including single family residential, public use, open space, multiple family residential, commercial, and mixed use by the Cities of Baldwin Park and West Covina. The proposed facilities would not conflict with the open space, public use, and mixed uses but do conflict with the residential and commercial. Therefore, potential land use conflict impacts could be significant and unavoidable.
Walnut Creek at Pocket Park <i>City of West Covina</i>	Significant and Unavoidable. The proposed project area is primarily designated for low/medium/high density residential, commercial, and utility. The proposed facilities would not conflict with the utility designation but do pose conflicts to the residential and commercial uses. Therefore, potential land use conflict impacts could be significant and unavoidable.

3.12 Mineral Resources

This section provides a description of the regional geology of the impacted area, a summary of regulations related to the described geology and mineral resources, and an assessment of the potential impacts to the Plan Area.

Table 3.12-1. Summary of Potential Impacts of the Plan on Mineral Resources.

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
Would the Plan:			
12 (a) 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??			
Greenway Paths + Greenway Amenities	Less than Significant with Mitigation	Less than Significant	Construction: MM MR-1. Ensure Access to Mineral Resources Operations: No mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant with Mitigation	Less than Significant	
Greenway Paths + Safe Crossings	Less than Significant with Mitigation	Less than Significant	
Greenway Paths + Stormwater Management	Less than Significant with Mitigation	Less than Significant	
12 (b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			
Greenway Paths + Greenway Amenities	Less than Significant with Mitigation	Less than Significant	Construction: MM MR-1. Ensure Access to Mineral Resources Operations: No mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant with Mitigation	Less than Significant	
Greenway Paths + Safe Crossings	Less than Significant with Mitigation	Less than Significant	
Greenway Paths + Stormwater Management	Less than Significant with Mitigation	Less than Significant	

3.12.1 Environmental Setting

A mineral is defined as a naturally occurring crystalline solid with a definite, but not necessarily fixed, chemical composition. A mineral resource that is mined, or an “ore deposit”, is defined as a mineral deposit that can be extracted and sold for profit. Mineral resources are commercially-viable concentrations of solid material in Earth’s crust. Mineral resources include commercially viable oil and gas deposits, and nonfuel mineral resources deposits. Non-fuel mineral resources include metals, such as gold, silver, iron, and copper; industrial metals including boron compounds, rare-earth elements, clays, limestone, gypsum, salt, and dimension stone; and construction aggregate, such as sand, gravel, and crushed stone (LA County Flood Control District 2015).

Mineral resource areas are classified into four Mineral Resource Zones (MRZs) based on geologic data. Of these, MRZ-1 are lands where geology indicates no mineral resources are present; MRZ-2 are lands that contain identified mineral resources; MRZ-3 are areas of undetermined mineral resource significance; and MRZ-4 are areas of unknown mineral resource potential. MRZ-2 areas are underlain by known or inferred mineral resources of significance, including commercially viable mineral or aggregate deposits, such as sand, gravel, and other construction aggregate. MRZ-2 zones are found in the Plan Area within central SGV. There is also an MRZ-2 zone along Eaton Wash, along the Arroyo Seco, and along Monrovia Canyon. Within the Plan Area are approximately 3,386 acres designated as MRZ-2 zones (LA County Department of Regional Planning, 2014). Much of the area within Los Angeles County was developed with structures prior to the MRZ classification and, therefore, is unavailable for extraction. Three prospective and two past producer mines (clay, sand, gravel resources) have been identified within 300 feet of the Plan Area washes in Irwindale and Pomona; however, no active mines are present (California Mineral Resources 2011).

The Los Angeles metropolitan area is one of the largest producers and consumers of construction aggregate in the country (Los Angeles County Department of Regional Planning 2022). The SGV is known for its abundant aggregate resources, which are durable and suitable for making concrete and asphalt. Rock, sand, and gravel from the San Gabriel River alluvial fans have been used for building throughout Southern California (LA County Department of Public Works 2006). Rock, sand, gravel, cement, water, and other “ad mixtures” are the primary components of Portland Cement Concrete, which is specified in many construction projects for buildings, streets, and sidewalks (LA County Department of Public Works 2006). Major sand and gravel extraction sites classified as MRZ-2 zones are located in the alluvial fans of the San Gabriel River near Irwindale.

According to the California Department of Conservation, Geologic Energy Management Division (CalGEM), there are 75 oil fields located in Los Angeles County (26 abandoned, 49 active). Within these oil and gas fields, there are a total of 3,250 active oil wells, not including those offshore (CalGEM 2024a). As depicted in Figure 3.12-1, the Plan Area runs through four oil field areas with several nearby wells noted in Tables 3.12-2. The mineral and oil and gas resources zones identified by the County and CalGEM are shown in Figure 3.12-2.

Table 3.12-2. Number of Wells within 300-ft of Plan Area

City	Oil Field	Active/Abandoned Oil and Gas Wells
Industry	N/A (1), Rowland Oil Field (1)	2
Montebello	Montebello Oil Field	29
Pomona	N/A	2
Rosemead	N/A	3
Unincorporated Los Angeles County	N/A (2), Montebello Oil Field (2)	4

Source: CalGEM 2024b, CMR 2011

Notes: N/A – not applicable; well is located outside defined oil field

3.12.2 Regulatory Setting

3.12.2.1 State

3.12.2.1.1 Surface Mining and Reclamation Act: California Public Resources Code Sections 2710 et seq.

The Surface Mining and Reclamation Act of 1975 mandated mineral land classification to identify and protect mineral resources in areas within the State subject to urban expansion or other irreversible land uses which would preclude mineral extraction. The Act also allowed the State Mining and Geology Board after receiving classification information from the State Geologist to designate lands containing mineral deposits of regional or statewide significance.

Sections 2761(a) and (b) and 2790 of the Surface Mining and Reclamation Act provide for a mineral lands inventory process termed classification-designation. The California Division of Mines and Geology and the State Mining and Geology Board are the state agencies responsible for administering this process. The primary objective of classification-designation is to provide local agencies with information on the location, need, and importance of minerals within their respective jurisdictions. It is also the intent of this process that this information be considered in future land-use decisions planning decisions. Under Surface Mining and Reclamation Act, local land use jurisdictions are the enforcing lead agencies for mineral resource issues, which state agencies guide and regulate city and county enforcement of Surface Mining and Reclamation Act.

As stated within the Surface Mining and Reclamation Act, the CGS is responsible for identifying aggregate and mineral resource areas and designate them into the following categories: (1) containing little or no mineral deposits, (2) containing significant deposits, or (3) deposits identified, but further evaluation needed. In areas where deposits are identified, they are then designated as MRZ. The classification of these mineral resources is done by both the State and local governments. It is based on several geologic factors and requires that the State Geologist classify the mineral resources area as one of the four MRZs, or Scientific Resource Zones, or Identified Resource Areas, which are described below:

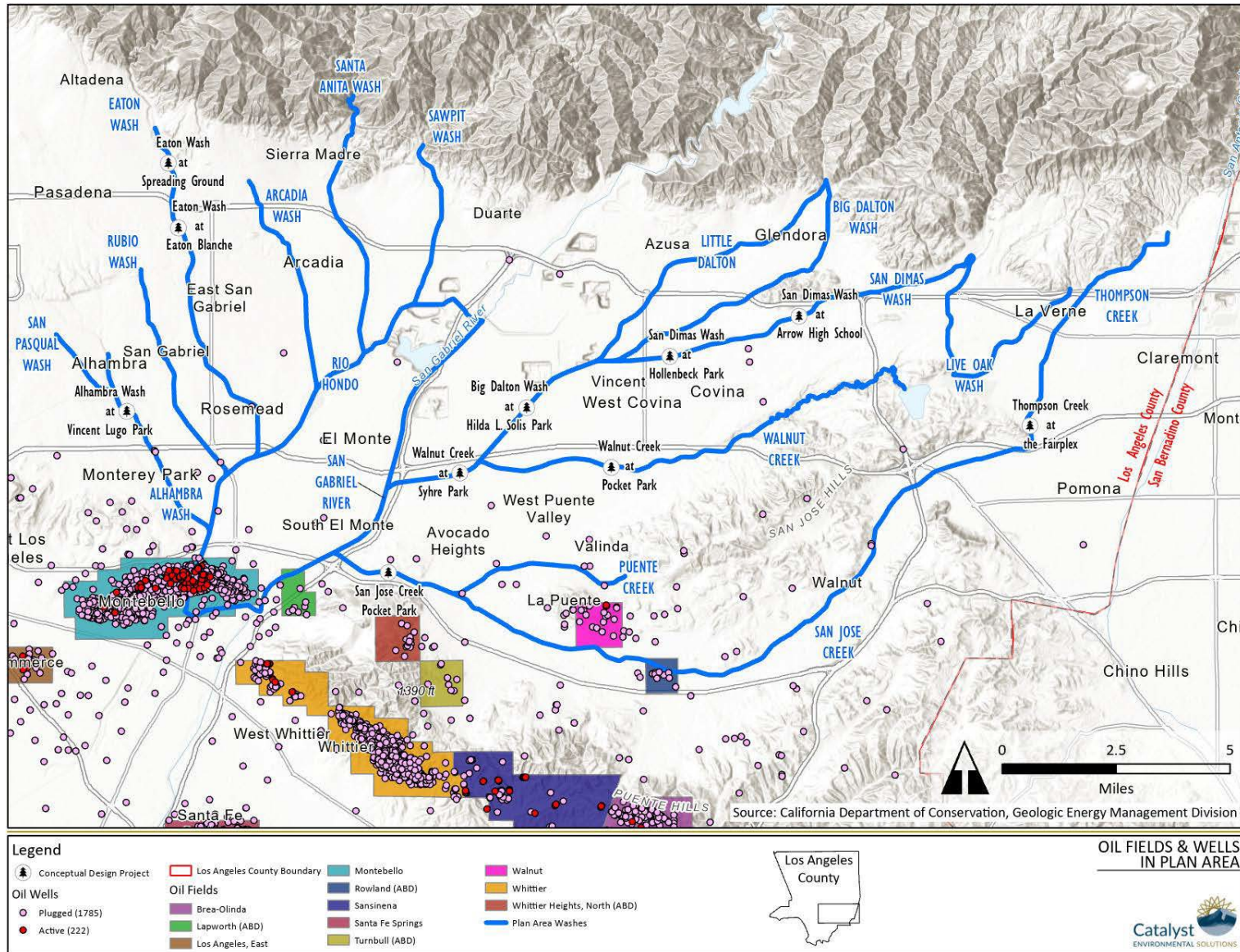


Figure 3.12-1. Oil and Gas Wells and Oil Fields in and near the Plan Area.

- MRZ-1: Areas where available geologic information indicates there is little or no likelihood for presence of significant mineral resources.
- MRZ-2: Areas where available geologic information indicates 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.
- MRZ-3: Areas where available geologic information indicates known or inferred mineral occurrences of undetermined mineral resource significance.
- MRZ-4: Areas of no known mineral occurrences where geologic information does not rule out the presence or absence of significant mineral resources.
- Scientific Resource Zone Areas: Containing unique or rare occurrences of rocks, minerals, or fossils that are of outstanding scientific significance shall be classified in this zone.
- Identified Resource Areas: County or State Division of Mines and Geology Identified Areas where adequate production and information indicates that significant minerals are present (LA County Department of Regional Planning 2014).

3.12.2.1.2 California Oil and Gas Regulations

CalGEM was formed in 1915 to implement regulations in the PRC and CCR that pertain to the drilling, operation, maintenance, and plugging and abandonment of oil, natural gas, and geothermal wells (PRC Sections 2710–2719 and CCR Section 3704.1). Under the California Oil and Gas Regulations, PRC §3106, CalGEM is responsible for the supervision of drilling, operation, maintenance, and abandonment of wells and the operation, maintenance, and removal or abandonment of tanks and facilities attendant to oil and gas production, including pipelines that are within an oil and gas field, so as to prevent, as far as possible, damage to life, health, property, and natural resources; damage to underground oil and gas deposits from infiltrating water and other causes; loss of oil, gas, or reservoir energy, and damage to underground and surface waters suitable for irrigation or domestic purposes by the infiltration of, or the addition of, detrimental substances. As shown in Figure 3.12-1, numerous oil wells are present within the Plan Area. If projects implemented in the future under the Plan are located in an area where an active or abandoned oil well is present, the project proponent would be required to coordinate with CalGEM prior to implementing the project.

3.12.2.2 Los Angeles County

3.12.2.2.1 Los Angeles County General Plan

The Conservation and Natural Resources Element of the General Plan (LA County Department of Regional Planning 2022) includes the following relevant goals and policies related to the protection of mineral resources.

- Goal C/NR 10: Locally available mineral resources to meet the needs of construction, transportation, and industry.
 - Policy C/NR 10.1: Protect MRZ-2s and access to MRZ-2s from development and discourage incompatible adjacent land uses.
 - Policy C/NR 10.2: Prior to permitting a use that threatens the potential to extract minerals in an identified Mineral Resource Zone, the County shall prepare a statement specifying its reasons for permitting the proposed use, and shall forward a copy to the State Geologist and

the State Mining and Geology Board for review, in accordance with the Public Resources Code, as applicable.

- Policy C/NR 10.3: Recognize newly identified MRZ-2s within 12 months of transmittal of information by the State Mining and Geology Board.
- Policy C/NR 10.4: Work collaboratively with agencies to identify Mineral Resource Zones and to prioritize mineral land use classifications in regional efforts.
- Policy C/NR 10.5: Manage mineral resources in a manner that effectively plans for access to, development and conservation of, mineral resources for existing and future generations.

The Land Use Element of the General Plan (Los Angeles County Department of Regional Planning 2022) includes the following relevant goals and policies related to the protection of mineral resources.

- Goal LU 7: Compatible land uses that complement neighborhood character and the natural environment.
 - Policy LU 7.5: Ensure land use compatibility in areas adjacent to mineral resources where mineral extraction and production, as well as activities related to the drilling for and production of oil and gas, may occur.

3.12.2.2.2 Los Angeles County Building Code

Los Angeles County Building Code Section 110.4 states that permits shall not be issued for buildings or structures regulated by this code, adjacent to or within 300 feet (91.44 m) of active, abandoned, or idle oil or gas well(s) unless provided with a methane gas protection system.

In addition, permits shall not be issued for a building or structure regulated by this code located between 25 feet and 200 feet from active, abandoned, or idle oil or gas well(s) unless designed according to the recommendations contained in a report prepared by a licensed civil engineer and approved by the building official. Permits could also be issued if all active, abandoned, or idle oil or gas well(s) between 25 feet and 200 feet from said building or structure are examined by a licensed petroleum engineer to evaluate whether, in accordance with the current rules and regulations of CalGEM, such wells are being properly operated or maintained, or are abandoned. No permits shall be issued until certification of proper operation, maintenance, or abandonment or re-abandonment, as determined by CalGEM, is submitted to the building official.



3.12.2.3 Cities Within the Plan Area

The table below presents the policies related to mineral resources from each of the cities within the Plan Area that would be applicable to projects implemented under the Plan within the boundaries of any city.

Table 3.12-3. Applicable Local City Policies Related to Mineral Resources

City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Alhambra	No applicable goals or policies related to mineral resources were identified.	<p>Municipal codes related to mineral resources relevant to the Plan Area can be found in Title 21 Oil and Gas Wells Section 21.04.010 (Purpose) and Section 21.04.040 (Applicability of Zoning Provisions)</p> <p>Under Section 21.04.010 (Purpose) the following apply:</p> <p>The purpose of this title is to prohibit the drilling on the surface or into the subsurface of oil and gas wells, the production of oil and gas and the storing and transportation thereof in the city, except as may be provided herein.</p> <p>(A) The City Council hereby declares that it is also the object and purpose of this title to establish reasonable and uniform limitations, safeguards and controls for the drilling for and production of oil, gas and other hydrocarbon substances within and under the city. Such limitations, safeguards and controls are found to be necessary in order to protect the citizens, their property rights and the general public of the city and to put into effect practices which will provide a plan for the orderly drilling for and production of oil and gas, which substances are important to the national economy. Such orderly development is necessary and will protect the surface uses and the value and character of residential, commercial and other real property in the city as such uses are set forth in the zoning ordinances and regulations of the city. The City Council recognizes that many of its citizens and property owners have made substantial investments in real property and do not own the mineral rights lying in or under such property and will not profit directly from oil or gas development. Therefore, in order to protect such citizens and their property rights, to protect the owners of mineral rights and to provide for the orderly exploration, development and production of oil and gas, it is necessary to regulate the drilling for and production of oil and gas as set forth in this title.</p> <p>(B) The City Council hereby finds and deter-mines that the uncontrolled drilling on the surface or into the subsurface for oil and gas and the production thereof in the city would be detrimental to the general welfare of its citizens and residents, and detrimental to the general public peace, health, safety, comfort, convenience and prosperity. The City Council finds and determines that subsurface areas within the city may be explored for oil and gas and, if the substances are found, the same may be produced by directional or slant drilling methods from surface locations within the city, all of which operations must be limited to certain controlled drilling sites hereby established and created in this title. Such controlled drilling sites and the limitations and regulations set forth herein are necessary in order to protect the citizens and residents of the city from oil odors, noise, dust, the spreading of oil, dirt and debris upon the public streets of the city and to protect buildings and structures from vibration, sinking, or other damage caused by the drilling for and production of oil and gas in an unrestricted location and manner.</p> <p>('86 Code, § 21.04.010) (Ord. 3115, passed - -)</p> <p>Under Section 21.04.040 (Applicability of zoning provisions) the following apply:</p> <p>The location of controlled drilling sites, exploratory areas, oil wells and seismic testing locations shall be controlled by this title, and nothing contained in Title 23 hereof with respect to zoning shall be deemed to prohibit the selection or use of any such location in any zone within the city.</p> <p>('86 Code, § 21.04.040) (Ord. 3115, passed - -)</p>	No other applicable ordinances were identified.
Arcadia	<p>Resource Sustainability Element:</p> <p>Goal RS-7: Productive reuse of former mineral extraction sites in Arcadia, and support of adjacent jurisdictions’ continued extraction operations</p> <p>Policy RS-7.1: Facilitate the reclamation of mined lands in Arcadia to a usable condition that is readily adaptable for long-term planned land uses.</p> <p>Policy RS-7.2: Support the production of aggregate materials that benefit the region, provided such activities appropriately consider watershed, wildlife, range and forage, aesthetic enjoyment, and other environmental factors.</p> <p>Policy RS-7.3: Work with adjacent jurisdictions to minimize any adverse environmental effects and potential public safety hazards associated with mining operations along Arcadia’s borders.</p>	<p>Municipal codes related to mineral resources relevant to the Plan Area can be found in Chapter 5 (Mining Permits and Reclamation Plans Part 1) Section 9510.3. (Purpose and Intent)</p> <p>Under Chapter 5. (Mining Permits and Reclamation Plans Part 1) Section 9510.3. (Purpose and Intent) the following apply:</p> <p>The City Council further finds that surface mining takes place in diverse areas where the geologic, topographic, climatic, biological, and social conditions are significantly different and that reclamation operations and the specifications therefor may vary accordingly.</p>	No other applicable ordinances were identified.



City		Applicable Sections of Municipal Code	Other Applicable Ordinances
Azusa	<p>Mineral Resource Element</p> <p>Goal 1: Balance the need for mineral resources extraction with the city’s goals to minimize biological, aesthetic and other impacts.</p> <p>Policy</p> <p>1.5 Limit effects of mining operations on biological and recreational resources. Effects include but are not limited to effects on adjacent vegetation of runoff, erosion, and dust, effects due to vegetation removal, effects on wildlife and recreationalists of noise and vibration. (MR2, MR4, MR5, MR6, MR7, MR8, and MR10)</p> <p>1.8 However, recognizing the community’s strong interest in improving and accelerating reclamation and reducing the environmental impacts of existing vested mining, trade-offs affecting ongoing operations may be considered through a formal development agreement based on appropriate public participation and environmental review. (LU5, LU11, and LU24)</p>	<p>Municipal codes related to mineral resources relevant to the Plan Area can be found in C Chapter 88.44 (Surface Mining and Reclamation) Section 88.44.030 (Applicability),</p> <p>Chapter 88.44 (Surface Mining and Reclamation) Section 88.44.030 (Applicability) the following apply:</p> <p>The requirements of this chapter apply to all surface mining activities within the city, except the following:</p> <p>A. Excavations or grading conducted for farming or onsite construction or for the purpose of restoring land following a flood or natural disaster;</p> <p>Under Chapter 88.28 Special Purpose zones Section 88.28.020. (Intent of Special Purpose Zones) the following apply:</p> <p>B. OS (Open Space) Zone. The Open Space zone is intended to protect its important natural resources by limiting building within the mountains, foothills, and river channels. The primary allowable land uses are: public recreation; limited residential development on legal lots of record with adequate access, buildable areas, and infrastructure; limited agricultural uses; and, where authorized by the general plan lodging, resort, and conference center facilities and related activities. Certain areas within the OS zone may be subject to long-term preservation through land conservancy arrangements.</p> <p>Surface mining operations may also be allowed where they were established prior to the effective date of this Development Code, recognizing the community's strong interest in improving and accelerating reclamation and reducing the environmental impacts of existing vested mining, with consideration of trade-offs affecting vested mining operations and future operations adjacent and contiguous to vested operations. Future operations adjacent and contiguous to vested operations may be considered through a formal development agreement based on public participation and environmental review. For the purposes of this Development Code, vested mining rights shall mean that valid use permits have been issued by the city, or that mining is otherwise considered vested pursuant to other applicable laws.</p>	
Baldwin Park	<p>No applicable General Plan Goals or Policies related to Mineral Resources have been identified. The City General Plan makes the following assertion:</p> <p>However, established urban uses are incompatible with mineral extraction and/ or surface mining activities. Mining use is not required by any applicable state law or local ordinance, and in a regional context, potential resources in Baldwin Park are limited in extent and largely inaccessible due to urbanization. Thus, General Plan policy does not provide for mining activity to occur.</p>	<p>No applicable ordinances were identified.</p>	<p>No other applicable ordinances were identified.</p>
Claremont	<p>Open Space, Parkland, Conservation, and Air Element:</p> <p>Goal 5-17 Protect and conserve state-designated significant mineral resources from land uses that threaten their availability for future mining, and require that any future mining of those resources will not adversely impact the environment or the livability of Claremont's residential neighborhoods.</p> <p>Policy 5-17. 1 Protect mineral resource deposits in designated areas of regional significance in order that such deposits may be available for future use except in already urbanized locations where development has already occurred or is planned as shown in Figure 5-3 (of the General Plan).</p> <p>Policy 5-17. 2 Balance the regional need to produce mineral resources against other City goals set forth in this General Plan.</p> <p>Policy 5-17. 3 Balance the importance of mineral resources against alternative land uses, and consider the value of the minerals to their market region or to the state in reviewing any project involving mineral resources from areas designated regionally significant.</p> <p>Policy 5-17.4 Prior to the approval of any use that would threaten the potential to extract from any state-designated significant mineral resource. require that sufficient mitigation be provided to eliminate land use conflicts between the approved use and any future mining of the mineral resources.</p>	<p>Municipal codes related to mineral resources relevant to the Plan Area can be found in Title 16 Zoning Chapter 16.336 Surface Mining and Reclamation and Section 16.336.020 (Scope)</p> <p>Section 16.336.020 (Scope)</p> <p>D. Exceptions</p> <p>This chapter does not apply to any of the following activities:</p> <p>2. Onsite excavation and onsite earthmoving activities that are an integral and necessary part of a construction project that are undertaken to prepare a site for construction of structures, landscaping, or other land improvements associated with those structures, including the related excavation, grading, compaction, or the creation of fills, road cuts, and embankments, whether or not surplus materials are exported from the site, subject to all of the following conditions:</p> <p>a. All required permits for the construction, landscaping, or related land improvements have been approved by a public agency in accordance with applicable provisions of state law and locally adopted plans and ordinances, including, but not limited to, the California Environmental Quality Act (California Public Resources Code Section 21000 et seq.) ("CEQA").</p> <p>b. The lead agency's approval of the construction project included consideration of the onsite excavation and onsite earthmoving activities pursuant to CEQA (California Public Resources Code Section 21000 et seq.).</p> <p>c. The approved construction project is consistent with the City General Plan or zoning of the site.</p> <p>d. Surplus materials shall not be exported from the site unless and until actual construction work has commenced and shall cease if it is determined that construction activities have terminated, have been indefinitely suspended, or are no longer being actively pursued.</p>	<p>No other applicable ordinances were identified.</p>



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Covina	No applicable goals or policies related to mineral resources were identified.	No applicable ordinances were identified.	No other applicable ordinances were identified.
El Monte	No applicable goals or policies related to mineral resources were identified.	No applicable ordinances were identified.	No other applicable ordinances were identified.
Glendora	No applicable goals or policies related to mineral resources were identified.	No applicable ordinances were identified.	No other applicable ordinances were identified.
Industry	No applicable goals or policies related to mineral resources were identified.	No applicable ordinances were identified.	No other applicable ordinances were identified.
Irwindale	Community Development Policy: Policy 11: The City of Irwindale will permit quarry operations to continue as long as it is feasible to do so and only if the quarries are operating in a healthful and safe manner pursuant to existing codes and regulations. Resource Management element: Policy 1: The City’s commitment to the maintenance and management of natural resources; Policy 4. The City of Irwindale will continue to protect the use of the area’s resources through appropriate land use controls and planning.	Municipal codes related to mineral resources relevant to the Plan Area can be found in Chapter 17. (Surface Mining and Reclamation Plans) Section 17.63.170 (Mineral resource protection). Under Section 17.63.170 (Mineral resource protection) the following apply: A. Mine development is encouraged in compatible areas before encroachment of conflicting uses. Mineral resource areas that have been classified by the State Department of Conservation's Division of Mines and Geology or designated by the State Board, as well as existing surface mining operations that remain in compliance with the provisions of this chapter, shall be protected from intrusion by incompatible land uses that may impede or preclude mineral extraction or processing, to the extent consistent with the city's general plan. B. In accordance with PRC Section 2767, the city's general plan and resource maps will be updated to reflect mineral information (classification and/or designation reports) within twelve months of the city's receipt of this information from the State Board, land use decisions within the city will, in part, be guided by information provided on the location of identified mineral resources of regional significance. Conservation and potential development of identified mineral resource areas will be considered and encouraged. Recordation on title to property of the presence of important mineral resources within the identified mineral resource areas may be encouraged as a condition of approval of any development project in the impacted area. Prior to approving uses that would otherwise be incompatible with mineral resource, protection, conditions of approval may be applied to proposed encroaching uses to minimize potential conflicts. (Ord. No. 683, § 3, 12-10-14)	No other applicable ordinances were identified.
La Puente	No applicable goals or policies related to mineral resources were identified.	No applicable ordinances were identified.	No other applicable ordinances were identified.
La Verne	No applicable goals or policies related to mineral resources were identified.	No applicable ordinances were identified.	No other applicable ordinances were identified.
Monrovia	Land use element: Goal 11: The City of Monrovia shall provide its residents with a high-quality urban environment through the development and conservation of resources such as land, water, minerals, wildlife, and vegetation.	Municipal codes related to mineral resources relevant to the Plan Area can be found in Chapter 15.30 (Surface Mining) Section 15.30.020 (Purpose) and Section 15.30.050 (Exemptions) Under Chapter 15.30 (Surface Mining) Section 15.30.020 (Purpose) the following apply: (A) The purpose of this chapter is to regulate surface mining operations in accordance with the requirements of the Surface Mining and Reclamation Act of 1975 (as amended) (“SMARA”), the regulations adopted thereunder, and Cal. Public Resources Code § 2207. (B) Mine development is encouraged in compatible areas before encroachment of conflicting uses. Mineral resource areas that have been classified or designated by the state, as well as existing surface mining operations that remain in compliance with the	No other applicable ordinances were identified.



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>provisions of this chapter, shall be protected from intrusion by incompatible land uses that may impede or preclude mineral extraction or processing, to the extent possible under the city's general plan.</p> <p>(`83 Code, § 15.30.020) (Ord. 97-03 § 1, 1997)</p> <p>This chapter shall not apply to the following activities</p> <p>(B) On-site excavation and on-site earthmoving activities which are an integral and necessary part of a construction project that are undertaken to prepare a site for construction of structures, landscaping, or other land improvements, including the related excavation, grading, compaction, or the creation of fills, road cuts, and embankments, whether or not surplus materials are exported from the site, subject to all of the following conditions:</p> <p>(1) All required permits for the construction, landscaping, or related land improvements have been approved by a public agency in accordance with applicable provisions of state law and locally adopted plans and ordinances, including, but not limited to the California Environmental Quality Act (CEQA).</p> <p>(2) The city's approval of the construction project included consideration of the on-site excavation and on-site earthmoving activities pursuant to CEQA.</p> <p>(3) The approved construction project is consistent with the city's general plan and zoning of the site.</p> <p>(4) Surplus materials shall not be exported from the site unless and until actual construction work has commenced and shall cease if it is determined that construction activities have terminated, have been indefinitely suspended, or are no longer being actively pursued.</p>	
Montebello	No applicable goals or policies related to mineral resources were identified.	<p>Municipal codes related to mineral resources relevant to the Plan Area can be found in Chapter 5.52 (Oil and Gas Drilling) and Chapter 17.44 (Oil and Gas production district) Section 17.44.010 (Purpose) and 17.44.020 (Superimposed nature – designation – precedence)</p> <p>Under Chapter 5.52 (Oil and Gas Drilling) the following apply:</p> <p>A. Oil Permit. No person, without first obtaining a permit in the manner hereinafter prescribed, shall engage in any of the following activities:</p> <p>1.Drilling or re-drilling of oil wells in connection with the exploration for, or the production of, petroleum or allied products, including secondary recovery; or</p> <p>2.Erection, construction, enlargement, alteration, repair, movement, improvement, removal, conversion, or demolition of any structure utilized in connection with an oil well.</p> <p>B. Excavation Permit. A permit from the city engineer shall be obtained for all excavating and grading work as required by Chapter 15.48 of this code.</p> <p>Under Chapter 17.44 (Oil and Gas Production District Section 17.44.010 (Purpose) the following apply:</p> <p>The purpose of the oil and gas production (O) district shall be to allow the economic recovery of oil and gas in certain areas of the city which are or will be a part of a recognized oil and gas field but which are zoned for more restricted uses. The exploration for and production of oil and gas shall be permitted subject only to such limitations, safeguards and controls which are deemed necessary to protect the land values and surface uses of surrounding areas.</p> <p>(Prior code § 9253)</p> <p>Under Section 17.44.020 (Superimposed nature—Designation—Precedence) the following apply:</p> <p>The O district shall be in the nature of a superimposed district. Land so classified shall also be classified in one or more other zones. Property so classified shall be delineated on the zoning map by a combination of the zone symbols (for example: M-1-O for light manufacturing and oil and gas production district). The regulations hereof shall be in addition to those regulations in the underlying zone. In the event of a conflict between the provisions hereof and the provisions of an underlying zone, the oil and gas production district provisions take precedence.</p> <p>(Prior code § 9253.1)</p>	No other applicable ordinances were identified.



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Pasadena	No applicable goals or policies related to mineral resources were identified.	No applicable ordinances were identified	No other applicable ordinances were identified.
Pico Rivera	Environmental Resources Element Goal 8.5 Mineral resource extraction activities compatible with adjacent uses. Policy 8.5-1 Compatible Activities. Require that any future oil, gas, and mineral resource extraction activities be compatible with and minimize impacts on adjacent uses.	No applicable ordinances were identified	No other applicable ordinances were identified.
Pomona	No applicable goals or policies related to mineral resources were identified.	No applicable ordinances were identified	No other applicable ordinances were identified.
Rosemead	The General Plan does not specify policies regarding minerals or mineral resources. Resources Management Element: As Rosemead is completely urbanized and the State has not identified any significant recoverable mineral resources, no mineral extraction activities are permitted within the city limits.	No applicable ordinances were identified	No other applicable ordinances were identified.
San Dimas	No applicable goals or policies related to mineral resources were identified.	<p>Municipal codes related to mineral resources relevant to the Plan Area can be found in Chapter 18.116 (Conservation Overlay zone) Section 18.116.010 (Purpose) and Chapter 18.124 (OS Open Space Zone Section) 18.124.020 (Uses permitted)</p> <p>Under Chapter 18.116 Conservation Overlay zone Section 18.116.010 (Purpose) the following apply:</p> <p>A. The purpose of the conservation overlay zone is to provide a means of implementing the environmental resources management element of the general plan by requiring that development within areas designated "Conservation" on the plan be planned and used in a manner that will ensure the preservation of the following resources:</p> <ol style="list-style-type: none">1. Natural resources including surface and subsurface mineral deposits, soils, flora and fauna, water courses, bodies of water and watershed areas.2. Ecological areas including, but not limited to, significant and salvageable units of natural habitat.3. Scenic resources consisting of creeks, lakes, canyons, significant topographic features, trees, shrubs or other flora which are of scenic value to the general public. <p>B. Protection of such resources is assured by the requirement of submission of a conditional use permit incorporating a plan indicating that such development will be planned and executed in a manner which will ensure the protection of those resources designated within such zone. It is not the purpose of this zone to prohibit or impede uses permitted within the underlying zone but rather to promote orderly and harmonious development, recognizing the rights of public property while protecting irreplaceable resources determined to be of sufficient public interest to require preservation.</p> <p>(Ord. 37 § 199.1, 1961; Ord. 453 § 1, 1974)</p> <p>Under Chapter 18.124 OS Open Space Zone Section 18.124.020 (Uses permitted) the following apply:</p> <p>Buildings, structures and land shall be used, and buildings and structures shall hereafter be erected, structurally altered or enlarged only for the following uses, other than those uses the commission may deem, pursuant to the provisions of Chapter 18.192, to be similar and not more detrimental to the public health, safety and welfare. All uses shall be subject to the property development standards of Section 18.124.040.</p> <p>A. General Uses.</p> <ol style="list-style-type: none">1. Open space for the preservation of natural resources including, but not limited to, areas necessary for the preservation of plant and animal life, including habitat for fish and wildlife species, channels, creeks, lakes, reservoirs, banks of channels and creeks, lakeshores and watershed lands.2. Open space for the managed production of resources, including, but not limited to, forest land and agricultural lands; areas required for recharge of groundwater basins; and areas containing natural mineral deposits.	No other applicable ordinances were identified.



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
San Gabriel	No applicable goals or policies related to mineral resources were identified.	No applicable ordinances were identified.	No other applicable ordinances were identified.
San Marino	No applicable goals or policies related to mineral resources were identified.	No applicable ordinances were identified.	No other applicable ordinances were identified.
South El Monte	No applicable goals or policies related to mineral resources were identified.	No applicable ordinances were identified.	No other applicable ordinances were identified.
Temple City	No applicable goals or policies related to mineral resources were identified.	No applicable ordinances were identified.	No other applicable ordinances were identified.
West Covina	No applicable goals or policies related to mineral resources were identified.	No applicable ordinances were identified.	No other applicable ordinances were identified.

3.12.3 Impact Assessment

3.12.3.1 Significance Criteria

Appendix G of the State CEQA guidelines was reviewed to determine if the Plan would result in significant impacts related to mineral resources. These guidelines serve as the threshold of significance for determining impacts to mineral resources and consider if the Plan would:

- 12(a) 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.*
- 12(b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local General Plan, Specific Plan, or other land use plan.*

3.12.3.2 Methodology

This analysis evaluates the construction and operations impacts of the proposed Plan on mineral resources based on literature review of conditions within and adjacent to the Plan Area. Where feasible, maps have been prepared to visualize these conditions (see Section 3.12.1, Environmental Setting).

The analysis focuses on issues related to the availability and historic use of minerals resources, including mining and oil and gas, in the Plan Area. The key construction-related impacts were identified and evaluated qualitatively based on the physical characteristics of the Plan Area and the magnitude, intensity, location, and duration of activities that could occur under the Plan.

3.12.3.3 Plan Impacts

3.12.3.3.1 12(a): Would the proposed Project result in the loss of availability of a known mineral resource of value to the region and the residents of the State?

3.12.3.3.1.1 Greenway Paths and Greenway Amenities + Pockets Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant with Mitigation. Although the Plan Area contains MRZ-2 zones, which include known mineral deposits or where there is a high likelihood for their presence, construction of greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management infrastructure would be located predominantly within areas that are already urbanized and disturbed and would therefore not be available for mineral resource extraction. Further, the MRZ-2 zones mapped area for sand and gravel in the County was developed prior to the MRZ-2 classification and mapping, so it is already unavailable for future extraction. Depending on where future proposed projects are sited, ground-disturbing activities could uncover or affect mineral resources. Local jurisdictions that have known mineral resources within their area of jurisdiction review site plans for MRZ classification prior to construction and permit approvals to ensure lack of conflict with any designated areas such that the construction would not result in the loss of mineral resources of value to the region and the residents of the state as shown in Table 3.12.3. However, projects under the Plan may be implemented by a city without mineral resource review, the County or another public entity that is not subject to local general

plans or zoning ordinances of cities and therefore, a project implemented by the County in a city therefore could have a potentially significant and unavoidable impact if it restricts access to a mineral resource of value to the region and the residents of the state. Implementation of **MM MR-1: Ensure Access to Mineral Resources** would require all project proponents to review site plans for mineral resource with sites identified by the state, local General Plan, Specific Plan, or other land use plan prior to construction and permit approvals. Therefore, construction of the greenway paths and greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management would not result in the loss of availability of a known mineral resource of value to the region and the residents of the State. Impacts would be less than significant with mitigation.

Operations

Less than Significant. Operations of the greenway paths, and greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management infrastructure would involve general recreational uses and maintenance activities such as landscaping required for greenway paths and pocket parks and greenspaces or routine maintenance for safe crossings and stormwater management components. By design, the operation of the greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, or stormwater management does not include mechanisms for impacting mineral resources such as mining operations or extraction. With the exception of stormwater management, which includes subsurface beneficial elements such as subsurface infiltration, all other project subcomponents are aboveground. While the greenway paths and various subcomponents would introduce more users to the Plan Area, because there is no mechanism for impacting mineral resources, increased usership would not significantly impact mineral resources. No substantial ground disturbing activities would occur during the operations and maintenance of the greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, or stormwater components and result in the loss of availability of a known mineral resource of value to the region and the residents of the State. Therefore, impacts to mineral resources from operation of the greenway paths, greenway amenities, pocket parks, safe crossings, and stormwater management infrastructure would be less than significant.

Mitigation Measures

MM MR-1: Ensure Access to Mineral Resources: The project proponent shall ensure that final project design does not restrict access to known mineral resource sites.

Significance After Mitigation

Implementation of **MM MR-1: Ensure Access to Mineral Resources** would require all project proponents to review site plans for mineral resource with sites identified by the state, local General Plan, Specific Plan, or other land use plan prior to construction and permit approvals and reduce impacts to less than significant.

Operation impacts would be less than significant. No mitigation is required.

3.12.3.3.2 12(b): Would the proposed 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?*

3.12.3.3.2.1 Greenway Paths and Greenway Amenities + Pockets Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant with Mitigation. As shown on Figure 3.12-1, active wells are located within the Montebello Oil Field area, which is within the Plan Area. Depending on their final design, greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management would be required to comply with the City of Montebello municipal code and provisions of the Oil and Gas Production District zoning, which specify setbacks from active and abandoned wells, including 25 feet for street ROW, 100 feet for buildings intended for human occupancy, and 300 feet for schools and other buildings meant for public assemblage (Section 5.520.070). Thus, construction would not impact the active wells located within the Montebello Oil Field area.

Construction of greenway paths and greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management would generally need to comply with the local municipality's and County general plan and zoning ordinances, such as restrictions for projects to be sited on mineral resource sites or ensure access to a known mineral resource site, but the specific applicable restrictions would depend on final design and configuration of individual projects proposed under the Plan. Jurisdictions that do not contain policies regarding mineral resources in their general plan have determined the land covered by their plan is fully developed with no potential for extraction, and the applicable general plans do not provide for extraction. However, projects under the Plan may be implemented by a city which are without mineral resource review, the County or another public entity that is not subject to local general plans or zoning ordinances of cities and therefore, could have a potentially significant and unavoidable impact if it restricts access to a mineral resource. Implementation of **MM MR-1: Ensure Access to Mineral Resources** would require all project proponents to review site plans for mineral resource sites delineated on a local General Plan, Specific Plan, or other land use plan prior to construction and permit approvals. Therefore, impacts would be less than significant with mitigation.

Operations

Less than Significant. Operations of the greenway paths, and greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management infrastructure would involve general recreational uses and maintenance activities such as landscaping required for greenway paths and pocket parks and greenspaces or routine maintenance for safe crossings and stormwater management components. By design, the operation of the greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, or stormwater management does not include mechanisms for impacting mineral resources such as mining operations or extraction. With the exception of stormwater management, which includes subsurface beneficial elements such as subsurface infiltration, all other project subcomponents are aboveground. While the greenway paths and various subcomponents would introduce more users to the Plan Area, because there is no mechanism for impacting mineral resources, increased usership would not significantly impact mineral resources. No substantial ground disturbing activities would occur during the operations and maintenance of the greenway paths, greenway

amenities, pocket parks and greenspaces, safe crossings, or stormwater components and result in the loss of availability of a known mineral resource of value to the region. Therefore, impacts to mineral resources from operation of the greenway paths, greenway amenities, pocket parks, safe crossings, and stormwater management infrastructure would be less than significant.

Mitigation Measures

MM MR-1: Ensure Access to Mineral Resources.

Significance After Mitigation

For construction, implementation of **MM MR-1: Ensure Access to Mineral Resources** would require project proponents to design and site projects such that access to mineral resources would not be restricted. Therefore, impacts after mitigation would be less than significant with mitigation.

Operation impacts would be less than significant. No mitigation is required.

3.12.3.4 Impacts of Conceptual Design Projects

This section discusses potential impacts from the 10 conceptual designs discussed in Section 2.4. The table below addresses the CEQA framework question for each conceptual design.

- 3.12.3.4.1 12(a) and (b): Would the proposed Project result in the loss of availability of a known mineral resource or mineral resource recovery delineated on a local general plan, specific plan, or other land use plan site that would be of value to the region and the residents of the State?

Construction and Operations

The subcomponents and beneficial elements proposed for all 10 conceptual design projects are within the maximum extents described in Section 2.3.1, Components of the Plan and CEQA Organization. Some of the conceptual design projects are located within an MRZ-2 zone, as identified in 3.12.1, Environmental Setting. Brief descriptions providing greater details of this analysis for each example site are provided in Table 3.12-4. As indicated in each of the descriptions, none of the conceptual design examples introduce any subcomponents or beneficial elements not previously considered within the Plan and therefore, would not result in any new impacts or more severe impacts than as described for the Plan.

Based on review of the general location of each of the conceptual design projects in the Plan Area, construction and operation of the conceptual design projects would not occur adjacent to or within 300-feet of active, abandoned, or idle oil or gas well(s) as designed. As a result, construction and operation of the conceptual design projects would not result in additional impacts related to the loss of availability of mineral resources or impacts to a delineated mineral recovery zone not already addressed in Section 3.12.3.3.1, Plan Impacts.

Table 3.12-4. Analysis of Construction and Operations Impacts from Conceptual Design Projects within MRZ-2 designation

Conceptual Design Project	12(a) and (b): Would the proposed Project result in the loss of availability of a known mineral resource or mineral resource recovery delineated on a local general plan, specific plan, or other land use plan site that would be of value to the region and the residents of the State?
Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i>	No Impact. The City of Alhambra and the City of San Gabriel do not contain an MRZ-2 zone within their city limits, and the Project-site would not conflict with any applicable general plan or municipal code. This conceptual design project would not occur within an oil field area or within 300 feet of active, abandoned, or idle oil or gas wells. There would be no impact.
Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i>	Less than Significant. All of Baldwin Park is located within an MRZ-2 land designation. The Project-site is located within an MRZ-2 land designation; however, the project area is fully urbanized and has experienced prior ground disturbance. Additionally, construction activities and operation of the Project would not conflict with any local general plan policy or municipal code relating to mineral resources. This conceptual design project would not occur within an oil field area or within 300 feet of active, abandoned, or idle oil or gas wells. Impacts would be less than significant.
Eaton Wash Greenway at Spreading Ground Site <i>City of Pasadena</i>	Less than Significant. Portions of Pasadena contain an MRZ-2 land designation. The Project site is located within an MRZ-2; however, the project area is fully urbanized and has experienced prior ground disturbance. Additionally, ground disturbance or construction activities at the Project site would not conflict with any local general plan policy or municipal code relating to mineral resources. This conceptual design project would not occur within an oil field area or within 300 feet of active, abandoned, or idle oil or gas wells. Impacts would be less than significant.
Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i>	Less than Significant. Portions of Pasadena contain an MRZ-2 land designation. The Project site is located within an MRZ-2; however, the project area is fully urbanized and has experienced prior ground disturbance. Additionally, ground disturbance or construction activities at the Project site would not conflict with any local general plan policy or municipal code relating to mineral resources. This conceptual design project would not occur within an oil field area or within 300 feet of active, abandoned, or idle oil or gas wells. Impacts would be less than significant.
San Dimas Wash at Arrow High School <i>City of Glendora</i>	Less than Significant. Portions of Glendora contain an MRZ-2 land designation. The Project-site is located within an MRZ-2 land designation; however, the project area is fully urbanized and has experienced prior ground disturbance. Additionally, ground disturbance or construction activities at the Project site would not conflict with any local general plan policy or municipal code relating to mineral resources. This conceptual design project would not occur within an oil field area or within 300 feet of active, abandoned, or idle oil or gas wells. Impacts would be less than significant.
San Dimas Wash at Hollenbeck Park <i>City of Covina</i>	Less than Significant. Portions of Covina contain an MRZ-2 land designation. The Project site is located within an MRZ-2; however, the project area is fully urbanized and has experienced prior ground disturbance. Additionally, ground disturbance or construction activities at the Project site would not conflict with any local general plan policy or municipal code relating to mineral resources. This conceptual design project would not occur within an oil field area or within 300 feet of active, abandoned, or idle oil or gas wells. Impacts would be less than significant.
San Jose Creek at Pocket Park	Less than Significant. Portions of the City of Industry and unincorporated LA County contain an MRZ-2 land designation. However, the Project site is not located within an

Conceptual Design Project	12(a) and (b): Would the proposed Project result in the loss of availability of a known mineral resource or mineral resource recovery delineated on a local general plan, specific plan, or other land use plan site that would be of value to the region and the residents of the State?
<i>City of Industry and the unincorporated LA County community of Avocado Heights</i>	MRZ-2. The project area is fully urbanized and has experienced prior ground disturbance. Additionally, ground disturbance or construction activities at the Project site would not conflict with any local general plan policy or municipal code relating to mineral resources. This conceptual design project would not occur within an oil field area or within 25 feet of active, abandoned, or idle oil or gas wells. This conceptual design project would not occur within an oil field area or within 300 feet of active, abandoned, or idle oil or gas wells. Impacts would be less than significant.
Thompson Creek at the Fairplex <i>Cities of Pomona, La Verne, and Claremont</i>	Less than Significant. Portions of Claremont, Pomona, and La Verne contain an MRZ-2 land designation. The Project site is located within an MRZ-2; however, the project area is fully urbanized and has experienced prior ground disturbance. Additionally, ground disturbance or construction activities at the Project site would not conflict with any local general plan policy or municipal code relating to mineral resources. This conceptual design project would not occur within an oil field area or within 300 feet of active, abandoned, or idle oil or gas wells. Impacts would be less than significant.
Walnut Creek at Syhre Park <i>Cities of Baldwin Park and West Covina</i>	Less than Significant. Portions of Baldwin Park and West Covina contain an MRZ-2 land designation. The Project site is located within an MRZ-2; however, the project area is fully urbanized and has experienced prior ground disturbance. Additionally, ground disturbance or construction activities at the Project site would not conflict with any local general plan policy or municipal code relating to mineral resources. This conceptual design project would not occur within an oil field area or within 300 feet of active, abandoned, or idle oil or gas wells. Impacts would be less than significant.
Walnut Creek at Pocket Park <i>City of West Covina</i>	Less than Significant. Portions of West Covina contain an MRZ-2 land designation. The Project site is located within an MRZ-2; however, the project area is fully urbanized and has experienced prior ground disturbance. Additionally, ground disturbance or construction activities at the Project site would not conflict with any local general plan policy or municipal code relating to mineral resources. This conceptual design project would not occur within an oil field area or within 300 feet of active, abandoned, or idle oil or gas wells. Impacts would be less than significant.

3.13 Noise

This section discusses existing sources of noise and vibration in the Plan Area, describes applicable laws and policies related to noise and vibration, and evaluates potential environmental impacts associated with implementation of the Plan. Noise technical data is included as Appendix D.

Table 3.13-1. Summary of Potential Impacts of the Plan on Noise.

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
Would the plan:			
13(a). 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?			
Greenway Paths + Greenway Amenities	Significant and Unavoidable	Significant and Unavoidable	Construction: MM AQ-1: Emission Reduction Measures. MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan. Operation: MM NOI-2: Prepare Focused Noise Study and Noise Reduction Measures.
Greenway Paths + Pocket Parks and Greenspaces	Significant and Unavoidable	Significant and Unavoidable	
Greenway Paths + Safe Crossings	Significant and Unavoidable	Significant and Unavoidable	
Greenway Paths + Stormwater Management	Significant and Unavoidable	Significant and Unavoidable	
13(b). Generation of excessive groundborne vibration or groundborne noise levels?			
Greenway Paths + Greenway Amenities	Significant and Unavoidable	Less than Significant	Construction: MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan
Greenway Paths + Pocket Parks and Greenspaces	Significant and Unavoidable	Less than Significant	Operations: No mitigation

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
Would the plan:			
Greenway Paths + Safe Crossings	Significant and Unavoidable	Less than Significant	
Greenway Paths + Stormwater Management	Significant and Unavoidable	Less than Significant	
13(c). 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?			
Greenway Paths + Greenway Amenities	Less than Significant	Less than Significant	Construction: No mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant	Less than Significant	Operations: No mitigation
Greenway Paths + Safe Crossings	Less than Significant	Less than Significant	
Greenway Paths + Stormwater Management	Less than Significant	Less than Significant	

3.13.1 Environmental Setting

3.13.1.1 Fundamentals of Acoustics

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. When sound becomes excessive or unwanted, it is referred to as noise. Although exposure to high noise levels has been demonstrated to cause hearing loss, the principal human response to environmental noise is annoyance. The response of individuals to similar noise events is diverse and influenced by the type of noise, the perceived importance of the noise and its appropriateness in the setting, the time of day and the type of activity during which the noise occurs, and the sensitivity of the individual.

Noise is commonly defined as sound that is undesirable or unpleasant (unwanted sound). Sound levels are measured and quantified with several metrics. All of them use the logarithmic decibel (dB) scale with 0 dB roughly equal to the threshold of human hearing. A property of the decibel scale is that the sound pressure levels of two separate sounds are not directly additive. For example, if a 50 dB sound is added to another 50 dB sound, the total is only a 3 dB increase (to 53 dB). Thus, every 3 dB change in sound levels represents a doubling or halving of sound energy. Related to this is the fact that a less-than-3 dB change in sound levels is imperceptible to the human ear.

The frequency of sound is a measure of the pressure fluctuations per second, measured in hertz (Hz). Most sounds do not consist of a single frequency but consist of a broad band of frequencies differing in level. The characterization of sound level magnitude with respect to frequency is the sound spectrum. While many rating methods exist to analyze sound of different spectra, this analysis uses the A-weighting scale (dBA) since it most closely approximates how the human ear responds to sound at various frequencies. The A-weighted scale progressively deemphasizes frequency components below 1,000 Hz and above 6,300 Hz and reflects the relative decreased sensitivity of humans to both low and extremely high frequencies (Federal Highway Administration [FHWA] 2018). Table 3.13-2 lists typical sound levels from representative sources.

Table 3.13-2. Typical Noise Levels (Measured at a Distance a Person Would Typically be From the Source)

Common Outdoor Activities	Sound Level (dBA)	Common Indoor Activities
	110	Rock band
Jet fly-over at 1,000 feet	100	
Gas lawn mower at 3 feet	90	
Diesel truck at 50 feet at 50 miles per hour	80	Food blender at 3 feet Garbage disposal at 3 feet
Noisy urban area, daytime Gas lawn mower at 100 feet	70	Vacuum cleaner at 10 feet, Normal speech at 3 feet
Commercial area, Heavy traffic at 300 feet	60	
Quiet urban daytime	50	Large business office, Dishwasher next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime	30	Library, Bedroom at night
Quiet rural nighttime	20	
	10	Broadcast/recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans 2013

The duration of noise and the time at which it occurs are important factors in determining the impact of noise. Several methods are used for describing variable sounds including the equivalent level (L_{eq}), the maximum level (L_{max}), and the percent-exceeded levels. These metrics are derived from many moment-to-moment A-weighted sound level measurements. Some common metrics reported in community noise monitoring studies are described below:

- L_{eq} , the equivalent level, can describe any series of noise events of arbitrary duration, although the most common averaging period is hourly. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events, and L_{eq} is the common energy-equivalent sound/noise descriptor.

- L_{max} is the maximum sound level during a given time. L_{max} is typically due to discrete, identifiable events such as an airplane overflight, car or truck passing by, or a dog barking.
- L_{90} is the sound level in dBA exceeded 90 percent of the time during the measurement period. L_{90} is close to the lowest sound level observed. It is essentially the same as the residual sound level, which is the sound level observed when no obvious nearby intermittent noise sources occur.
- L_{50} is the median sound level in dBA exceeded 50 percent of the time during the measurement period.
- L_{10} is the sound level in dBA exceeded only 10 percent of the time. It is close to the maximum level observed during the measurement period. L_{10} is sometimes called the intrusive sound level because it is caused by occasional louder noises like those from passing motor vehicles.

In determining the daily measure of community noise, it is important to account for the difference in human response to daytime and nighttime noise. Noise is more disturbing at night than during the day, and noise indices have been developed to account for the varying duration of noise events over time as well as community response to them. The Day-Night Average Level (L_{dn}) is such an index. L_{dn} represents the 24-hour A-weighted equivalent sound level with a 10 dBA penalty added to the “nighttime” hourly noise levels between 10:00 p.m. and 7:00 a.m. Because of the time-of-day penalties associated with the L_{dn} index, the L_{eq} for a continuously operating sound source during a 24-hour period will be numerically less. The CNEL, similar to L_{dn} , applies a 5 dBA penalty for noise levels occurring during evening hours between 7:00 p.m. and 10:00 p.m. and a 10 dBA penalty for noise levels occurring during the nighttime hours between 10:00 p.m. and 7:00 a.m. CNEL has been adopted by the State of California to define the community noise environment for development of the community noise element of a General Plan. Noise is also more disturbing the closer a receptor is to the source; noise levels decrease by 6 dB as the distance from its source doubles (FHWA 2011).

3.13.1.2 Fundamentals of Vibration

Groundborne vibration consists of waves transmitted through solid material. Several types of wave motions exist in solids, unlike air, including compressional, shear, torsional, and bending. The solid medium can be excited by forces, moments, or pressure fields. Groundborne vibration propagates from the source through the ground to adjacent buildings by surface waves. Vibration may be composed of a single pulse, a series of pulses, or a continuous oscillatory motion. The frequency of a vibrating object describes how rapidly it is oscillating, measured in Hz. Most environmental vibrations consist of a composite or “spectrum” of many frequencies and are generally classified as broadband or random vibrations. The normal frequency range of most groundborne vibration that can be felt generally starts from a low frequency of less than 1 Hz to a high of about 200 Hz.

Vibration may be defined in terms of the displacement, velocity, or acceleration of the particles in the medium material. In environmental assessments, where human response is the primary concern, velocity is commonly used as the descriptor of vibration level, typically expressed in inches per second (in/sec) or millimeters per second (mm/s). The amplitude of vibration can be expressed in terms of the wave peaks or as an average, called the root mean square. The root mean square level is generally used to assess the effect of vibration on humans. Like noise, vibration can be expressed in terms of decibels with a reference velocity of 1×10^{-6} in/sec. The abbreviation “VdB” is often used for vibration decibels to reduce the potential for confusion with sound decibels.

Vibration can produce several types of wave motion in solids including compression, shear, and torsion, so the direction in which vibration is measured is significant and should generally be stated as vertical or horizontal. Human perception also depends to some extent on the direction of the vibration energy relative to the axes of the body. In whole-body vibration analysis, the direction parallel to the spine is usually denoted as the z-axis, while the axes perpendicular and parallel to the shoulders are denoted as the x- and y-axes, respectively.

The two primary concerns with project-induced vibration, the potential to damage a structure and the potential to annoy people, are evaluated against different vibration limits. Studies have shown that the threshold of perception for the average person is a peak particle velocity (PPV) in the range of 0.2 to 0.3 mm/s (0.008 to 0.012 in/sec). Human perception of vibration varies with the individual and is a function of physical setting and the type of vibration. People exposed to elevated ambient vibration levels, such as people in an urban environment, may tolerate a higher vibration level. Vibration levels for typical construction-related sources of groundborne vibration are shown in Table 3.13-3 below.

Table 3.13-3. Vibration Source Amplitudes for Construction Equipment

Equipment	PPV at 25 feet (in/sec)	Approximate Vibration Velocity Level at 25 feet (Velocity Level in Decibels [VdB])
Vibratory Roller	0.210	94
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: Adapted from Caltrans 2020 and Federal Transit Administration (FTA) 2018

3.13.1.3 Existing Noise Sensitive Land Uses

The extent and duration of Plan activities may vary across a variety of land uses including urban, residential, industrial/commercial, agricultural, and open space. Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels, and because of the potential for nighttime noise to result in sleep disruption. Additional land uses such as schools, transient lodging, historic sites, cemeteries, and places of worship are also generally considered sensitive to increases in noise levels. These land use types are also considered vibration-sensitive land uses, as are commercial and industrial buildings where vibration would interfere with operations within the building, including levels that may be well below those associated with human annoyance.

3.13.1.4 Existing Noise Sources and Ambient Levels

As the Plan Area is located throughout the SGV portion of Los Angeles County, many sites may be located adjacent to developed areas, including residential communities, schools, commercial and industrial parks, roadways, freeways and highways as well as in undeveloped and rural areas. Existing ambient noise sources in the Plan Area commonly include, but are not limited to, traffic, construction work, commercial operations, human activities, emergency vehicles, and aircraft overflights. Of these sources, transportation-related noise is generally the constant dominant source that comprises an urban environment's ambient noise levels.

3.13.1.5 Existing Groundborne Vibration Levels

Aside from periodic construction work that may occur throughout the Plan Area, other sources of groundborne vibration in the County include heavy-duty vehicular travel (e.g., refuse trucks, delivery trucks, and transit buses) on local roadways. Trucks and buses traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of around 63 VdB (approximately 0.006 in/sec PPV), and these levels could reach 72 VdB (approximately 0.016 in/sec PPV) where trucks pass over bumps in the road (FTA 2006). In terms of PPV levels, a heavy-duty vehicle traveling at a distance of 50 feet from a receptor can result in a vibration level of approximately 0.001 inch per second.

3.13.2 Regulatory Setting

Federal, state, and local noise regulations and policies that may apply to the Plan are described below.

3.13.2.1 Federal

3.13.2.1.1 Noise Control Act of 1972

USEPA, pursuant to the Noise Control Act of 1972, established guidelines for acceptable noise levels for sensitive receptors such as residential areas, schools, and hospitals. The levels set forth are 55 dBA L_{dn} for outdoor use areas, 45 dBA L_{dn} for indoor use areas, and a maximum level of 70 dBA L_{dn} is identified for all areas to prevent hearing loss (USEPA 1974). These levels provide guidance for local jurisdictions but do not have regulatory enforceability. In the absence of applicable noise limits, the USEPA levels can be used to assess the acceptability of Plan-related noise.

3.13.2.1.2 U.S. Department of Housing and Urban Development

The U.S. Department of Housing and Urban Development has also established guidelines for acceptable noise levels for sensitive receivers such as residential areas, schools, and hospitals (24 CFR 51). The U.S. Department of Housing and Urban Development's noise levels include a two-pronged guidance, one for the desirable noise level and the other for the maximum acceptable noise level. The desirable noise level established by the U.S. Department of Housing and Urban Development conforms to the USEPA guidance of 55 dBA L_{dn} for outdoor use areas of residential land uses and 45 dBA L_{dn} for indoor areas of residential land uses. The secondary standard establishes a maximum acceptable noise level of 65 dBA L_{dn} for outdoor use areas of residential areas.

3.13.2.1.3 Federal Transit Authority

The FTA has published guidance relevant to assessing vibration impacts (FTA 2018). As an example from the guidance, engineered concrete and masonry (no plaster) buildings can be exposed to groundborne vibration levels of 0.3 inches per second without experiencing structural damage. Buildings extremely susceptible to vibration damage (e.g., historic buildings) can be exposed to groundborne vibration levels of 0.12 in/sec without experiencing structural damage.

3.13.2.2 State

The CCR has guidelines for evaluating the compatibility of various land uses as a function of community noise exposure, as shown in Table 3.13-4 below. The extensive state regulations pertaining to worker noise exposure are applicable to the Plan (for example CalOSHA Occupational Noise Exposure Regulations [8 CCR General Industrial Safety Orders, Article 105, Control of Noise Exposure, Section 5095, et seq.]), for workers in a “central plant” and/or maintenance facility, or for those involved in the use of maintenance equipment or heavy machinery.

Table 3.13-4. Estimating Existing Noise Exposure for General Assessment

Land Use Category	Noise Exposure Ranges (dB CNEL) Normally Acceptable ¹	Noise Exposure Ranges (dB CNEL) Conditionally Acceptable ²	Noise Exposure Ranges (dB CNEL) Normally Unacceptable ³	Noise Exposure Ranges (dB CNEL) Clearly Unacceptable ⁴
Residential: Low-density Single Family, Duplex, Mobile Homes	<60	55-70	70-75	>75
Residential: Multiple Family	<65	60-70	70-75	>75
Transient Lodging: Motels, Hotels	<65	60-70	70-80	>80
Schools, Libraries, Churches, Hospitals, Nursing Homes	<70	60-70	70-80	>80
Auditoriums, Concert Halls, Amphitheatres	Undefined	<70	>65	Undefined
Sports Arena, Outdoor Spectator Sports	Undefined	<75	>70	Undefined
Playgrounds, Neighborhood Parks	<70	67-75	>73	Undefined
Golf Courses, Riding Stables, Water Recreation, Cemeteries	<75	Undefined	70-80	>80
Office Buildings, Business Commercial and Professional	<70	67-77	>75	Undefined

Land Use Category	Noise Exposure Ranges (dB CNEL) Normally Acceptable ¹	Noise Exposure Ranges (dB CNEL) Conditionally Acceptable ²	Noise Exposure Ranges (dB CNEL) Normally Unacceptable ³	Noise Exposure Ranges (dB CNEL) Clearly Unacceptable ⁴
Industrial, Manufacturing, Utilities, Agriculture	<75	70-80	>75	Undefined

Source: OPR 2017

Notes:

¹ Normally Acceptable: specified land use is satisfactory, based upon the assumption that any buildings involved are of normal construction without any special noise insulation requirements.

² Conditionally Acceptable: New construction or development should only be undertaken after a detailed analysis of the noise reduction requirements is made and the needed insulation features included in the design.

³ Normally Unacceptable: New construction or development should generally be discouraged. If new development is to proceed, a detailed analysis of the noise reduction requirements is made, and the needed insulation features are included in the design.

⁴ Clearly Unacceptable: New development or construction should not be undertaken.

3.13.2.3 Los Angeles County

3.13.2.3.1 Los Angeles County General Plan Noise Element

The California Government Code Section 65302(g) requires that a noise element be included in the General Plan of each county and city in the state. The General Plan directs development in the County's unincorporated areas and establishes goals, policies, and objectives that pertain to the entire County. The General Plan includes a Noise Element that addresses land use compatibility as it relates to noise levels, noise abatement to achieve acceptable noise levels as defined by the County's Exterior Noise Standards, and cumulative noise impacts. The noise guidelines used by the County are based on the community noise compatibility guidelines established by ORP (OPR 2017) summarized in Table 3.13-4 above.

3.13.2.3.2 Los Angeles County Noise Control Ordinance

The Los Angeles County Noise Control Ordinance (County Noise Ordinance Section 12.08.010, *et seq.*, of the County Code) establishes noise standards to control unnecessary, excessive, and annoying noise and vibration in the County. The ordinance establishes acceptable ambient sound levels to regulate intrusive noise within specific land use zones and provides procedures and criteria for the measurement of the sound level of noise sources. Table 3.13-5 details the designated noise zones, land use of the receptor property, time interval, and corresponding exterior noise standards. The exterior noise levels detailed in Table 3.13-5 are further applied as exterior noise standards based on the duration and level of the noise (i.e., the greater the noise level, the shorter the time is allowed for the noise to last). The Los Angeles County Noise Ordinance uses the noise metrics L₅₀, L₂₅, L_{8.3}, L_{1.7}, and L_{max} which indicate exceedances of 50, 25, 8.3, and 1.7 percent of the time (based on 1-hour timeframe) in addition to the maximum sound level during that time period. Accordingly, the following noise standards are applied to the exterior noise levels and are summarized in Table 3.13-5:

- **Standard No. 1** shall be the exterior noise level which may not be exceeded for a cumulative period of more than 30 minutes in any hour. Standard No. 1 shall be the applicable noise level from

subsection A of this section; or, if the ambient L_{50} exceeds the foregoing level, then the ambient L_{50} becomes the exterior noise level for Standard No. 1.

- **Standard No. 2** shall be the exterior noise level which may not be exceeded for a cumulative period of more than 15 minutes in any hour. Standard No. 2 shall be the applicable noise level from subsection A of this section plus 5 dB; or, if the ambient L_{25} exceeds the foregoing level, then the ambient L_{25} becomes the exterior noise level for Standard No. 2.
- **Standard No. 3** shall be the exterior noise level which may not be exceeded for a cumulative period of more than five minutes in any hour. Standard No. 3 shall be the applicable noise level from subsection A of this section plus 20 dB; or, if the ambient $L_{8.3}$ exceeds the foregoing level, then the ambient $L_{8.3}$ becomes exterior noise level for Standard No. 3.
- **Standard No. 4** shall be the exterior noise level which may not be exceeded for a cumulative period of more than one minute in any hour. Standard No. 4 shall be the applicable noise level from subsection A of this section plus 15 dB; or, if the ambient $L_{1.7}$ exceeds the foregoing level, then the ambient $L_{1.7}$ becomes the exterior noise level for Standard No. 4.
- **Standard No. 5** shall be the exterior noise level which may not be exceeded for any period of time. Standard No. 5 shall be the applicable noise level from subsection A of this section plus 20 dB; or, if the ambient L_0 exceeds the foregoing level then the ambient L_0 becomes the exterior noise level for Standard No. 5.

Table 3.13-5. Los Angeles County Exterior Noise Standards.

Noise Zone	Designated Noise Zone Land Use (Receptor Property)	Time Interval	Exterior Noise Level (dBA)	Standard No.				
				1	2	3	4	5
I	Noise-Sensitive Area	Anytime	45	45	50	55	60	65
II	Residential Properties	10:00 p.m. to 7:00 a.m.	45	45	50	55	60	65
		7:00 a.m. to 10:00 p.m.	50	50	55	60	65	70
III	Commercial Properties	10:00 p.m. to 7:00 a.m.	55	55	60	65	70	75
		7:00 a.m. to 10:00 p.m.	60	60	65	70	75	80
IV	Industrial Properties	Anytime	70	70	75	80	85	90

Source: Los Angeles County Code, Section 12.08.930

With respect to construction noise in the County, Section 12.08.440 of the noise ordinance prohibits the operation of any tools or equipment used between the hours of 7:00 p.m. and 7:00 a.m. Monday through Saturday and all day on Sundays or holidays, where the noise would create a disturbance across a residential or commercial property line. The only exceptions would be emergency work or public safety projects (Section 12.08.0570, part 5, exemption H, Public Health and Safety Activities) or by

variance issued by the health officer. Additionally, both the working hours and maximum level of equipment and activity noise that are allowable from both mobile and stationary equipment in the County are defined by land use and shown in Table 3.13-6.

Table 3.13-6. Los Angeles County Construction Maximum Noise Standards at Residential Structures.

Allowable Work Dates & Hours	Single-Family Mobile Equipment ^a	Single-Family Stationary Equipment ^b	Multi-Family Mobile Equipment ^a	Multi-Family Stationary Equipment ^b	Semi-Residential/Commercial Mobile Equipment ^a	Semi-Residential/Commercial Stationary Equipment ^b
Daily 7:00 a.m. to 8:00 p.m. ^c	75 dBA	60 dBA	80 dBA	65 dBA	85 dBA	70 dBA
Daily 8:00 p.m. to 7:00 a.m. ^d	60 dBA	50 dBA	64 dBA	55 dBA	70 dBA	60 dBA

Source: Los Angeles County Code, Section 12.08.0440

Notes:^a Represents maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days).

^b Represents maximum noise level for repetitively scheduled and relatively long-term operation (periods of 10 days or more).

^c Exception for Sundays and legal holidays.

^d Includes all day Sunday and legal holidays.

In addition to the limits specified for residential land uses above, the maximum noise level for nonscheduled, intermittent, short-term operation of mobile equipment at business structures is 85 dBA all hours daily, including Sunday and legal holidays.

3.13.2.3.3 Los Angeles County Groundborne Vibration Regulation

With respect to vibration, the County Noise Ordinance identifies a presumed perception threshold of 0.01 inches per second over the range of 1 to 100 hertz. Section 12.08.560 of the County Noise Ordinance prohibits the operation of any device that creates vibration above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property, or at 150 feet (46 meters) from the source if on a public space or public right-of-way.



3.13.2.4 Cities Within the Plan Area

The table below presents the policies related to noise from each of the cities within the Plan Area that would be applicable to projects implemented under the Plan within the boundaries of any city.

Table 3.13-7. Applicable Local City Policies Related to Noise

City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Alhambra	<p>The City of Alhambra land use/noise compatibility matrix can be referenced in Figure 23 of the General Plan Noise Element (pg. 97).</p> <p>Noise Element:</p> <p>Goal HS-6: Minimization of exposure to excessive noise.</p> <p>Policy HS-6A: Avoid or reduce excessive noise impacts on noise-sensitive receptors through land use planning, review of new development proposals, and physical interventions such as noise insulation in building design, setbacks, or noise barriers when necessary.</p> <p>Policy HS-6B: Comply with and enforce applicable City Municipal Code standards related to noise.</p> <p>Policy HS-6C: Use the land use/noise compatibility matrix on page 97 to determine the compatibility of proposed new development in the City with ambient noise levels.</p> <p>Policy HS-6D: Ensure that the potential impacts of transportation noise sources (including non-roadway sources such as helicopter operations and train movement) are analyzed and, when necessary, mitigated through the environmental review process.</p> <p>Policy HS-6E: Establish and maintain coordination among City departments and other relevant agencies involved in noise abatement.</p>	<p>Municipal codes related to noise relevant to the Plan Area can be found in Chapter 18.02 (Noise and Vibration Control Regulations) Section 18.02.010 (Declaration of Policy) and Section 18.02.060 (Exemptions) and Chapter 13.20 (Excavation) Section 13.20.090 (Dust, Noise and Nuisance Abatement)</p> <p>Under Chapter 18.02 (Noise and Vibration Control Regulations) Section 18.02.010 (Declaration of Policy).</p> <p>(A) In order to control unnecessary, excessive and annoying noise and vibration in the city, it is hereby declared to be the policy of the city to prohibit such noise and vibration generated from or by all sources as specified in this title.</p> <p>(B) It is hereby determined that certain noise levels and vibrations are detrimental to the public health, welfare and safety and contrary to public interest and, therefore, the City Council hereby declares that creating, maintaining, causing or allowing to be created, caused or maintained, any noise or vibration in a manner prohibited by, or not in conformity with, the provisions of this title, is a public nuisance and shall be punishable and/or abated as such.</p> <p>(C) Nothing in this chapter is intended to establish standards for what levels or type of noise or vibration may or may not constitute a private nuisance under the law.</p> <p>(‘86 Code, § 18.02.010) (Ord. 4022, passed - -; Am. Ord. 4611, passed 2-11-13)</p> <p>Under Chapter 18.02 (Noise and Vibration Control Regulations) Section 18.02.060 (Exemptions) the following apply:</p> <p>(C) Noise sources associated with or vibration created by construction, repair, remodeling or grading of any real property or during authorized seismic surveys, provided the activities do not take place between the hours of 7 p.m. and 7 a.m. on weekdays including Saturday, or at any time on Sunday or a federal holiday, and provided any vibration created does not endanger the public health, welfare and safety.</p> <p>(D) Noise sources associated with the maintenance of real property, provided the activities take place between the hours of 7 a.m. to 6 p.m. on any day except Sunday, or between the hours of 9 a.m. and 5 p.m. on Sunday.</p> <p>Under Chapter 13.20 (Excavation) Section 13.20.090 (Dust, Noise and Nuisance Abatement) the following apply:</p> <p>In every case and at all times, the work of removing from the streets all obstructions, surplus materials, debris and waste matter of every description caused by and accumulated from the excavation shall be the responsibility of the permittee. At all times during cut, excavation, filling or backfilling operations dust, noise and nuisance abatement procedures shall be carried out. On failure so to do, the Director of Public Works may take such remedial action as deemed necessary, including revoking of permit, in which event any expense of such remedial action on the part of the city shall be charged to, and collected from the permittee.</p>	<p>No other applicable ordinances were identified.</p>
Arcadia	<p>The City of Arcadia land use/noise compatibility matrix can be referenced in Table N-2 (Interior/Exterior Noise Standards) and Figure N-4 (Noise/Land Use Compatibility Guidelines) of the General Plan Noise Element.</p> <p>Noise Element:</p> <p>Goal N-1: Effective incorporation of noise consideration into land use planning decisions.</p> <p>Policy N-1.1: Consider noise impacts as part of the development review process relative to residential and other noise-sensitive land uses.</p> <p>Policy N-1.2: Ensure that acceptable noise levels are maintained near schools, hospitals, and other sensitive areas in accordance with the Noise/Land Use Compatibility Guidelines in Figure N-4, Table N-2 Interior/Exterior Noise Standards, and the City’s noise ordinance.</p> <p>Policy N-1.3: New commercial and industrial developments located adjacent to residential areas and identified noise-sensitive uses shall demonstrate reduction of potential noise impacts on neighboring sensitive uses to acceptable levels.</p>	<p>Municipal codes related to noise relevant to the Plan Area can be found in Chapter 2 (Disorderly Conduct, Nuisances, Etc.), Chapter 6 (Noise Regulations) Section 4610.2 (Sound Level Measurements), Section 4630.2 (Noise. Gardening and Landscaping)</p> <p>Under Chapter 2 (Disorderly Conduct, Nuisances, Etc.) Section 4261 (Prohibited Hours), nighttime construction is prohibited after the hour of 6:00 p.m. or any weekday; any time before the hour of 7:00 a.m. or any weekday; any time after the hour of 5:00 p.m. of any Saturday; any time before the hour of 8:00 a.m. of any Saturday; any time on any Sunday; and any time on any of the following holidays: New Year’s Day; Memorial Day; Independence Day; Labor Day; Veteran’s Day; Thanksgiving Day; and Christmas Day, provided that if any calendar year any such holiday falls on a Sunday, the following Monday shall constitute the holiday.</p> <p>Under Chapter 6 (Noise Regulations) Section 4610.3 (Noise Limits) the following apply:</p> <p>(a) It shall be unlawful for any person within the City of Arcadia to produce or cause or allow to be produced sound or noise which is amplified by the use of sound amplifying equipment and which amplified noise or sound is received on property occupied by another person within the designated region, in excess of the following levels, except as expressly provided otherwise or exempted hereinafter:</p>	<p>No other applicable ordinances were identified.</p>



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy N-1.4: Discourage new development of residential or other noise-sensitive uses in noise-impacted areas unless effective mitigation measures are incorporated into the project design to reduce noise levels that comply with Noise/Land Use Compatibility Guidelines in Figure N-4 and Table N-2 Interior/Exterior Noise Standards.</p> <p>Policy N-1.5: Require that proposed projects that have the potential to result in noise impacts include an acoustical analysis and appropriate mitigation to achieve the interior and exterior noise standards indicated in Table N-2 Interior/Exterior Noise Standards.</p> <p>Goal N-2: Reduced noise impacts from transportation sources.</p> <p>Policy N-2-1: Enforce State Motor Vehicle Code noise standards for cars, trucks, and motorcycles, and coordinate enforcement with the California Highway Patrol and County of Los Angeles Sheriff’s Department.</p> <p>Policy N-2-2: Continue to work with and lobby Metro to fund gap closure of the I-210 sound walls between Baldwin and Santa Anita Avenues.</p> <p>Policy N-2-5: Enforce truck routes established in the Circulation and Infrastructure Element and the Municipal Code.</p> <p>Goal N-3: Limited intrusion of point-source noise within residential neighborhoods and on noise-sensitive uses.</p> <p>Policy N-3-3: Explore requiring the use of noise suppression devices and techniques on all exterior noise sources (construction operations, pumps, fans, leaf blowers) to lower exterior noise to levels that are compatible with adjacent land uses.</p> <p>Policy N-3-5: Require noise created by new non-transportation noise sources to be mitigated so as not to exceed acceptable interior and exterior noise level standards identified in this Noise Element.</p> <p>Policy N-3-6: Provide appropriate funding to monitor noise levels and investigate noise complaints.</p> <p>Policy N-3-7: Educate the community at large about the importance of maintaining a healthy noise environment, and identify ways residents can assist in noise abatement efforts.</p>	<ul style="list-style-type: none">Residential Zone<ul style="list-style-type: none">Day 7:00 a.m. to 10:00 p.m. (55 dBA)Night 10:00 p.m. to 7:00 a.m. (50 dBA)Commercial Zone<ul style="list-style-type: none">Day 7:00 a.m. to 10:00 p.m. (65 dBA)Night 10:00 p.m. to 7:00 a.m. (60 dBA)Industrial Zone<ul style="list-style-type: none">Day 7:00 a.m. to 10:00 p.m. (70 dBA)Night 10:00 p.m. to 7:00 a.m. (70 dBA) <p>(c) It shall be unlawful for any person to produce or cause or allow to be produced sound or noise from air-conditioning equipment, pumps, fans or similar machinery which is received on residentially zoned property occupied by another person in excess of 55 dBA, provided, however, that if such machinery was installed prior to December 1, 1970, the noise level shall not be in excess of 60 dBA.</p> <p>(d) Exemption: Noise caused by "Emergency Work" as herein defined and from mechanical devices, apparatus, or equipment used, related to, or connected with such Emergency Work is exempt from the limits prescribed by this Chapter. (Amended by Ord. 1567 adopted 7-20-76; amended by Ord. 2302 adopted 10-2-12)</p> <p>Under Section 4630.2 (Noise. Gardening and Landscaping) the following apply:</p> <p>No person shall operate any mechanical equipment related to the gardening and/or landscaping of any property within a residential zone other than from seven (7) a.m. to seven (7) p.m., Monday through Saturday, and from twelve (12) p.m. to five (5) p.m. on Sundays within all residential zones; provided, however, that use of mechanical equipment for tree trimming on Sundays shall be prohibited. (Added by Ord. 2246 adopted 10-7-08) (Ord. No. 2396 , § 4(Exh. C), 4-18-2023)</p>	
Azusa	<p>The City of Azusa land use/noise compatibility matrix can be referenced in Table N-1 (Land Use Compatibility for Community Noise Environments) of Chapter 5 of the General Plan.</p> <p>Chapter 5 Natural Environment:</p> <p>Goal 1: Maintain community noise levels that meet health guidelines and allow for a high quality of life.</p> <p>Policy 1.1 Integrate noise considerations in the City’s land use planning and project approval process.</p> <p>Policy 1.2: Protect those areas of the City where the existing noise environments are considered unacceptable or “noise sensitive” (Figure N-2 of General Plan).</p> <p>Noise Implementation Programs:</p> <p>N1: Noise as an evaluation factor for new development:</p> <ul style="list-style-type: none">Include noise impacts as an evaluation factor in the consideration of the siting, design and construction of new residential, commercial, industrial developments or public/semipublic facilities such as parks, schools, convalescent homes, assisted living facilities and hospitals. <p>N15: New Truck Routes</p> <ul style="list-style-type: none">Review existing City designated truck routes and develop a new truck route plan that minimizes truck traffic adjacent to existing and planned residential neighborhoods. <p>N18: Enforcement Of Regulations</p> <ul style="list-style-type: none">Encourage the enforcement of all state and federal safety and health regulations related to occupational, stationary and vehicular noise sources.	<p>Municipal codes related to noise relevant to the Plan Area can be found in Article IX (Offenses Against Public Peace) Division 2 (Noise Standards) Section 46-404 (Designated Noise Zones), Section 46-405 (Exterior Noise Standards), Section 46-406 (Exterior Noise Levels Prohibited), Section 46-409 (Construction), Section 46-410 (Prohibited Noises), Section 46-413 (Exemptions), and Chapter 88.31 (Operational Standards) Section 88.31.020 (Noise Standards).</p> <p>Under Article IX (Offenses Against Public Peace) Division 2 (Noise Standards) Section 46-404 (Designated Noise Zones) the following apply:</p> <p>The properties hereinafter described, whether within or without the city, are hereby assigned to the following noise zones:</p> <ul style="list-style-type: none">Noise Zone 1: All residential properties;Noise Zone 2: All professional office and public institutional properties;Noise Zone 3: All commercial properties with the exception of professional office properties; andNoise Zone 4: All industrial properties. <p>(Ord. No. 08-O3, § 4, 5-14-08; Ord. No. 08-O5, § 3, 6-2-08)</p> <p>Under Section 46-405 (Exterior Noise Standards) the following apply:</p> <p>(a) The following noise standards, unless otherwise specifically indicated, shall apply to all real property within a designated noise zone:</p> <ul style="list-style-type: none">Noise Zone 1<ul style="list-style-type: none">7:00 a.m. to 10:00 p.m. (55 dbA)10:00 p.m. to 7:00 a.m. (50 dbA)	No other applicable ordinances were identified.



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<div><ul style="list-style-type: none">Noise Zone 2<ul style="list-style-type: none">Anytime (55 dbA)Noise Zone 3<ul style="list-style-type: none">Anytime (60 dbA)Noise Zone 4<ul style="list-style-type: none">Anytime (70 dbA)<p>(b) In the event the alleged offensive noise consists entirely of impact noise, simple tone noise, speech, music or any combination thereof, each of the above noise levels shall be reduced by five db(A). (Ord. No. 08-03, § 5, 5-14-08; Ord. No. 08-05, § 4, 6-2-08)</p><p>Under Section 46-406 (Exterior Noise Levels Prohibited) the following apply:</p><p>It shall be unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level when measured on any residential, public institutional, professional, commercial or industrial property, either within or without the city, to exceed the applicable noise standards:</p><div><div>(1)</div><div>For a cumulative period of more than 30 minutes in any hour;</div></div><div><div>(2)</div><div>Plus five db(A) for a cumulative period of more than 15 minutes in any hour;</div></div><div><div>(3)</div><div>Plus 10 db(A) for a cumulative period of more than five minutes in any hour;</div></div><div><div>(4)</div><div>Plus 15 db(A) for a cumulative period of more than one minute in any hour; or</div></div><div><div>(5)</div><div>Plus 20 db(A) for any period of time.</div></div><p>In the event the ambient noise level exceeds any of the first four noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level. (Ord. No. 08-03, § 6, 5-14-08; Ord. No. 08-05, § 5, 6-2-08)</p><p>Under Section 46-409 (Construction) the following limits to construction apply:</p><div><div>(1)</div><div>Monday through Saturday<ul style="list-style-type: none">Allowable Hours: 7:00 a.m. to 6:00 p.m. Extended construction hours may only be allowed by the review authority through conditions of approval between 6:00 p.m. and 10:00 p.m.</div><div>(2)</div><div>Sunday and National Holidays<ul style="list-style-type: none">Construction activities may only be allowed by the review authority through conditions of approval between 9:00 a.m. and 5:00 p.m.</div></div><p>(Ord. No. 08-03, § 9, 5-14-08; Ord. No. 08-05, § 8, 6-2-08)</p><p>Under Section 46-410 (Prohibited Noises) the following apply:</p><p>Notwithstanding any other provisions of this chapter and in addition thereto, it shall be unlawful for any person to do any of the following:</p><div><div>(2)</div><div>Equipment and machinery. No person shall use, operate or permit to be used or operated within or near any residential zone any power tool, machine or equipment or any other tool, machine or equipment between the hours of 10:00 p.m. and 7:00 a.m., in such a manner that the sounds therefrom disturb or interfere with the peace, comfort or welfare of the neighboring inhabitants, except for emergency work.</div></div><p>(Ord. No. 08-03, § 10, 5-14-08; Ord. No. 08-05, § 9, 6-2-08)</p><p>Under Section 46-413 (Exemptions) the following exemptions apply:</p><p>The following activities shall be exempt from the provisions of this chapter:</p></div>	



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>(4) Noise sources associated with construction, repair, remodeling, or grading of any real property; provided a permit has been obtained from the city; and provided said activities take place between the hours enumerated in section 46-409.</p> <p>(5) Noise sources associated with the maintenance of real property provided said activities take place between the hours of 8:00 a.m. and 8:00 p.m. on any day except Sunday or between the hours of 9:00 a.m. and 5:00 p.m. on Sunday or a federal holiday;</p> <p>(6) Noise sources associated with the authorized collection of solid waste.</p> <p>(7) Any activity or equipment to the extent that design regulation thereof has been pre-empted by state or federal laws. (Ord. No. 08-03, § 13, 5-14-08; Ord. No. 08-05, § 12, 6-2-08)</p> <p>Under Chapter 88.31 (Operational Standards) Section 88.31.020 (Noise Standards) the following shall apply:</p> <p>C. Noise Source Standards.</p> <p>1. Noise Level Limitations. No use, activity, or process within the city shall generate noise in excess of the levels identified by Tables 3-3 and 3-4 (of the Municipal Code), as the noise is measured at the property line of a noise sensitive land use identified in Tables 3-3 and 3-4 (of the Municipal Code)</p> <p>a. If the measured ambient noise level exceeds the applicable noise level standard in any category shown in Table 3-3 (of the Municipal Code), the applicable standards shall be adjusted to equal the ambient noise level.</p> <p>b. If the intruding noise source is continuous and cannot reasonably be discontinued or stopped to allow measurement of the ambient noise level, the noise level measured while the source is in operation shall be compared directly to the applicable noise level standards identified in Table 3-3 (of the Municipal Code).</p> <p>Notwithstanding the above requirements, no person shall allow or cause the generation of any noise of a type, volume, pitch, tone, repetition, or duration that would be found to be a nuisance by a reasonable person beyond the boundaries of the property where the noise is generated.</p> <p>2. Acoustical Analysis Required. Where the director determines that a proposed project may generate noise in excess of any limit established by Table 3-3 (of the Municipal Code), and/or where the use may generate noise in outdoor areas in excess of 60 dBA, the land use permit application for the use shall include an acoustical analysis by a qualified professional approved by the director.</p> <p>a. Contents. The analysis shall determine the potential for stationary source noise impacts to neighboring land uses, include field measurements to determine more precise locations for existing and projected future noise levels (based on traffic projections in the circulation element of the general plan or as otherwise accepted by the city), and recommend appropriate mitigation measures.</p> <p>b. Preferred Mitigation Measures for Receptor Sites. When development is subject to high noise levels requiring mitigation, the following measures shall be considered and preference shall be given where feasible in the following order:</p> <p>(1) Site layout, including setbacks, open space separation and shielding of noise sensitive uses with non-noise-sensitive uses;</p> <p>(2) Acoustical treatment of buildings; or</p> <p>(3) Structural measures such as constructed of earth berms and/or wood or concrete barriers; provided that no sound wall shall be located adjacent to a public street.</p> <p>3. Limitation on Hours of Construction. In order to allow construction schedules to take advantage of the weather and normal daylight hours, and to ensure that nearby residents as well as nonresidential activities are not disturbed by the early morning or late night activities, the city has established the following limits on construction, in compliance with Table 3-5 (of the Municipal Code) or as required by conditions of approval.</p> <p>D. Noise Receptor Standards. Where noise-sensitive land uses are proposed in areas exposed to existing or projected noise levels in excess of the standards in Tables 3-3 and 3-4 (of the Municipal Code), the city shall require an acoustical analysis as part of the environmental review process so that noise mitigation may be included in the project design, so that proposed structures are designed to limit intruding noise in interior rooms to 45 dBA Ldn. At the discretion of the director, the requirement for an acoustical analysis may be waived if all of the following conditions are satisfied:</p>	



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>1. The development is for less than five single-family dwellings or less than 10,000 square feet of total gross floor area for office buildings meeting facilities;</p> <p>2. The noise source in question consists of a single roadway or railroad for which up-to-date noise exposure information is available. An acoustical analysis will be required if the noise source is a stationary noise source, or if there are multiple noise sources that could affect the project;</p> <p>3. The projected future noise exposure at the exterior of proposed buildings or outdoor activity areas does not exceed 65 dBA Ldn;</p> <p>4. The topography of the area is essentially flat; and</p> <p>5. Effective noise mitigation, as determined by the director, is incorporated into the project design. The measures can include, but are not limited to, the use of building setbacks, building orientation, or noise barriers. If closed windows are required for compliance with interior noise level standards, air conditioning or a mechanical ventilation system will be required.</p> <p>E. Noise Measurement. In order to determine compliance with the standards in Tables 3-3 and 3-4 (of the Municipal Code), exterior noise levels shall be measured at the property line of the noise sensitive land use receiving the noise. Noise measurement shall be made with a sound level meter using the "A" weighted scale at slow meter response. Fast meter response shall be used only for an impulsive noise. (Ord. No. 06-O6, § 1B, 8-7-06)</p>	
Baldwin Park	<p>The City of Baldwin Park land use noise compatibility matrix can be referenced in Table NE-1 (Noise/Land Use Compatibility Matrix) of the General Plan Noise Element (pg. NE-4).</p> <p>Goal 1.0: Incorporate noise considerations into land use planning decisions.</p> <p>Policy 1.1: Use the noise/land use compatibility standards presented in Table NE-1 as a guide for future planning and development decisions.</p> <p>Policy 1.2: Require noise-reduction techniques in site planning, architectural design, and construction where noise reduction is necessary. Provide noise control measures such as berms, walls, and sound attenuating construction in areas of new construction.</p> <p>Goal 5.0 Develop measures to control excessive noise citywide.</p> <p>Policy 5.1 Adopt and implement a comprehensive City Noise Ordinance to regulate hours of operation and control excessive noise from landscape maintenance equipment, construction activity, and machinery.</p>	<p>Municipal codes related to noise relevant to the Plan Area can be found in Chapter 130 (General Offenses) Section 130.37 (Special Noise Sources) and Chapter 153.140 (Residential Zones (Part 1. Permitted Uses and Development Standards)</p> <p>Under Chapter 130 (General Offenses) Section 130.37 (Special Noise Sources) the following apply:</p> <p>(E) Construction of buildings and projects. It is unlawful for any person within a residential zone, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects or to operate any piledriver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device (between the hours of 7:00 p.m. of one day and 7:00 a.m. of the next day) in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance unless beforehand a permit therefor has been duly obtained from the Department of Public Works. No permit shall be required to perform emergency work as defined in § 130.31.</p> <p>Under Section 153.140.020 (Applicability) the following apply:</p> <p>The performance standards in this subchapter shall apply to all new construction, renovation and alteration of existing uses or structures in all zone districts. Buildings and land uses shall not be used or constructed if they create a dangerous, noxious, fire, explosive or other hazard; noise or vibration; smoke, dust, odor, air pollution or glare; or liquid or solid wastes in amounts that adversely affect surrounding areas. These standards shall be applied in addition to the development standards required for each zone.</p> <p>(Ord. 1346, passed 5-2-12)</p>	No other applicable ordinances were identified.
Claremont	<p>The City of Claremont land use noise compatibility matrix can be referenced in Table 6-5 (Claremont Land Use/Noise Guidelines) of the General Plan Noise Element (pg. 6-47)</p> <p>Public Safety and Noise Element:</p> <p>Goal 6-11 Work with other agencies to minimize the impact of transportation-related noise, including noise associated with freeways, rail lines, and airports.</p> <p>Policy 6-11.2 Encourage existing City vehicles and equipment to the extent practical to reduce or eliminate unnecessary noise.</p> <p>Goal 6-12: Minimize the impact of excessive noise levels throughout the community and adopt appropriate noise level requirements for all land uses.</p> <p>Policy 6- 12.3 Minimize noise from property maintenance equipment, construction activities and other non-transportation noise sources by enforcing designated construction and maintenance hours.</p>	<p>Municipal codes related to noise relevant to the Plan Area can be found in Chapter 16.154 (Environmental Protective Standards) Section 16.154.020 (Noise and Vibration Standards)</p> <p>Under Chapter 16.154 (Environmental Protective Standards) Section 16.154.020 (Noise and Vibration Standards) the following apply:</p> <p>F. Exemptions</p> <p>Noise sources associated with or vibration created by construction, repair, remodeling or grading of any real property, or during authorized seismic surveys, provided:</p> <p>a. Activities take place between the hours of 7:00 a.m. and 8:00 p.m. weekdays and Saturdays, excluding national holidays; and</p>	No other applicable ordinances were identified.



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>b. Noise levels, as measured on residential properties, do not exceed 65 dBA for a cumulative period of more than 15 minutes in any one hour, 70 dBA for a cumulative period of more than 10 minutes in any one hour, 79 dBA for a cumulative period of more than 5 minutes in any one hour or 80 dBA at any time; and</p> <p>c. Any vibration created does not endanger the public health, welfare, and safety</p> <p>Only that construction, repair, remodeling and grading activity that does not exceed the noise levels set by Section 16.154.020.D may occur on Sundays and national holidays.</p> <p>5. All mechanical devices, apparatus or equipment associated with agricultural operations provided:</p> <p>a. Operations take place between 7:00 a.m. and 8:00 p.m. weekdays and Saturdays, excluding national holidays, and operations do not take place on Sundays or national holidays, or...</p> <p>6. Noise sources associated with the maintenance of real property provided said activities are approved by the Director and take place between the hours of 7:00 a.m. and 8:00 p.m. on any day except Sunday, or between the hours of 9:00 a.m. and 8:00 p.m. on Sunday. Lawn mowers, edgers, and similar lawn and garden maintenance equipment shall be exempted only until January 1, 1980.</p> <p>7. Any activity to the extent regulation thereof has been preempted by state or federal law.</p> <p>K. Proposed Developments</p> <p>Each department whose duty it is to review and approve new projects or changes to existing projects that result or may result in the creation of noise shall consult with the Director prior to any such approval. If at any time the Director has reason to believe that a standard, regulation or action, or proposed standard, regulation or action of any department respecting noise does not conform to the provisions as specified in this chapter, the Director may request such department to consult with him or her on the advisability of revising such standard or regulation to obtain conformity.</p>	
Covina	<p>The City of Covina land use noise compatibility matrix can be referenced above in Table 3.13-4 (Section 3.13.2.2 of this PEIR)</p> <p>The City of Covina land use noise compatibility matrix can be referenced in Table 1. Existing LND Noise Contours (pg. F-9) and Table 2. Future LND Noise Contours (pg. F-10) of the General Plan Noise Element</p> <p>Goal: An environment in which potential adverse impacts of noise on the City’s residents and workers are identified and prevented and mitigated.</p> <p>Policy Area 1 Transportation Noise Sources:</p> <p>6. Require noise-reduction techniques and features in site planning, architectural design, project landscaping, building materials, and/or construction, where necessary or required by law.</p> <p>30. Balance the City’s obligation to protect local residents from excessive transportation noise with Covina’s need to accommodate moderate growth and to continue with ongoing communitywide construction, economic development, code enforcement, neighborhood preservation, and affordable housing activities/programs.</p> <p>Policy Area 2 Commercial and Industrial Noise Sources repeats identical policies.</p> <p>Policy Area 3 Miscellaneous Stationary Noise Sources:</p> <p>Continue implementing the Covina Noise Ordinance to regulate the hours of operation for, among other things, lawn equipment, domestic power tools, garbage trucks, and miscellaneous repair or maintenance equipment, when in or within 500 feet of a residential area.</p> <p>Policy Area 4 Construction Noise Sources and General Matters:</p> <p>1. Continue implementing the Covina Noise Ordinance to regulate the hours of operation and excessive noise associated with on-site construction activities, particularly activities occurring in or near residential uses, permitting exceptions only under special circumstances.</p> <p>2. Where necessary, require the construction of barriers to shield noise-sensitive uses from intrusive, construction related noise.</p>	<p>Municipal codes related to noise relevant to the Plan Area can be found in Chapter 9.40 (Noise) Section 9.40.090 (Controlled hours of operation) and Section 9.40.110 (Construction)</p> <p>Under Section 9.40.090 (Controlled hours of operation) the following apply:</p> <p>It is unlawful for any person to operate, permit, use, or cause to operate, any of the following, other than between the hours of 7:00 a.m. and 8:00 p.m. of any one day:</p> <p>A. Powered model vehicles;</p> <p>B. Loading and unloading vehicles such as garbage trucks, forklifts or cranes in a residential area or within 500 feet of a residence;</p> <p>C. Domestic power tools;</p> <p>D. Lawn equipment, including, but not limited to, lawn mowers, edgers, cultivators, chain saws, and leaf blowers in any residential area or within 500 feet of any residence;</p> <p>E. Equipment associated with the repair and maintenance of real property. (Ord. 1665 § 2, 1988.)</p> <p>Under Section 9.40.110 (Construction) the following apply:</p> <p>A. It is unlawful for any person within any residential land use category or within a radius of 500 feet therefrom to operate equipment or perform any outside construction or repair work on any building, structure, or project; or to operate any pile driver, steam shovel, pneumatic hammer, electric saw, grinder, steam or electric hoist, or other construction-type equipment or device between the hours of 8:00 p.m. of any one day and 7:00 a.m. of the next day, at any time on any Sunday or at any time on any public holiday in such a manner that a reasonable person of normal sensitivity residing in the area is caused discomfort or annoyance, unless beforehand a permit therefor has been duly obtained in accordance with the provisions of subsection (B) of this section. No permit shall be required to perform emergency work.</p> <p>“Public holiday” as used in this subsection shall mean the day upon which each of the following holidays is recognized and celebrated as a holiday by the employees of the city: Independence Day, Labor Day, Veterans Day, Thanksgiving, Christmas Eve, Christmas Day, New Year’s Eve, New Year’s Day, Washington’s Birthday, Memorial Day, or any other holiday recognized as such by the city.</p>	No other applicable ordinances were identified.



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>3. Require that construction activities incorporate feasible and practical techniques, measures, and procedures that minimize the noise impacts on all adjacent uses.</p> <p>7. Best implement the Noise Element through the Zoning Ordinance and Design Guidelines, Capital Improvement Program, Subdivision Ordinance, Building and Safety and Police provisions, general Code Enforcement, and any related Covina Municipal Code sections, City policies, plans, or proposals or through other matters.</p>	<p>B. A permit may be issued authorizing the work prohibited by this section whenever it is found that the public interest will be served thereby. An application for such a permit shall be in writing and shall be accompanied by an application fee in an amount that may be set from time to time by a resolution of the city council. The application shall set forth in detail facts showing that the public interest will be served by the issuance of such permit, and the application shall be made to the planning division of the community development department. The chief planning official shall be responsible for the administration and enforcement of the provisions of this section and shall have the authority to issue such permits. He/she shall coordinate the processing of each application for a permit with such departments and divisions as he/she deems will be affected by the issuance of the permit. (Ord. 09-1975 § 1, 2009; Ord. 1665 § 2, 1988.)</p> <p>Under Section 9.40.120 (Loud and/or unusual noises) the following apply</p> <p>J. Vibration. It is unlawful to operate or permit the operation of any device that creates a vibration that is above the vibration perception threshold of an average individual at or beyond the property boundary of the source if on private property or at 150 feet from the source if on a public space or public right-of-way. (Ord. 97-1810 § 3 1997; Ord. 1665 § 2, 1988.)</p>	
El Monte	<p>The City of El Monte land use/noise compatibility matrix can be referenced in Table PHS-3 (Noise/Land Use Compatibility Standards), and Municipal guidelines for exterior noise can be referenced in Table PHS-4 (El Monte Land Use Guidelines for Exterior Noise) of the General Plan Public Health and Safety Element (pgs. PHS-54-55).</p> <p>Community Design Element:</p> <p>Policy CD-7.9 Buffering. Plant buffers of lush deciduous trees along the railroad right-of-way, adjacent to neighborhoods and industries, and in parks and at schools to create a noise buffer, filter air pollutants, and beautify the district.</p> <p>Public Health and Safety Element:</p> <p>Goal PHS-9: Proper planning for the threat of manmade and natural hazards so as to minimize, to the greatest extent possible, the risk to life, limb, property, and essential facilities through emergency preparedness, recovery, and response.</p> <p>Policy PHS-9.1 Residential Neighborhoods. Continue to enforce noise abatement and control measures in El Monte, particularly within residential neighborhoods and around noise sensitive land uses.</p> <p>Policy PHS-9.2 Land Use Compatibility. Require the inclusion of noise reducing design features in development consistent with standards in PHS-1, Title 24 California Code of Regulations and the El Monte Municipal Code (EMMC).</p> <p>Policy PHS-9.3 Site Planning. Incorporate noise considerations into the site plan review process, particularly with regard to parking and loading areas, ingress/egress points and refuse collection areas.</p>	<p>Municipal codes related to noise relevant to the Plan Area can be found in Title 8 (Health and Safety) Chapter 8.36 (Noise Control) Section 8.36.040 (Ambient Noise Standards), Section 8.36.050 (Special Noise Sources), Chapter 17.50 (Performance Standards) Section 17.50.070 (Construction Impacts), Section 17.50.110 (Noise), and Section 17.50.140 (Vibration).</p> <p>Under Title 8 (Health and Safety) Chapter 8.36 (Noise Control) Section 8.36.040 (Ambient Noise Standards) the following apply:</p> <p>A. The following ambient noise standards, unless otherwise specifically indicated, shall apply to all property within their assigned zoning districts and said standards shall constitute the permissible noise level:</p> <ul style="list-style-type: none">• Single-family Zone<ul style="list-style-type: none">○ Day 7:00 a.m. to 10:00 p.m. (50 dBA)○ Night 10:00 p.m. to 7:00 a.m. (45 dBA)• Multifamily Zone<ul style="list-style-type: none">○ Day 7:00 a.m. to 10:00 p.m. (55 dBA)○ Night 10:00 p.m. to 7:00 a.m. (50 dBA)• Commercial Zone<ul style="list-style-type: none">○ Day 7:00 a.m. to 10:00 p.m. (65 dBA)○ Night 10:00 p.m. to 7:00 a.m. (60 dBA)• Industrial<ul style="list-style-type: none">○ Day 7:00 a.m. to 10:00 p.m. (70 dBA)○ Night 10:00 p.m. to 7:00 a.m. (70 dBA) <p>B. It is unlawful for any person to create any noise which would cause the noise level at the property line of any property to exceed the ambient noise level by more than five (5) decibels for a cumulation period of fifteen (15) minutes in any hour.</p> <p>C. At the boundary line between a residential zone and a commercial and/or manufacturing zone, the noise level of the residential zone shall be used.</p> <p>D. If a residential use is located within a commercial or industrial zone, the ambient noise level shall not exceed fifty (50) dBA between the hours of 10 p.m. and seven a.m.</p> <p>E. Corrections to Noise Limits. The numerical limits given in subsection A of this section shall be adjusted by the following corrections, where appropriate (reference Table 1 of Section 8.36.030). (Prior code §§ 5940—5940.4)</p> <p>Under Section 8.36.050 (Special Noise Sources) the following apply:</p> <p>B. Machinery, Fans and Other Mechanical Devices. Any noise level from the use or operation of any machinery, equipment, pump, fan, air conditioning apparatus, refrigerating equipment, motor vehicle, or other mechanical or electrical device, or in repairing or rebuilding any motor vehicle which exceeds the noise limits at any property line, of any receiving property shall be a violation of the provisions of Section 8.36.040(A).</p>	No other applicable ordinances were identified.



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>C. Construction of Building.</p> <p>1. Except as otherwise permitted under subsections (C)(2) or (G) of this section, it is unlawful for any person within the city to operate power construction tools or equipment in the performance of any outside construction or repair work on buildings, structures, or projects in or adjacent to a residential area, except between the hours of six a.m. and seven p.m. Monday through Friday or between the hours of eight a.m. and seven p.m. on Saturday and Sunday.</p> <p>2. Upon a written showing of good cause by a project applicant and the applicant's construction contractor or subcontractor, the Chief Building Official may conditionally relax the hourly restrictions of this subsection on a case-by-case basis, provided such authorization is made in writing. The Chief Building Official is authorized to impose such reasonable conditions as may be deemed necessary and/or desirable to mitigate any noise or other adverse impacts generated by the construction undertaking during specially authorized work hours. The conduct of operations in a manner inconsistent with or beyond the scope of any written authorization granted by the Chief Building Official shall be unlawful and shall constitute a violation of this section. The Chief Building Official shall establish reasonable criteria for the grant of special work hours requests which balances the desire of residents for peace and quiet during evening and early morning hours with the efficiencies derived from authorizing special work hours requests. In accordance with the Chief Building Official's established criteria, each individual request shall be evaluated on its individual merits and on the specific circumstances and characteristics of the project or undertaking. No one grant request shall serve as binding precedent for any subsequent request.</p> <p>3. By City Council resolution, the city may also impose such reasonable fees as may be necessary to review, process and enforce requests for special operating hours.</p> <p>G. Exemptions.</p> <p>5. The provisions of this regulation shall not preclude the construction, operation, maintenance, and repairs of equipment, apparatus, or facilities of park and recreation departments, public work projects, or essential public services and facilities, including those of public utilities subject to the regulatory jurisdiction of the California Public Utilities Commission.</p> <p>E. Loading/Unloading. In residential zones, the opening, closing or other handling of boxes, crates, containers, building materials, or similar objects in such a manner as to cause a noise disturbance is not permitted between the hours of 10 p.m. and seven a.m. (Ord. 2728 § 2, 2008; Ord. 2470 § 1 (part), 1997; Ord. 2469 § 1 (part), 1997; prior code §§ 5950—5950.9)</p> <p>Under Chapter 17.50 (Performance Standards) Section 17.50.070 (Construction Impacts) the following apply:</p> <p>Any nonresidential or multiuse project that requires discretionary approvals that include the demolition of more than five thousand (5,000) square feet and/or the construction of more than two thousand five hundred (2,500) square feet or any residential project that includes the construction of two (2) or more units, shall comply with the following construction impact requirements:</p> <p>D. Construction Hours.</p> <p>1. Residential zoning districts. Construction activities shall be limited to 7:00 a.m. to 6:00 p.m. on Mondays through Fridays and 8:00 a.m. to 6:00 p.m. on Saturdays. No construction shall occur on Sundays or federal holidays.</p> <p>2. All other zoning districts. Construction activities shall be limited to 6:00 a.m. to 7:00 p.m. on Mondays through Fridays and 8:00 a.m. to 7:00 p.m. on Saturdays and Sundays. No construction shall occur on federal holidays.</p> <p>3. All Projects. The Community Development Director may extend the construction hours beyond those listed above provided the applicant has demonstrated that: it is a necessity; additional measures have been taken to reduce noise impacts on adjacent properties; all residentially zoned or used properties have been notified; and the duration will not extend beyond 10 (10) consecutive days.</p> <p>4. The construction hours listed above may be further limited by the City Council, Planning Commission, Zoning Review Committee or Community Development Director as a condition of approval.</p> <p>5. If there are any conflicts between the regulations of this section and Chapter 8.36 (Noise Controls) of the EMMC, the stricter of the two (2) shall apply. (Ord. No. 3011 , § 3(Exh. B), 6-21-2022; Ord. No. 3023 , § 4.B(Exh. B), 5-2-2023)</p> <p>Under Section 17.50.110 (Noise) the following applies:</p>	



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>A. Ambient Noise Standards. Unless otherwise specifically indicated, the following ambient noise standards shown in Table 17.50-2 (of the Municipal Code) shall apply to all property within their assigned zoning districts and said standards shall constitute the permissible noise level:</p> <p>1. It is unlawful for any person to create any noise which would cause the noise level at the property line of any property to exceed the ambient noise level by more than five (5) decibels for a cumulation period of fifteen (15) minutes in any hour.</p> <p>C. Special Noise Sources.</p> <p>2. Machinery, Fans and Other Mechanical Devices. Any noise level from the use or operation of any machinery, equipment, pump, fan, air conditioning apparatus, refrigerating equipment, motor vehicle, or other mechanical or electrical device, or in repairing or rebuilding any motor vehicle which exceeds the noise limits at any property line, of any receiving property shall be a violation of the provisions given in subsection A.</p> <p>F. Exemptions.</p> <p>5. The provisions of this regulation shall not preclude the construction, operation, maintenance, and repairs of equipment, apparatus, or facilities of park and recreation departments, public work projects, or essential public services and facilities, including those of public utilities subject to the regulatory jurisdiction of the California Public Utilities Commission.</p> <p>G. Other Provisions. If there are any conflicts between the regulations of this section and Chapter 8.36 (Noise Controls) of the El Monte Municipal Code, the stricter of the two (2) shall apply. (Ord. No. 3011 , § 3(Exh. B), 6-21-2022; Ord. No. 3023 , § 4.B(Exh. B), 5-2-2023)</p> <p>Under Section 17.50.140 (Vibration) the following applies: All uses shall be so operated so as not to generate vibration discernible without instruments by the average person while on or beyond the lot upon which the source is located or within an adjoining enclosed space if more than one establishment occupies a structure. Vibration caused by motor vehicles, trains and temporary construction is exempted from this standard. (Ord. No. 3011 , § 3(Exh. B), 6-21-2022)</p>	
Glendora	<p>The City of Glendora land use/noise compatibility matrix can be referenced in Table N-1 (Noise and Land Use Compatibility Matrix – California) of the General Plan Noise Element (pg. 7).</p> <p>Noise Element:</p> <p>Goal N-1: Reduced noise impacts from transportation sources.</p> <p>Policy N-1.1: Ensure traffic noise mitigation measures are included and implemented in the design of new development.</p> <p>Policy N-1.2: Encourage the State Department of Transportation (Caltrans) to continue programs that lead to the reduction of the noise levels on I-210.</p> <p>Policy N-1.3: Limit construction, delivery, and through truck traffic to designated routes.</p> <p>Policy N-1.4: Mitigate transportation equipment impacts at construction sites.</p> <p>Goal N-2: Reduced noise impacts from non-transportation sources.</p> <p>Policy N-2.1: Review and update the Noise Ordinance, on a regular basis, to ensure noise-generating uses are adequately addressed.</p> <p>Policy N-2.2: Strive to resolve existing and potential conflicts between noise generating uses and human activities.</p> <p>Policy N-2.3: Prohibit significant noise generating activities from locating adjacent to residential neighborhoods and near schools.</p> <p>Policy N-2.4: Ensure that construction noise does not cause an adverse impact to the residents of the City by requiring that noise mitigation techniques be incorporated into all construction-related activities.</p> <p>Policy N-2.5: Consider developing maximum noise standards for ventilation systems (i.e., air conditioning units) in residential areas.</p> <p>Goal N-3: Coordinated land use planning and noise mitigation.</p>	<p>Municipal codes related to noise relevant to the Plan Area can be found in Table N-2 of the Glendora General Plan Noise Element (pg. 7), and Chapter 9.44 (Noise Regulation) Section 9.44.040 (Ambient noise base levels), Section 9.44.100 (Machinery, Equipment, Fans and Air Conditioning), Section 9.44.110 (Construction of Buildings and Projects), and Chapter 9.36 (Abatement of Nuisances – Premises) Section 9.36.010 (Maintenance of Premises – Nuisances).</p> <p>Under Chapter 9.44 (Noise Regulation) Section 9.44.040 (Ambient noise base levels) the following apply:</p> <p>(1) Actual measured ambient noise level; or</p> <p>(2) Ambient base level (see chart in Section 9.44.040 of the City of Glendora Municipal Code for details).</p> <p>Wherever two different zones are contiguous, the lower ambient noise level at the common property line shall apply. (Ord. 1173 § 1, 1972; Ord. 1180 § 3, 1973)</p> <p>Under Section 9.44.100 (Machinery, Equipment, Fans and Air Conditioning) the following applies:</p> <p>It is unlawful for any person to operate any machinery, equipment, pump, fan, air conditioning apparatus or similar mechanical device in any manner so as to create any noise which would cause the noise level at the property line of any property to exceed the ambient noise level by more than five decibels.(Ord. 1173 § 1, 1972)</p> <p>Under Section 9.44.110 (Construction of Buildings and Projects) the following applies:</p> <p>It is unlawful for any person within a residential zone, or within a radius of five hundred feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures or projects or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist or any other construction type device (between the hours of nine p.m. of one day and seven a.m. of the next day) in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance unless beforehand a permit therefor has been duly obtained from the city. No permit shall be required to perform emergency work as defined in Section 9.44.020(c). (Ord. 1173 § 1, 1972)</p> <p>Under Chapter 9.36 (Abatement of Nuisances – Premises) Section 9.36.010 (Maintenance of Premises – Nuisances) the following applies:</p>	No other applicable ordinances were identified.



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy N-3.1: Ensure Community Noise Equivalent Levels (CNEL) levels for noise sensitive land uses meet or exceed normally acceptable levels, as defined by State of California standards.</p> <p>Policy N-3.2: Enforce all noise standards as outlined in the City’s Noise Ordinance.</p>	<p>(2) Maintenance of Buildings, Structures or Property. To maintain such property in such a manner that any of the following conditions are found to exist thereon:</p> <p style="padding-left: 40px;">(15) Noise Nuisance. To operate or maintain any device, instrument, vehicle or machinery such that the operation or maintenance causes noise or vibrations which cause discomfort or annoyance to reasonable persons of normal sensitivity or endangers the comfort, repose, health or peace of the residents in the area.</p> <p>(Ord. 1909 § 2, 2008)</p>	
Industry	<p>The City of Industry land use/noise compatibility matrix can be referenced in Table 4 (Land Use Compatibility for Community Noise Environments) of the General Plan Safety Element.</p> <p>Safety Element:</p> <p>Goal S6: An environment where noise does not adversely affect sensitive land uses.</p> <p>Policy S6-1: Coordinate with Cal trans, San Gabriel Valley Council of Governments, Southern California Association of Governments, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of transportation and land use plans to minimize noise impacts and provide appropriate mitigation measures.</p> <p>Policy S6-2: Address noise impacts through the effective enforcement of the noise ordinance, project and environmental review, and compliance with state and federal noise standards.</p> <p>Policy S6-3 Consider the noise levels likely to be produced by any new businesses or substantially expanded business activities locating near existing noise-sensitive uses such as schools, community facilities, and residences, as well as adjacent to established businesses involving vibration-sensitive activities.</p>	<p>Municipal codes related to noise relevant to the Plan Area can be found in Title SR (Statutory References for California Cities) Section SR. 060 (Health and Safety)</p> <p>Under Title SR (Statutory References for California Cities) Section SR. 060 (Health and Safety) the noise control in the city references the California Health & Safety Code § 46000 et seq. and Gov’t Code § 65302(f).</p>	No other applicable ordinances were identified.
Irwindale	<p>The City of Irwindale adheres to the State land use/noise compatibility matrix which can be referenced above in Table 3.13-4 (Section 3.13.2.2 of this PEIR).</p> <p>Public Safety Element:</p> <p>Policy 4. The City of Irwindale will strive to reduce the community’s exposure to noise from on-going manufacturing activities.</p> <p>Policy 5. The City of Irwindale will work towards reducing noise exposure in the City by considering noise and land use compatibility in land use planning.</p> <p>Policy 6. The City of Irwindale will continue to investigate strategies that will be effective in reducing the community’s exposure to harmful noise levels.</p> <p>Program:</p> <ul style="list-style-type: none">Code Enforcement. A significant cause of damage, injury, and loss of life to fire involves unsafe structures with poor or obsolete wiring or construction materials. The Building Code contains regulations regarding construction techniques and materials that may be effective in eliminating or reducing the spread of fire. Code enforcement will also ensure that the City’s noise control ordinance is adhered to. For this reason, ongoing code enforcement efforts are an important implementation program within the Safety Element. <p><i>Noise and Land Use Compatibility</i></p> <p>The State Office of Noise Control has prepared Guidelines for the Preparation and Content of Noise Elements of General Plans. This provides a guide for compatibility of noise-sensitive land uses in areas subject to noise levels of 55 to 80 dB CNEL or Ldn. Residential uses are normally unacceptable in areas exceeding 70 dB CNEL; and conditionally acceptable between 55-70 dB CNEL for low-density single-family dwelling units, duplexes, and mobile homes, and between 60-70 dB CNEL for multiple-family units. Schools, libraries, hospitals, and nursing homes are treated as noise-sensitive land uses, requiring acoustical studies within areas exceeding 60 dB CNEL. Commercial/professional office buildings and industrial land uses are normally unacceptable in areas exceeding 75 dB CNEL, and are conditionally acceptable within 67 to 78 dB CNEL (for commercial and professional offices only).</p>	<p>Municipal codes related to noise relevant to the Plan Area can be found in Chapter 9.28 (Noise Regulation) Section 9.28.030 (Ambient base noise levels designated (Proof of Violation), Section 9.28.040 (Noise Level Violation Designated), Section 9.28.100 (Machinery, Equipment, Fans, and Air Conditioning), and Section 9.28.110 (Construction of Building and Projects – Times Specified).</p> <p>Under Chapter 9.28 (Noise Regulation) Section 9.28.030 (Ambient base noise levels designated (Proof of Violation) the following ambient noise levels apply:</p> <p>A. Where the ambient noise level is less than designated in this section, the ambient base noise level in this section shall govern.</p> <p>(a) Residential Zone</p> <ul style="list-style-type: none">10 p.m. to 7 a.m. (45)7 a.m. to 10 p.m. (50) <p>(b) Commercial Zone</p> <ul style="list-style-type: none">10 p.m. to 7 a.m. (50)7 a.m. to 10 p.m. (55) <p>(c) Industrial Zone</p> <ul style="list-style-type: none">10 p.m. to 7 a.m. (60)7 a.m. to 10 p.m. (70) <p>B. Any noise at a level which exceeds the ambient or the ambient base level as set forth in subsection A of this section, whichever is greater, by more than 10 dB when measured at any boundary line of the property from which the noise emanates shall constitute sufficient proof of a violation. (Ord. 297 § 1(part), 1976: prior code § 4803).</p> <p>Under Section 9.28.040 (Noise Level Violation Designated) the following defines a noise violation:</p> <p>It is unlawful for any person to willfully make or continue, or cause to be made or continued any noise at a level which exceeds by more than five dB the ambient or the ambient base level as set forth in Section 9.28.030, whichever is greater, when measured at any boundary line of the property from which the noise emanates. (Ord. 297 § 1(part), 1976: prior code § 4804).</p> <p>Under Section 9.28.100 (Machinery, Equipment, Fans, and Air Conditioning) the following apply:</p>	No other applicable ordinances were identified.



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>It is unlawful for any person to operate any machinery, equipment, pump, fan, air-conditioning apparatus, or similar mechanical device in any manner so as to create any noise which would cause the noise level at any boundary line of any property from which such noise emanates to exceed the ambient noise level or the ambient base level as set forth in Section 9.28.030, whichever is greater, by more than 10 decibels; provided, however, this section shall not prevent the reasonable operation of customary household gardening equipment or hobby shop equipment during the hours of eight a.m. to nine p.m., Monday through Saturday, and 10 a.m. to eight p.m. on Sunday, provided the same may not exceed eighty decibels (as measured from the adjacent property line) for more than three hours from sunup to sundown (Ord. 297 § 1(part), 1976: prior code § 4825).</p> <p>Under Section 9.28.110 (Construction of Building and Projects – Times Specified) the following apply:</p> <p>A. It is unlawful for any person within a residential zone, or within a radius of five hundred feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects or to operate any pile driver, steam shovel, pneumatic hammer, derrick, steam or electric hoist or other construction type device on a development requiring a city permit, in such a manner that noise is produced which would constitute a violation of Section 9.28.040, unless beforehand authorization therefor has been duly obtained from the building inspector. Such activity is unlawful without a permit during all hours on Sunday. No permit shall be required to perform emergency work as defined in subsection E of 9.28.020.</p> <p>B. Construction authorized by subsection A of this section shall be limited to seven a.m. to seven p.m. (Ord. 297 § 1(part), 1976: prior code § 4830).</p>	
La Puente	<p>The City of La Puente land use/noise compatibility matrix can be referenced in Figure CS-6 (Noise/Land Use Compatibility Criteria) of the General Plan Community Safety Element (pg. CS-20).</p> <p>Community Safety Element:</p> <p>Goal 4: Protection from undesirable traffic, business activity, and nuisance noise to the extent feasible.</p> <p>Policy 4.1: Encourage property owners to repair deteriorating sound walls along Valley Boulevard.</p> <p>Policy 4.2: Require trucks to travel on designated truck routes to minimize impacts of traffic noise on residential neighborhoods.</p> <p>Policy 4.3: Minimize spillover noise from commercial and industrial uses into nearby residential neighborhoods.</p> <p>Policy 4.4: Continue to enforce the City's noise regulations to protect residents from excessive noise levels associated with loud parties, loud music, and other nuisance noise sources.</p>	<p>Municipal codes related to noise relevant to the Plan Area can be found in Chapter 4.34 (Noise Regulations) Section 4.34.020 (Prohibited Noises – Specific Examples), Section 4.34.030 (Exemptions), Chapter 10.38 (Performance Standards) Section 10.38.060 (Noise), and Section 10.38.100 (Vibration).</p> <p>Under Chapter 4.34 (Noise Regulations) Section 4.34.020 (Prohibited Noises – Specific Examples) the following apply:</p> <p>(c) Engines, Motors and Mechanical Devices Near Residential District. The sustained, continuous or repeated operation or use between the hours of eight p.m. and seven a.m. of any motor or engine or the repair, modification, reconstruction, testing or operation of any automobile, motorcycle, machine, contrivance, or mechanical device or other contrivance or facility unless such motor, engine, automobile, motorcycle, machine or mechanical device is enclosed within a sound insulated structure so as to prevent noise and sound from being plainly audible at: (1) distance of fifty feet or more from the property line of the property from which the noise, sound or vibration is emanating or (2) the exterior wall of any adjacent residence, whichever is less.</p> <p>(e) Loading and Unloading. Loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans or similar objects between the hours of eight p.m. and seven a.m. in volume sufficiently loud as to be plainly audible at a distance of fifty feet or more from the property line of the property where the activity is occurring.</p> <p>(f) Construction. Operating or causing the operation of any tools, equipment, impact devices, derricks or hoists used on construction, drilling, repair, alteration, demolition or earthwork, between the hours of eight p.m. and seven a.m. on weekdays or at any time on Saturdays (except, between the hours of seven a.m. and eight p.m., interior construction is permissible); or at any time on Sundays or city holidays.</p> <p>(j) Leaf Blowers. The use or operation or allowing the use or operation of any portable machine powered with a combustion or gasoline engine to blow leaves, dirt and other debris off sidewalks, driveways, lawns and other surfaces, between the hours of eight p.m. and seven a.m. (Ord. 753 § 4 (part), 1997)</p> <p>Under Section 4.34.030 (Exemptions) the following apply:</p> <p>(d) Construction; Special Circumstances. The provisions of Section 4.34.020 of this chapter do not apply to any person who performs construction, repair, excavation or earthmoving work if and to the extent that the city manager or his or her designee has given express prior written permission to perform such work at times prohibited in Section 4.34.020 of this chapter. In order to be given such permission, the person must submit to the city manager or to the city manager’s designee an application in writing, stating the reasons for the request and the facts upon which such reasons are based. The city manager</p>	No other applicable ordinances were identified.



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>or his or her designee may grant or conditionally grant such permission if the city manager, city engineer, code enforcement officer or building official has found that:</p> <p>(1) The work proposed to be done is necessary to protect or promote public safety or welfare or is otherwise in the public interest; or</p> <p>(2) Hardship including, but not limited to, unreasonable delay due to weather, acts of God or labor strikes, would result from the interruption thereof during the hours and days specified in Section 4.34.020 of this chapter; or</p> <p>(3) The building or structure involved is devoted or intended to be devoted to a use immediately incidental to public defense.</p> <p>Any applicant dissatisfied with the decision of the city manager or the city manager’s designee may appeal to the city council by filing a notice of appeal with the city clerk within 10 days after notice of the decision. The appeal shall be accompanied by the applicable appeal fee, which shall be established by a resolution of the city council. The city council shall, within thirty days of filing the appeal, affirm, reverse or modify the decision of the city manager.</p> <p>The provisions of Section 4.34.020 of this chapter also do not apply to the construction, repair, or excavation during prohibited hours as may be necessary for the preservation of life or property, when such necessity arises during such hours as the offices of the city are closed, or where such necessity requires immediate action prior to the time at which it would be possible to obtain a permit pursuant to this section. The person doing such construction, repair or excavation shall obtain a permit therefore within one business day of such construction, repair or excavation. The application for the permit shall be accompanied by the payment of the applicable fee established by resolution of the city council. (Ord. 753 § 4 (part), 1997)</p> <p>Under Chapter 10.38 (Performance Standards) Section 10.38.060 (Noise) the following apply:</p> <p>The regulations set forth in Chapter 4.34 (Noise Regulations) of the Municipal Code shall apply. (Ord. 935 § 3 (part), 2015)</p> <p>Under Chapter 10.38 Section 10.38.100 (Vibration) the following apply:</p> <p>No vibration shall be permitted which can be felt at or beyond the property line. (Ord. 935 § 3 (part), 2015)</p>	
La Verne	<p>The City of La Verne land use/noise compatibility matrix can be referenced in Table N-1 (Noise/Land Use Compatibility Matrix) of the General Plan Noise Element.</p> <p>Noise Element:</p> <p>Goal 1: Protect our community from excessive noise.</p> <p>Policy 1.1: Maintain or reduce noise levels citywide.</p> <p>Implementation Measure:</p> <p>a. Enforce the Noise Control Ordinance to assure that all new development is consistent with the land use compatibility criteria, exterior and interior noise standard.</p> <p>b. Establish the land use compatibility criteria that are shown in Table N-1.</p> <p>c. Establish interior and exterior noise standards that are shown in Table N-2.</p> <p>d. Require all new residential construction in areas with an exterior noise level greater than 60 dB to include sound attenuation measures that reduce interior noise levels to the standards shown in Table N-2.</p> <p>Sound attenuation measures include but are not limited to:</p> <ul style="list-style-type: none">• Soundwalls• Double glazing• Sitting• Façade treatment <p>e. Maintain a technical resource for builders, developers and homeowners which discusses a variety of sound attenuation measures, the amount of noise reduction each produces and how to combine them to meet City requirements.</p> <p>f. Consider the noise of a proposed project in both absolute and relative terms.</p>	<p>Municipal codes related to noise relevant to the Plan Area can be found in Chapter 8.20 (Noise Control) Section 8.20.010 (Adoption by Reference) and Section 8.20.030 (Interpretation).</p> <p>Under Chapter 8.20 (Noise Control) Section 8.20.010 (Adoption by Reference) the City has adopted the Ordinance No. 11,773 of the county of Los Angeles, known as the “noise control ordinance of the county of Los Angeles.” (Ord. 621 § 1, 1981; prior code § 11,300)</p> <p>Under Section 8.20.030 (Interpretation) the following interpretation applies:</p> <p>A. In Ordinance No. 11,773, the references in that ordinance to an office, official title or other designation means the corresponding office, title or designation in the governmental structure of the city. All references in Articles III, IV, VI and VIII to the “Health Officer” shall be to the code enforcement officer or city planning technician. All references to the health officer in Articles V and VII shall be to the commission on environmental quality. All references in Article VII to the “Hearing Officer” shall be to the city council. If there is no corresponding office, title or designation within the city government, then the reference means the office or person in the city who performs the function or duty referred to in Ordinance No. 11,773.</p> <p>B. In the case of any mixed land uses, the most intense land use shall define the land use of the property. (Ord. 621 § 1, 1981; prior code § 11,302)</p>	No other applicable ordinances were identified.



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>A proposed project will be considered to have a significant adverse impact on the environment if the expected noise increase exceeds 5 dB, even though it may not exceed the standard in Table N-2. Sound attenuation measures will be required as a condition of approval.</p> <p>g. Require stringent mitigation measures to limit construction noise for all new projects. Establish a graduated system of fines for violations that increase in severity with each offense.</p> <p>h. Revise the city's noise ordinance to address standards for abatement of neighborhood noise nuisances and the impacts of events outside direct city control.</p>		
Monrovia	<p>The City of Monrovia land use/noise compatibility matrix can be referenced in Figure 2 (Land Use Compatibility Guidelines) of the General Plan Noise Element.</p> <p>Noise Element:</p> <p><i>Noise Control Program</i></p> <p>Program No. 1: The City will continue to implement and enforce the City of Monrovia’s noise ordinance for the control of unnecessary and unwanted noises.</p> <p>Program No. 3: The City may implement a noise zoning code, defining compatible land usage requirements based on the guidelines of Figure 2. The City would require an analysis of whether or not the proposed development would be in compliance with this code. If the development falls in the CNEL or Ldn range above that indicated for the normally acceptable category, noise control design steps must be included in the project plans.</p> <p>Program No. 4: The City will periodically review other elements of the General Plan for inclusion of possible revisions giving recognition to noise level/land use relationships. To some degree, all the elements of the General Plan are related and interdependent. The Noise Element is closely related to a number of elements of the General Plan including Land Use, Circulation, Housing, and Conservation and Open Space. The City should review these related elements and revise them where necessary to protect the noise environment of Monrovia.</p> <p>Program No. 6: Future projects within the City will reflect a consciousness on the part of the City regarding the reduction of unnecessary noise near noise-sensitive areas such as residences, schools, parks, hospitals, libraries, and convalescent homes.</p> <p>Actions that can be taken to implement this program can include:</p> <ul style="list-style-type: none">2. Consideration should be given to buffering noise-sensitive areas from noise-generating land uses.3. Noise monitoring within the City will be an ongoing process conducted by the appropriate departments.5. Close attention shall be paid to the noise evaluation in environmental assessments, environmental impact reports and environmental impact statements. <p>Land Use Element:</p> <p>Goal 10: Ensure that new development is sensitive to the City's natural and open space resources and constraints.</p> <p>Policy 10.12: Consider the issue of noise on the existing and future environment when planning the location of residential areas and other noise sensitive land uses in Monrovia.</p>	<p>Municipal codes related to noise relevant to the Plan Area can be found in Title 9 (Public Peace, Morals, and Welfare) Chapter 9.44 (Noise) Section 9.44.04 (Allowable Noise Levels), Section 9.44.080 (Exemptions), Chapter 17.32 (Performance Standards) Section 17.32.030 (Noise), and Section 17.32.040 (Vibration).</p> <p>Under Title 9 (Public Peace, Morals, and Welfare) Chapter 9.44 (Noise) Section 9.44.04 (Allowable Noise Levels) the following apply:</p> <p>(A) The noise standards imposed by this section shall apply to all properties in the city occupied for residential purposes, without regard to zoning classification. Except as otherwise allowed in this chapter, no person shall create or allow the creation of noise on any such residential property which causes the noise level to exceed the actual measured median ambient noise level, or the following presumed ambient noise level, whichever is greater:</p> <ul style="list-style-type: none">• 7:00 a.m. to 9:00 p.m.<ul style="list-style-type: none">○ Allowable Noise Level – dBA 55• 9:00 p.m. to 7:00 a.m.<ul style="list-style-type: none">○ Allowable Noise Level – dBA 50 <p>(B) If the intruding noise source is continuous and cannot be reasonably discontinued for sufficient time in which the ambient noise level can be determined, the presumed ambient noise level shall be used.</p> <p>(`83 Code, § 9.44.040) (Ord. 85-5 § 1 (part), 1985)</p> <p>Under Section 9.44.080 (Exemptions) the following apply:</p> <p>The following activities shall be exempt from the provisions of this chapter:</p> <p>(D) The handling of boxes, crates, containers, garbage cans or other similar objects between the hours of 7:00 a.m. and 7:00 p.m.;</p> <p>(E) The operation of any mechanically powered saw, sander, drill, grinder, lawn or garden tool or similar tool between 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 10:00 a.m. and 10:00 p.m. on weekends and holidays;</p> <p>(F) Construction or demolition work conducted between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 9:00 a.m. and 6:00 p.m. on weekends and holidays;</p> <p>(G) Any activity to the extent regulation thereof has been preempted by state or federal law. (`83 Code, § 9.44.080) (Ord. 85-5 § 1 (part), 1985; Ord. 88-31 § 1, 1989)</p> <p>Under Chapter 17.32 (Performance Standards) Section 17.32.030 (Noise) the following applies:</p> <p>The maximum sound level radiated by any use of facility, when measured at the boundary line of the property on which the sound is generated, shall not be obnoxious by reason of its intensity, pitch or dynamic characteristics, as determined by the city. (`83 Code, § 17.32.030) (Ord. 94-03 § 6, 1994)</p> <p>Under Section 17.32.040 (Vibration) the following applies:</p> <p>No vibration shall be permitted which causes a noticeable tremor beyond the boundary line of the property upon which the vibration exists. (`83 Code, § 17.32.040) (Ord. 94-03 § 6, 1994)</p>	<p>No other applicable ordinances were identified.</p>
Montebello	<p>The City of Montebello land use/noise compatibility matrix can be referenced in Table C5.3 (Land Use/Noise Compatibility Matrix) in Chapter 5 (Our Healthy Community) of the General Plan.</p> <p>Our Well Planned Community:</p>	<p>Municipal codes related to noise relevant to the Plan Area can be found in Chapter 9.08 (Offenses Against Public Peace) Section 9.08.050 (Loud and Raucous Noise),</p> <p>Under Chapter 9.08 (Offenses Against Public Peace) Section 9.08.050 (Loud and Raucous Noise) the following applies:</p>	<p>No other applicable ordinances were identified.</p>



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy P3.3: Revitalize established neighborhoods and corridors.</p> <p>Action A3.3b: Protect adjoining properties from the potential adverse impacts associated with non-residential uses on corridors adjacent to residential areas with proper mitigation measures that address scale, massing, traffic, noise, appearance, lighting, and drainage.</p> <p>Our Healthy Community:</p> <p>Policy P5.4: Minimize noise impacts to ensure that noise does not detract from Montebello’s quality of life.</p> <p>Action A5.4a Manage relationship between homes and major noise sources through zoning and environmental review and design measures.</p> <p>Action A5.4b Require development projects to implement mitigation measures, where necessary, to reduce exterior and interior noise levels to meet adopted standards and criteria. Require mixed-use structures to minimize the transfer of noise from commercial uses to residential uses.</p> <p>Action A5.4c Discourage through traffic in neighborhoods through noise-attenuating roadway materials, and modifications to street design.</p> <p>Action A5.4d Minimize stationary noise impacts on sensitive receptors, and require control of noise from construction activities, private developments/ residences, landscaping activities, and special events.</p> <p>Policy P5.5 Minimize excessive construction-related noise and vibrations.</p> <p>Action A5.5a Adopt and implement measures that reduce construction noise and vibrations.</p> <p>Action A5.5b Construction plans submitted to the City shall include construction noise analysis (and vibration analysis where applicable) and identify measures to mitigate excessive noise and vibrations associated with demolition, grading, and construction plans.</p> <p><i>The noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds.</i></p>	<p>The following acts, among others, are declared to be loud or raucous noises but the enumeration shall not be deemed to be exclusive:</p> <p>H. Loading, Unloading, Opening Boxes. The creation of any noise which disturbs the peace and quiet of a reasonable person in connection with loading or unloading of any vehicle, or the opening and destruction of bales, boxes, crates and containers between the hours of 10 p.m. and seven a.m.;</p> <p>I. Construction or Repairing of Real Property. Noise sources associated with construction, demolition, grading, repair or remodeling of any real property other than between the hours of seven a.m. and eight p.m. on weekdays (Monday through Friday), and nine a.m. to six p.m. on Saturdays, Sundays and legal holidays, except in the case of an emergency where such action is immediately required to prevent injuries to persons or damage to property as determined by the director of building and safety or his designated representative;</p> <p>L. Pile Drivers, Hammers, Etc. Any pile driver, pneumatic hammer, bulldozers or other construction vehicles, motorized hoists or other devices operated between the hours of eight p.m. and seven a.m.;</p> <p>M. Blowers. The operation of any noise-creating blower, power fan or internal combustion engine in which the power is produced by the explosion of a fuel and air mixture within the cylinder(s) shall be prohibited unless the noise from such blower or fan is muffled and such engine is equipped with a muffler device sufficient to deaden such noise. (Ord. 2164 §§ 1, 2, 1997; Ord. 2143 § 5, 1996)</p>	
Pasadena	<p>The City of Pasadena land use/noise compatibility matrix can be referenced in Figure 1 (Guidelines for Noise Compatible Land Use) of the General Plan Noise Element (pg. 6).</p> <p>Noise Element:</p> <p>Objective 1: The City will work to reduce the effects of noise from freeway traffic on residential and other sensitive land uses.</p> <p>Policy 1a: The City will encourage noise-compatible land uses near existing freeways.</p> <p>Policy 1b: The City will cooperate with Caltrans and Metropolitan Transportation Authority (MTA) to landscape or install noise attenuation along freeways adjacent to residential or noise sensitive uses.</p> <p>Objective 7: The City will minimize the effects of nuisance noise on sensitive land uses as defined in Figure 1 (of the General Plan) to the degree feasible.</p> <p>Policy 7a: Whenever possible, City-sponsored events that generate noise will be scheduled during hours when effects would be minimal.</p> <p>Policy 7b: The City will encourage limitations on construction activities adjacent to sensitive noise receptors as defined in Figure 1 (of the General Plan).</p> <p>Policy 7c: The City will encourage construction and landscaping activities that employ techniques to minimize noise.</p> <p>Policy 7d: The City will enforce noise level restrictions contained in the City of Pasadena Noise Regulations (Chapter 9.36 of the Municipal Code), except during federal, State, or local emergencies (such as power generators required for energy emergencies).</p>	<p>Municipal codes related to noise relevant to the Plan Area can be found in Chapter 9.36 (Noise Restrictions) Section 9.36.070 (Construction Projects), Section 9.36.080 (Construction Equipment), Section 9.36.090 (Machinery, Equipment, Fans and Air Conditioning)</p> <p>Under Chapter 9.36 (Noise Restrictions) Section 9.36.070 (Construction Projects) the following apply:</p> <p>A. No person shall operate any pile driver, power shovel, pneumatic hammer, derrick power hoist, forklift, cement mixer or any other similar construction equipment within a residential district or within a radius of 500 feet therefrom at any time other than as listed below:</p> <ol style="list-style-type: none">1. From 7:00 a.m. to 7:00 p.m. Monday through Friday;2. From 8:00 a.m. to 5:00 p.m. on Saturday;3. Operation of any of the listed construction equipment is prohibited on Sundays and holidays. <p>B. No person shall perform any construction or repair work on buildings, structures or projects within a residential district or within a radius of 500 feet therefrom in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance at any time other than as listed below:</p> <ol style="list-style-type: none">1. From 7:00 a.m. to 7:00 p.m. Monday through Friday;2. From 8:00 a.m. to 5:00 p.m. on Saturday;3. Performance of construction or repair work is prohibited on Sundays and holidays. <p>C. The prohibition against construction on Sundays and holidays as set forth in subsection B of this section shall not apply under either of the following conditions:</p> <ol style="list-style-type: none">1. The construction is actually performed by an individual who is the owner or lessor of the premises and who is assisted by not more than two individuals;2. The person performing the construction shall have provided the building official with a petition which indicates the consent of 65 percent of the households residing within 500 feet of the construction site and the unanimous consent	No other applicable ordinances were identified.



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>of the households adjacent to the construction site. Said petition shall be on a form promulgated by said building official and shall be accompanied by a fee, the amount of which shall be established by resolution by the city council.</p> <p>D. The prohibitions of this section shall not apply to the performance of emergency work as defined in Section 9.36.030.</p> <p>E. For purposes of this section, holidays are New Year's Day, Martin Luther King Jr. Day, Lincoln's Birthday, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, Day after Thanksgiving, and Christmas. (Ord. 7150 § 2 (part), 2008)</p> <p>Under Section 9.36.080 (Construction Equipment) the following apply:</p> <p>It is unlawful for any person to operate any powered construction equipment if the operation of such equipment emits noise at a level in excess of 85 dBA when measured within a radius of 100 feet from such equipment. (Ord. 7150 § 2 (part), 2008)</p> <p>Under Section 9.36.090 (Machinery, Equipment, Fans and Air Conditioning) the following apply:</p> <p>Except for emergency work, as defined in this chapter it is unlawful for any person to operate any machinery, equipment, pump, fan, air conditioning apparatus or similar mechanical device in any manner so as to create any noise which would cause the noise level at the property line of any property to exceed the ambient noise level by more than 5 decibels. (Ord. 7150 § 2 (part), 2008)</p> <p>Under Chapter 9.37 (Leaf-Blowing Machines) Section 9.37.030 (Prohibition) the following apply:</p> <p>A. It is unlawful for any person to use or to operate, or cause to be operated any type of leaf-blowing machine or device within a residential area before 8:00 a.m. and after 6:00 p.m., Monday through Friday; before 9:00 a.m. and after 5:00 p.m. on Saturday; or at any time on Sunday.</p> <p>B. It is unlawful for any person to use or allow to be used, or to operate or cause to be used or operated any type of leaf-blowing machine or device in the city within a radius of 500 feet of a residential area before 8:00 a.m. and after 6:00 p.m., Monday through Friday; before 9:00 a.m. and after 5:00 p.m. on Saturday; or at any time on Sunday.</p> <p>C. It is unlawful for any person to use or operate, or cause to be used or operated, a leaf blower in such a manner as to blow, dispel or make airborne, leaves, grass cuttings, paper, trash or any other type of unattached debris or material, which, by use of the leaf blower, will intentionally cause such leaves, grass cuttings, paper, trash or any other type of unattached debris or material to become airborne or travel beyond the property boundaries of the parcel on which it is being used, to adjoining properties or public rights-of-way within the city, and to remain there for more than 15 minutes.</p> <p>D. It is unlawful to operate more than one leaf blower per parcel.</p> <p>E. It is unlawful to operate a leaf blower for more than 15 minutes per hour on a parcel less than ½ acre, and for more than 30 minutes per hour on a parcel greater than ½ acre.</p> <p>F. It is unlawful to operate a leaf blower with a maximum noise level of 65 decibels when measured from a distance of 50 feet.</p> <p>G. Commencing February 28, 2023, it is unlawful for the city, and commencing April 28, 2023, it is unlawful for any person to operate or authorize the operation of a gas-powered leaf blower at any time for any purpose. Notwithstanding the preceding sentence, the person responsible for any violation of this Section G shall be limited to the landscape business owner, or homeowner if using their private gas-powered leaf blower. Use of gas-powered leaf blowers is exempt from this section as follows:</p> <p>1. When utilized by or at the direction of emergency responders for the purposes of responding to an emergency, or necessary to restore, preserve, protect or save lives or property from imminent danger of loss or harm.</p> <p>2. When used to clear downed trees or vegetation in areas needing expedient clearance when necessary to protect public safety, as authorized by the City.</p> <p>(Ord. 6845 § 3, 2000: Ord. 6227 § 1 (part), 1987)</p>	
Pico Rivera	<p>The City of Pico Rivera land use/noise compatibility matrix can be referenced in Table 11-1 (Maximum Allowable Environmental Noise Standards) and vibration criteria can be referenced in Table 11-2 (Groundborne Vibration Impact Criteria for General Assessment) of the General Plan Noise Element.</p> <p>Noise Element:</p>	<p>Municipal codes related to noise relevant to the Plan Area can be found in Chapter 8.40 (Noise) Section 8.40.010 (Unnecessary Noises Prohibited)</p> <p>Under Chapter 8.40 (Noise) Section 8.40.010 (Unnecessary Noises Prohibited) the following apply:</p> <p>A. No person shall make, cause or suffer, or permit to be made, upon any premises owned, occupied or controlled by him, any unnecessary noises or sounds which are physically annoying to persons of ordinary sensitiveness, or which are so harsh or so</p>	<p>No other applicable ordinances were identified.</p>



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 11.1: An acceptable noise environment for existing and future residents that also meets the business needs of the community.</p> <p>Policy 11.1-1 Land Use Compatibility. Strive to achieve and maintain land use patterns that are consistent with the noise compatibility guidelines set forth in Table 11-1.</p> <p>Policy 11.1-2 Existing Noise Incompatibilities. Within areas where existing or future noise levels exceed the guidelines set forth in Table 11-1, encourage establishment of noise buffers and barriers, modifications to noise-generating operations, and/or retrofitting of buildings housing noise-sensitive uses, where feasible and appropriate.</p> <p>Implementation Program for Policies 11.1-1 through 11.1-2:</p> <ul style="list-style-type: none">Adopt regulations in the zoning ordinance addressing acceptable noise and vibration levels and duration. <p>Policy 11.1-3 New Noise-Sensitive Development. Require development of new noise-sensitive land uses to provide appropriate noise buffers or barriers, as well as to implement feasible building designs needed to meet the noise compatibility guidelines shown in Table 11-1.</p> <p>Policy 11.1-4 New Stationary Noise Sources. Require new stationary noise sources to mitigate impacts on noise-sensitive uses consistent with the noise compatibility guidelines set forth in Table 11-1.</p> <p>Policy 11.2-4 Truck Routes. Maintain a system of truck routes that avoid truck travel through or adjacent existing and future residential neighborhoods, to the extent feasible.</p> <p>Goal 11.3: Minimize disruptions to residential neighborhoods and businesses caused by construction-related noise.</p> <p>Policy 11.3-1 Construction Noise. Minimize construction-related noise and vibration by limiting construction activities within 500 feet of noise-sensitive uses from 7:00 A.M. to 7:00 P.M. seven days a week; after hour permission shall be granted by City staff, Planning Commission, or the City Council.</p> <ul style="list-style-type: none">Require proposed development adjacent to occupied noise sensitive land uses to implement a construction-related noise mitigation plan. This plan would depict the location of construction equipment storage and maintenance areas, and document methods to be employed to minimize noise impacts on adjacent noise sensitive land uses.Require that construction equipment utilize noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.Require that haul truck deliveries be subject to the same hours specified for construction. Additionally, the plan shall denote any construction traffic haul routes where heavy trucks would exceed 100 daily trips (counting those both to and from the construction site). To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings. <p>Policy 11.3-2 Vibration Standards. Require construction projects and new development anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby noise-sensitive uses based on Federal Transit Administration criteria as shown in Table 11-2.</p>	<p>prolonged or unnatural or unusual in their use, time or place as to occasion physical discomfort to the inhabitants of any neighborhood.</p> <p>B. When any loud or unruly assemblage occurs or is held, and the city's law enforcement agency is required to respond to the scene in response to citizen complaints, and the senior peace officer at the scene determines that there is a threat to the public peace, health, safety or general welfare, then that senior peace officer shall notify the owner of the property and/or the person in charge of the property where the assemblage exists, and/or the person responsible for said assemblage, that such person or persons, or in the case of a minor, the parents and/or guardians of such minor, shall be held personally liable for the cost of providing additional law enforcement personnel on special security assignment over and above the normal services provided by the law enforcement agency in response to such assemblage. Such person or persons shall be given a first warning, in the form of notification by the senior peace officer that the first police response shall be deemed to be the normal police services provided. Such notice may include a written notice, receipt of which is signed by the owner, responsible person or person in charge. The police personnel necessarily utilized after such first warning to control the threat to the public peace, health, safety or general welfare shall be deemed to be on special security assignment over and above the normal services provided and the owner of the property and/or the person in charge of the property where such assemblage occurs, and/or the person responsible for the cost of such special security assignment in an amount determined upon a cost accounting basis by the city. The cost of such special security assignment shall include damage to city property and/or injuries to city personnel. A fee charged will not be in excess of five hundred dollars for a single incident. The city reserves its legal options to elect any other legal remedies when said costs or damage exceed five hundred dollars.</p> <p>C. The city council declares that loud or unruly assemblages described in subsection B of this section are a public nuisance. The cost of abating such public nuisance, including police services, may be made a lien upon the property where the nuisance is located, and/or collected as a special assessment against the property at the same time and in the same manner as ordinary municipal taxes are collected. Prior to the recordation of the lien, or the collection of the charge in the manner of a municipal tax, the property owner shall be entitled to a hearing before the city council upon at least 10 days prior written notice. Notice shall be given in accordance with Government Code Section 38773.1. (Prior code § 4201; Ord. 873 § 1, 1995)</p>	
Pomona	<p>The City of Pomona land use/noise compatibility matrix can be referenced in Figure 7-G.1 (community Noise Expoure) of the General Plan Noise & Safety Chapter (pg. 158).</p> <p>Conservation Element:</p> <p>Goal 7E.G6: Protect the natural environment, including wildlife, from destruction during new construction or redevelopment within Pomona.</p> <p>Policy 7E.P4: Protect natural vegetation in parks, open spaces, and scenic areas as wildlife habitat, to prevent erosion and to serve as noise and scenic buffers.</p> <p>Noise & Safety Chapter:</p> <p>Goal 7G.G1: Protect public health and welfare by eliminating or minimizing the effects of existing noise and vibration problems, and by minimizing the increase of noise and vibration levels in the future.</p> <p>Goal 7G.G2: Continue efforts to incorporate noise considerations into land use planning decisions, and guide the location and design of transportation facilities to minimize the effects of noise on adjacent noise-sensitive land uses.</p>	<p>Municipal codes related to noise relevant to the Plan Area can be found in Article VII (Noise and Vibration Control) Section 18-305 (Exemptions), Section 18-309 (Vibration), Section 18-309 (Vibration), Section 18-311 (Exterior Noise Standards), Appendix I (Zoning Ordinance) Section .399 (Property Development Standards)</p> <p>Under Article VII (Noise and Vibration Control) Section 18-305 (Exemptions) the following apply:</p> <p>(3) Noise sources associated with or vibration created by construction, repair, remodeling or grading of any real property or during authorized seismic surveys, provided such activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday, and provided the noise level created by such activities do not exceed the noise standard of 65 dB(A) plus the limits specified in section 18-311(b) as measured on residential property and any vibration created does not endanger the public health, welfare and safety.</p> <p>(5) Noise sources associated with the maintenance of real property, provided such activities take place between the hours of 7:00 a.m. and 8:00 p.m. on any day except Sunday or between the hours of 9:00 a.m. and 8:00 p.m. on Sunday.</p> <p>(6) Any activity to the extent regulation thereof has been preempted by state or federal law.</p> <p>(Code 1959, § 14.9-7; Ord. No. 3120, § 1(part); Ord. No. 4110, § 1, 11-17-2008)\</p>	No other applicable ordinances were identified.



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 7G.P1: As part of development review, use Figure 7-G.1 (Land Use Compatibility for Community Noise Environments of the General Plan) to determine acceptable uses and insulation requirements in noise-impacted areas.</p> <p>Policy 7G.P2: Discourage location of new noise-sensitive uses, primarily residential and educational facilities, in areas with projected noise levels greater than 65 dB CNEL, as shown in Figure 7-G.2 (Future Noise Contours of the General Plan). Where such uses are permitted, require incorporation of mitigation measures to ensure that interior noise levels do not exceed 45 dB CNEL, including:</p> <ul style="list-style-type: none">Require that applicants for new noise-sensitive development, in areas subject to noise levels greater than 65 db CNEL, first obtain the services of a professional acoustical engineer to provide a technical analysis and design of mitigation measures.In the Zoning Ordinance, require placement of fixed equipment, such as air conditioning units and condensers, inside or in the walls of new buildings or on rooftops of central units to reduce noise impacts on any nearby sensitive receptors.Establish appropriate noise-emission standards to be used in connection with the purchase, use and maintenance of City vehicles. <p>Policy 7G.P3: Continue to restrict noise and require mitigation measures for any noise emitting construction equipment or activity.</p>	<p>Under Section 18-309 (Vibration) the following applies: Notwithstanding other sections of this article, it shall be unlawful for any person to create, maintain or cause any ground vibration which is perceptible without instruments at any point on any affected property adjoining the property on which the vibration source is located. For the purpose of this article, the perception threshold shall be presumed to be more than 0.05 inch per second RMS vertical velocity. (Code 1959, § 14.9-10; Ord. No. 3120, § 1 (part))</p> <p>Under Section 18-311 (Exterior Noise Standards) the following apply:</p> <p>(a) The following noise standards, unless otherwise specifically indicated, shall apply to all property within a designated noise zone (reference code above)</p> <p>(b) It shall be unlawful for any person at any location within the incorporated area of the city to create any noise or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person which causes the noise level, when measured on any other property, to exceed the following:</p> <ol style="list-style-type: none">(1) The noise standard for a cumulative period of more than 30 minutes in any hour;(2) The noise standard plus five dB(A) for a cumulative period of more than 15 minutes in any hour;(3) The noise standard plus 10 dB(A) for a cumulative period of more than five minutes in any hour;(4) The noise standard plus 15 dB(A) for a cumulative period of more than one minute in any hour; or(5) The noise standard plus 20 dB(A) for any period of time. <p>(c) If the ambient noise level exceeds any of the noise limit categories in subsections (b)(1) through (4) of this section, the cumulative period applicable to such category shall be increased to reflect such ambient noise level. If the ambient noise level exceeds the noise limit category in subsection (b)(5) of this section, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.</p> <p>(d) If the measurement location is on a boundary between two different noise zones, the lower noise level standard applicable to the noise zone shall apply.</p> <p>(e) If the intruding noise source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient noise level can be determined, the measured noise level obtained while the source is in operation shall be compared directly to the allowable noise level standards as specified respective to the measurement location's designated land use and for the time of day the noise level is measured. The reasonableness of temporarily discontinuing the noise generation by an intruding noise source shall be determined by the chief of police for the purpose of establishing the existing ambient noise level at the measurement location.</p> <p>(Code 1959, § 14.9-5; Ord. No. 3120, § 1 (part); Ord. No. 3861, § 1; Ord. No. 3939, § 3)</p> <p>Under Appendix I (Zoning Ordinance) Part II Section .399 (Property Development Standards) the following apply:</p> <p>(m) STANDARDS OF OPERATION</p> <p>(1) No portion of any lot or parcel shall be used in such a way as to create a nuisance to adjacent sites, such as, but not limited to, vibration, sound, electro-mechanical disturbance and radiation, electro-magnetic disturbance, radiation, air or water pollution, dust, emission of odorous, toxic or noxious matter.</p> <p>The applicant should be aware that his proposed operation shall have adequate controls, measures, or devices provided to insure and protect against the emission of odor, dust, gas, smoke, noise, fumes, vibrations, or heat beyond the exterior limits of the premises. (Ord. No. 2788 § 2 (part); Ord. No. 2906, §§ 1, 2; Ord. No. 3049, § 4; Ord. No. 3625, § 2 (part).)</p>	
Rosemead	<p>The City of Rosemead land use/noise compatibility matrix can be referenced in Figure 6-3 (Noise/Land Use Compatibility Matrix) of the General Plan Noise Element</p> <p>Noise Element:</p> <p>Goal 1: Effective incorporation of noise considerations into land use planning decisions.</p> <p>Policy 1.3: Periodically review and update the Existing Noise Contours Map to ensure that any future noise increases not considered in the Noise Element will be identified.</p> <p>Policy 1.4: Encourage acoustical design in new construction.</p>	<p>Municipal codes related to noise relevant to the Plan Area can be found in Chapter 8.36 (Noise Control) Section 8.36.030 (Exemptions), Section 8.36.050 (Designated Noise Zones), Section 8.36.060 (Noise Standards), and Section 8.36.100 (Specific Prohibitions).</p> <p>Under Chapter 8.36 (Noise Control) Section 8.36.030 (Exemptions) the following apply:</p> <p>A. The following activities shall be exempted from the provisions of this chapter:</p> <ol style="list-style-type: none">3. Noise sources associated by construction, repair, remodeling or grading of any real property or during authorized seismic surveys, provided such activities do not take place between the hours of eight p.m. and seven a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday, and provided the noise level created by	<p>No other applicable ordinances were identified.</p>



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 1.5: Require sound walls to be constructed in designated mixed-use districts where noise-sensitive land uses are located on adjacent properties.</p> <p>Goal 2: Reduced noise impacts from transportation sources.</p> <p>Policy 2.2: Reduce transportation noise by prohibiting through truck traffic on local streets in residential areas.</p> <p>Goal 3: Effective implementation of measures to control non-transportation noise impacts.</p> <p>Policy 3.1: Enforce provisions of the Community Noise Ordinance to mitigate noise conflicts.</p> <p>Policy 3.2: Require that potential sources of noise be considered when approving new development to reduce the possibility of adverse affects.</p> <p>Policy 3.3: Evaluate noise generated by construction activities to ensure compliance with the Community Noise Ordinance.</p> <p>Policy 3.4: Establish and maintain coordination among the City departments involved in noise abatement.</p> <p>Action 1.1 Enforce the City Noise Ordinance, which specifies acceptable limits of noise for various land uses located throughout the City.</p> <p>Action 1.2 Incorporate noise reduction features during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses. The noise contours, illustrated on the Existing Noise Contours Map, identify areas within the City exposed to noise levels greater than 60dB CNEL and shall be used to identify locations of potential conflict. Require acoustical analyses, as appropriate, for proposed residential development within the 60 dB CNEL or higher contour. New developments will be permitted only if appropriate mitigation measures are included.</p> <p>Goal 3: Effective implementation of measures to control non-transportation noise impacts.</p> <p>Action 3.1 Enforce the comprehensive community noise ordinance to ensure that City residents are not exposed to excessive noise levels from stationary noise sources including but not limited to gatherings, entertainment devices, loudspeakers, loading and unloading, powered model vehicles, and vehicle repairs and alarms.</p> <p>Action 3.3 Reduce construction-related noise using control measures at all construction sites, including but not limited to the use of mufflers on construction equipment or the physical separation or machinery from adjacent residential uses.</p> <p>Action 3.4 The Planning Division shall act as the City noise control coordinating agency and will ensure the continued operation of City noise enforcement efforts.</p>	<p>such activities does not exceed the noise standard of sixty-five (65) dBA plus the limits specified in Section 8.36.060(B) as measured on residential property and does not endanger the public health, welfare and safety;</p> <p>Operations do not take place between eight p.m. and seven a.m. on weekdays, including Saturday or at any time on Sunday or a federal holiday;</p> <p>5. Noise sources associated with the maintenance of real property provided such activities take place between the hours of seven a.m. and eight p.m. on any day except Sunday, or between the hours of nine a.m. and eight p.m. on Sunday;</p> <p>6. Any activity to the extent regulation thereof has been preempted by state or federal law, including but not limited to: aircraft, motor vehicles, railroads, and other interstate carriers;</p> <p>7. The provisions of this chapter shall not preclude the construction, operation, maintenance and repairs of equipment, apparatus or facilities of park and recreation departments, public work projects, or public utilities subject to the regulatory jurisdiction of the California Public Utilities Commission. (Prior code §§ 4309, 4310)</p> <p>Under Section 8.36.050 (Designated Noise Zones) the following apply:</p> <p>Receptor properties hereinafter described are assigned to the following noise zones:</p> <ul style="list-style-type: none">Noise Zone I: Single-, double- and multiple-family residential properties.Noise Zone II: Commercial properties.Noise Zone III: Manufacturing or industrial properties. <p>(Prior code § 4305)</p> <p>Under Section 8.36.060 (Noise Standards) exterior and interior noise standards can be referenced in tables depicted. (Prior code §§ 4306, 4307)</p> <p>Under Section 8.36.100 (Specific Prohibitions) the following acts, and the causing thereof, are declared to be in violation of this chapter:</p> <p>C. Loading and Unloading. Loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans, or similar objects between the hours of 10 p.m. and six a.m. the following day in such a manner as to cause a noise disturbance across a residential real property boundary.</p> <p>D. Vehicle or Motorboat Repairs and Testing. Repairing, rebuilding, modifying or testing any motor vehicle, motorcycle, or motorboat in such a manner as to cause a noise disturbance across a residential real property boundary.</p> <p>E .Powered Model Vehicles. Operating or permitting the operation of powered model vehicles so as to create a noise disturbance across a residential real property boundary, in a public space between the hours of 10 p.m. and seven a.m. the following day. Maximum sound levels in a public space during the permitted period of operation shall conform to those set forth for residential land use in Section 8.36.060(A)(1). Maximum sound levels for residential property during the permitted period of operation, shall be governed by Section 8.36.060(A)(1). (Prior code § 4312)</p>	
San Dimas	<p>The City of San Dimas land use noise compatibility matrix can be referenced in Exhibit VII-3 Land use Compatibility for Community Noise Environments of the General Plan Noise Element</p> <p>Noise Element:</p> <p>Goals statement N-2A:</p> <p>To develop strategies for the abatement of excessive noise exposures</p> <p>Goals Statement N-2B:</p> <p>To establish the community noise environment (in the form of noise contours) for local compliance with the state mandated noise insulation standards.</p> <p>Policy 2.1.6 The City will review noise characteristics of applicants requesting conditional use permits, variance, zone changes and other discretionary actions.</p>	<p>Municipal codes related to noise relevant to the Plan Area can be found in Chapter 8.36 Noise Ordinance) Section 8.36.030 (Fixed and Mobile Noise Sources), Section 8.36.090 (Controlled hours of operation), Section 8.36.100 (Construction), and Section 8.36.110 (Loud and/or unusual noises).</p> <p>Under Section 8.36.030 (Fixed and Mobile Noise Sources) the following apply:</p> <p>On or after the effective date of the ordinance codified in this chapter, unless a permit has been granted by the development plan review board, it is unlawful for any person to operate or cause to be operated, any single or combination fixed source or mobile source type of equipment or machinery, that individually or collectively constitute an identifiable noise source in such a manner as to cause the sound level at any point on the property line of any property to exceed the noise level limits set forth in Section 8.36.040 of this chapter, however, that if all provisions of Section 8.36.110 are complied with, this section shall not apply to construction equipment used in connection with construction operations.</p> <p>(Ord. 868 § 1, 1987)</p> <p>Under Section 8.36.090 (Controlled hours of operation) the following apply:</p>	



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>It is unlawful for any person to operate, permit, use or cause to operate, any of the following, other than between the hours of seven a.m. to eight p.m. of any one day:</p> <p>A. Powered model vehicles;</p> <p>B. Loading and unloading vehicles such as trash collectors, forklifts or cranes within five hundred feet of a residence;</p> <p>C. Domestic power tools.</p> <p>(Ord. 868 § 1, 1987)</p> <p>Under Section 8.36.100 (Construction) the following apply:</p> <p>A. It is unlawful for any person within a residential zone, or within a radius of five hundred feet therefrom, to operate equipment or perform any outside construction or repair work on any building, structure or project, or to operate any pile driver, steam shovel, pneumatic hammer, steam or electric hoist or other construction-type equipment or device between the hours of eight p.m. of one day and seven a.m. of the next day, at any time on Sunday, or at any time on any public holiday in such a manner that a reasonable person of normal sensitivity residing in the area is caused discomfort or annoyance unless beforehand a permit therefor has been duly obtained in accordance with the provisions of subsection B of this section. No permit shall be required to perform emergency work. "Public holiday," as used in this section, means the day upon which each of the following holidays is recognized and celebrated as a holiday by the employees of the city: Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, Friday after Thanksgiving, Christmas Eve, Christmas, New Year's Eve, New Year's, Washington's Birthday, Memorial Day or any other holiday recognized as such by the city council.</p> <p>B. A permit may be issued authorizing the work prohibited by this section whenever it is found that the public interest will be served thereby. An application for such a permit shall be in writing, shall be accompanied by an application fee in the amount of fifty dollars, or as from time to time an amount set by a resolution of the city council, and shall set forth in detail facts showing that the public interests will be served by the issuance of such permit. Such application shall be made to the building and safety division of the department of community development. The building official shall be responsible for the administration and enforcement of the provisions of this section and shall have the authority to issue such permits. He shall coordinate the processing of each application for a permit with such departments as he deems will be affected by the issuance of the permit.</p> <p>(Ord. 868 § 1, 1987)</p> <p>Under Section 8.36.110 (Loud and/or unusual noises) the following apply:</p> <p>The following acts, among others, are declared to be loud, disturbing and unnecessary noises in violation of Section 8.36.080 of this chapter, but such enumeration shall not be deemed to be exclusive:</p> <p>H. Vibration. It is unlawful to operate or permit the operation of any device that creates a vibration which is above the vibration perception threshold of an individual at or beyond the property boundary of the source if on private property or at one hundred fifty feet from the source if on a public space or public right-of-way.</p> <p>(Ord. 868 § 1, 1987)</p>	
San Gabriel	<p>The City of San Gabriel land use/noise compatibility matrix can be referenced in Table x.1 (Exterior Noise Standards) of the General Plan Noise Chapter (pg. N-8).</p> <p>Noise Element:</p> <p>Goal 9.5: Provide our schools, libraries, churches, hospitals and parks with the quiet they need to function effectively.</p> <p>Target 9.5.1: Meet in 2005 with representatives of local schools, the Los Angeles County Library, churches, San Gabriel Valley Medical Center and the Parks and Recreation Department to identify specific noise issues they are facing.</p> <p>Action 9.5.1.1: Contact these institutions and set a date in 2005 for a meeting to discuss noise issues.</p> <p>Target 9.5.2: Develop and implement a strategy for addressing the specific noise issues facing noise-sensitive uses by 2006.</p> <p>Action 9.5.2.1: Work with noise-sensitive uses in 2006 on creating solutions to noise issues they have identified in their vicinity.</p>	<p>Municipal codes related to noise relevant to the Plan Area can be found in Chapter 130 (General Offenses) Section 130.09 (Noise Caused by Machinery), Section 100.058 (Noise, Vibration, Dust and Debris),</p> <p>Under Chapter 130 (General Offenses) Section 130.09 (Noise Caused by Machinery) the following applies:</p> <p>It shall be unlawful for any person to run or operate, or permit to be run or operated, any mechanical, electrical, electronic, hydraulic, or wind-driven equipment, fan, pump, compressor, blower, motor, engine, machine, or other similar apparatus, whether as owner, agent, employee, lessee, or other person having the charge thereof, which causes, or is likely to cause, any loud, excessive, unnecessary, or unusual continued or intermittent noise, or any noise which annoys, disturbs, injures, or endangers the comfort, repose, health, peace, or safety of others within the city unless such noise is muffled effectually and the apparatus is either equipped with a muffler device in constant operation and properly maintained to deaden such noise, or the apparatus is enclosed in a room, building, or other enclosure sufficiently insulated to deaden such noise.</p> <p>('65 Code, § 5-14.08) (Ord. 118, passed - - ; Am. Ord. 802, passed - -) Penalty, see § 130.99</p> <p>Under Section 100.058 (Noise, Vibration, Dust and Debris) the following applies:</p>	<p>No other applicable ordinances were identified.</p>



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 9.6: Promote the health of our community by protecting it from the harmful effects of noise.</p> <p>Target 9.6.1: Co-sponsor a workshop on the effects of noise and how to cope with them in conjunction with the San Gabriel Valley Medical Center.</p> <p>Action 9.6.1.1: Contact the Medical Center for recommended speakers and to schedule and plan the workshop.</p>	<p>Each permittee shall conduct and carry out excavation work in such a manner as to avoid unnecessary inconvenience to the general public and occupants of neighboring property. In the performance of the excavation work, the permittee shall take appropriate measures to reduce, to the fullest extent practicable, noise, vibration, dust and unsightly debris. On Sundays and holidays and between the hours of 6:00 p.m. and 7:00 a.m., the permittee shall not use, except with the express written permission of the Administrative Authority, or in case of emergency, any tool, appliance or equipment producing vibration or noise of sufficient volume or intensity to disturb the occupants of the neighboring property.</p> <p>('65 Code, § 7-3.14) (Ord. 349-C.S., passed - -) Penalty, see § 10.99</p> <p>Under Chapter 98 (Nuisances) Section 98.02 (Maintenance of Premises; Nuisances) the following applies:</p> <p>(T) To maintain or operate, between the hours of 10:00 p.m. and 7:00 a.m., any device, instrument, vehicle or machinery in such a manner as to create noise or cause vibrations which cause discomfort or annoyance to reasonable persons of normal sensitivity, or which endangers the comfort, repose, health or peace of the public or of any person using or occupying other property in the vicinity. ('65 Code, § 8-11.02) (Ord. 350-C.S., passed - - ; Am. Ord. 587 C.S., passed 12-7-10; Am. Ord. 607-C.S., passed 11-19-13; Am. Ord. 630-C.S., passed 12-6-16; Am. Ord. 655, passed 11-19-19; Am. Ord. 686, passed 11-15-22) Penalty, see § 98.99</p>	
San Marino	<p>The City of San Marino land use noise compatibility matrix can be referenced above in Table 3.13-4 (Section 3.13.2.2 of this PEIR)</p> <p>Safety Chapter, Noise element:</p> <p>Objective S. 14 Maintain a Noise Ordinance that includes the latest technologies and policies in the field of noise.</p> <p>Restrict grading and construction activities to daily operation between 7 a.m. and 6 p.m. Monday through Friday and 9 a.m. to 4 p.m. on Saturdays, with no construction on Sundays or federal holidays.</p> <p>Include a provision in the noise ordinance requiring that all construction, grading, and gardening equipment be properly maintained.</p> <p>Require vehicles and compressors to utilize exhaust mufflers and engine enclosure covers as designed by the manufacturer.</p>	<p>Municipal codes related to noise relevant to the Plan Area can be found in Article 14.04 (Noise Control) Section 14.04.06 (Special Noise Sources)</p> <p>Under Section 14.04.06 (Special Noise Sources) the following apply:</p> <p>F. Portable Engine or Motor-Powered Blowers:</p> <p>1. Definition: For the purposes of this subsection, a "portable blower" shall mean any mechanically powered device, regardless of the source of power, which is not stationary and used for the purpose of blowing leaves, dirt or other debris off sidewalks, driveways, lawns or other surfaces.</p> <p>2. Permitted Hours Of Use: No portable blower shall be used within the City except during the following hours:</p> <p>Monday through Friday 8:00 A.M. to 5:00 P.M.</p> <p>Saturday 9:00 A.M. to 4:00 P.M.</p> <p>3. Number Of Permitted Portable Blowers:</p> <p>a. No more than one portable blower shall be used in operation at a given time on any parcel in Area Districts III, IV, V, VI, VII of the R-1 Zones.</p> <p>b. No more than two (2) portable blowers shall be used in operation at a given time on any parcel in Area Districts I, IE and II of the R-1 Zones.</p> <p>G. Operation Of Gasoline Powered Gardening Equipment:</p> <p>1. Permitted Hours Of Operation: It shall be unlawful for any person to operate any gas powered gardening equipment before eight o'clock (8:00) A.M. or after nine o'clock (9:00) P.M., Monday through Saturday, or before nine o'clock (9:00) A.M. or after eight o'clock (8:00) P.M. on Sunday. (Ord. 0-09-1222, 11-12-2009)</p> <p>Under Section 14.04.07 (Construction of Buildings and Projects) the following apply:</p> <p>It shall be unlawful for any person within a residential zone, or within a radius of five hundred feet (500') therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures or projects or to operate any pile driver, steam shovel, pneumatic hammer, derrick, steam or electric hoist or other construction type device on construction requiring a building, plumbing, electrical or grading permit in such a manner that noise is produced which would constitute a violation of section 14.04.05 of this article unless, beforehand, an additional permit therefor has been duly obtained from the planning and building director. (Ord. 096-1098, 9-11-1996)</p>	
South El Monte	<p>The City of South El Monte land use noise compatibility matrix can be referenced above in Table 3.13-4 (Section 3.13.2.2 of this PEIR)</p> <p>Land Use element:</p>	<p>Municipal codes related to noise relevant to the Plan Area can be found in Chapter 8.20 (Noise Regulations) Section 8.20.040 (Special provisions)</p> <p>Under Chapter 8.20 (Noise Regulations) Section 8.20.030 (Prohibited Acts) the following apply:</p>	



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 3.0 Accommodate new development that is compatible with and complements existing land uses.</p> <p>Policy 3.2 Require that commercial development provide adequate buffers (such as decorative walls and landscaped setbacks) at the designated boundaries with adjacent residential uses so as to prevent impacts on residences due to noise, traffic, parking, light and glare, and differences in scale; to ensure privacy; and to provide visual compatibility.</p>	<p>D. No person shall operate or cause or authorize the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between the hours of 10 p.m. and seven a.m., or at any time on weekends or holidays, such that the sound therefrom creates a noise disturbance across the real property line of an adjacent or nearby property developed entirely or partially for residential use.</p> <p>Under Chapter 8.20 (Noise Regulations) Section 8.20.040 (Special provisions) the following apply:</p> <p>B. Special Exemption. The provisions of this chapter shall not preclude the construction, operation, maintenance and repairs of equipment, apparatus or facilities of park and recreation departments, public works projects, or essential public services and facilities, including those of public utilities subject to the regulatory jurisdiction of the Public Utilities Commission.</p>	
Temple City	<p>The Temple City land use noise compatibility matrix can be referenced in the Land Use Compatibility with Community Noise Environments Table of the General Plan Hazards Element</p> <p>Land Use Compatibility:</p> <p>Goal LU 4: Compatible Land Uses. Development is located and designed to ensure compatibility among uses that differ in their activities, physical form and scale, design, and avoid negative impacts on residents and existing uses.</p> <p>LU 4.1 Development Compatibility. Require that development is located and designed to assure compatibility among land uses, addressing such elements as building orientation and setbacks, buffering, visibility and privacy, automobile and truck access, impacts of noise and lighting, landscape quality, and aesthetics.</p> <p>LU 4.7 Development that is Compatible. Require that development demonstrates a contextual relationship with neighboring structures and sites addressing such elements as building scale, massing, orientation, setbacks, buffering, arrangement of shared and private open spaces, visibility, privacy, automobile and truck access, impacts of noise and lighting, landscape quality, infrastructure, and aesthetics.</p> <p>Hazard Element:</p> <p>Goal H 5: Noise Environment. Ambient noise levels that are compatible with Temple City’s small-town character and are not disruptive to residents’ quality of life.</p> <p>H 5.1 Noise Standards. Require noise attenuation for new development where the projected exterior or interior noise levels exceed those shown in the Future Noise Level Contours Map and the Land Use Compatibility with Community Noise Environments.</p> <p>H 5.2 Compatible Uses. Restrict the development of sensitive receptors in areas where current or future noise levels (mobile or stationary source) exceed regulatory standards.</p> <p>H 5.3 Acoustical Study. Require an acoustical study for all new sensitive receptors located in areas within the 65 dBA noise contour based on projections of future noise conditions resulting from the Plan’s traffic increases to ensure indoor levels will not exceed City standards.</p> <p>H 5.4 Noise Attenuation. Require measures which attenuate exterior and interior noise to acceptable levels be incorporated into all development projects where current or future noise levels may be unacceptable, and consider noise attenuation in the City’s Site Plan Review process.</p> <p>H 5.5 Mixed-Use and Residential Noise Isolation. Require that mixed-use buildings that demonstrate adequate isolation of noise between residential and non-residential uses through building design and construction materials and techniques.</p> <p>H 5.6 Noise Generating Uses. Require that high-noise generating uses, such as bars, nightclubs, entertainment venues and other uses characterized by high levels of patronage and activity be designed and constructed consistent with the City’s noise standards to isolate noise to the interiors and limit perceptible exterior noise.</p> <p>H 7.3 Construction Hours. Continue to enforce restrictions on the hours of construction activity to minimize impacts of noise and vibration on adjoining uses.</p> <p>H 7.4 Construction Noise. Require construction and development projects to assess potential construction noise and vibration impacts on nearby uses and mitigate impacts on the community.</p> <p>H 7.3 Construction Hours. Continue to enforce restrictions on the hours of construction activity to minimize impacts of noise and vibration on adjoining uses.</p>	<p>The Temple City land use noise compatibility matrix can be referenced in Article P. (Regulation of Excessive Noise) Section 9-1P-3 (General Sound Level Standards) of the city Municipal Code</p> <p>Municipal codes related to noise relevant to the Plan Area can be found in Article P. (Regulation of Excessive Noise) Section 9-1P-1 (Exemptions)</p> <p>Under Article P. (Regulation of Excessive Noise) Section 9-1P-1 (Exemptions) the following apply</p> <p>D. Construction operation, maintenance, and repairs of equipment, apparatus, or facilities of the parks and recreation department, public works projects, or essential public services and facilities, including those of public utilities subject to the regulatory jurisdiction of the California public utilities commission.</p> <p>G. Construction projects requiring a building permit are exempt from noise regulations, provided that such construction activities occur on weekdays between 7:00 a.m. and 7:00 p.m., and Saturdays between 8:00 a.m. to 4:00 p.m. No construction work is allowed on Sundays or federal holidays.</p> <p>Under Section 9-1P-3 (General Sound Level Standards) the following apply:</p> <p>A person must not create any sound, or allow the creation of any sound, on any property that causes the exterior sound level on any other occupied property to exceed the sound level standards set forth by the following standards:</p> <p>Zone / 7:00 A.M. TO 10:00 P.M. / 10:00 P.M. TO 7:00 A.M.</p> <p>Residential / 55 dBA / 45 dBA</p> <p>Commercial / 65 dBA / 55 dBA</p> <p>Industrial / 75 dBA /75 dBA</p> <p>At the boundary line between two (2) of the above zones, the noise level of the quieter zone will be used. (Ord. 19-1036).</p> <p>Under Section 4-2C-2 (Prohibited Public Nuisance Conditions) the following apply:</p> <p>The city council finds and declares that, notwithstanding any other provision of this code, it is a public nuisance and unlawful for any person to allow, cause, create, maintain, or suffer, or permit others to cause, create, or maintain the following:</p> <p>A. Any real property or premises in the city in such a manner that any one or more of the following conditions are found to exist thereon:</p> <p>41. Any noise that is made, generated, produced, or continued in such a manner that it unreasonably disturbs the peace and quiet of any neighborhood or which causes any discomfort or annoyance to any reasonable person of normal sensitivities, or that otherwise violates any provision of this Code, including the noise limits set forth in the Temple City Zoning Code. Factors which shall be considered in determining whether the noise is a nuisance shall include, but not be limited to, the following:</p> <p>a. The volume of the noise;</p> <p>b. The intensity of the noise;</p> <p>c. Whether the nature of the noise is usual or unusual;</p> <p>d. Whether the origin of the noise is natural or unnatural;</p> <p>e. The volume and intensity of the background noise, if any;</p> <p>f. The proximity of the noise to residential sleeping facilities;</p> <p>g. The nature of the zoning of the area from which the noise emanates;</p>	



City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	H 7.4 Construction Noise. Require construction and development projects to assess potential construction noise and vibration impacts on nearby uses and mitigate impacts on the community.	<p>h. The density of inhabitation of the area from which the noise emanates;</p> <p>i. The time of day or night the noise occurs;</p> <p>j. The duration of the noise;</p> <p>k. Whether the noise is recurrent, intermittent, or constant;</p> <p>l. Whether the noise is produced by commercial or noncommercial activity; and</p> <p>m. Whether the noise is a consequence or expected result of an otherwise lawful use</p>	
West Covina	<p>The City of West Covina land use/noise compatibility matrix can be referenced in Table 6.4 of the General Plan.</p> <p>Our Healthy and Safe Community Chapter:</p> <p>Policy P6.23 Ensure that new development is not exposed to excessive noise.</p> <p>Action A6.23a Require new developments to reduce exterior noise levels for any usable outdoor area to the “normally acceptable” range in the City’s land use/noise compatibility matrix, shown in Table 6.4 of this Noise Element.</p> <p>Action A6.23b Require mixed-use structures and areas to be designed to prevent transfer or noise from commercial to residential uses, and to ensure a 45 CNEL level or lower for all interior living spaces.</p> <p>Action A6.23c Require any residential component of all new buildings to comply with the requirements of the residential noise insulations standards of the most recent edition of California’s building code.</p> <p>Policy P6.24 Ensure that new development does not expose surrounding land uses to excessive noise.</p> <p>Action A6.24 Through the environmental review process, require applicants for new development to analyze potential noise impacts on nearby noise-sensitive receivers. If noise levels generated exceed the “normally acceptable” range shown in Table 6.4 of this Noise Element, require appropriate noise mitigation so that these levels would no longer be exceeded.</p> <p>Policy 6.25 Minimize noise conflicts between local noise generators and sensitive receivers.</p> <p>Action 6.25a Continue to enforce the City’s existing Noise Ordinance.</p> <p>Action 6.25b Track noise complaints to determine areas of potential problems, and work proactively with the noise generators and the affected parties to reduce the impacts of such noise.</p> <p>Policy P6.27 Minimize the noise impacts of transportation facilities and improvements.</p> <p>Action A6.27a Continue to encourage the enforcement of regulations such as the State Vehicle Code noise standards for automobiles, trucks, and motorcycles operating within the City.</p> <p>Action A6.27b Maintain liaison with transportation agencies such as Caltrans regarding reduction of noise from existing transportation facilities.</p> <p>Action A6.27c Consider, where appropriate, tools for mitigating noise impacts of transportation facilities on new and existing development. Such tools may include noise insulation for interior spaces, site design solutions, and noise barriers such as soundwalls and berms. Site design solutions such as setbacks are frequently preferable to barriers, and berms are frequently preferable to soundwalls, for reasons of aesthetics and potential noise reflection effects.</p> <p>Action A6.27d Consider, where appropriate, the diversion of through traffic from purely residential areas.</p> <p>Action A6.27e The City shall partner with adjacent cities and other jurisdictions and the private sector to seek and secure funding for railroad safety improvements, including securing rail right-of-way, and developing “Quiet Zones”, grade separations, and/or other safety projects for at-grade rail crossings at the intersection of Azusa Canyon Road and Los Angeles Street and on Fairway Drive at Valley Boulevard.</p>	<p>Municipal codes related to noise relevant to the Plan Area can be found in Article IV (Noise Regulations) Section 15-95. (Construction and Building Projects), Section 15-97 (Restrictions on the Operation of Two and Four Stroke Engines), Article X (Nonresidential Zones) Division 3 (Development standards) Section 26-580 (Nuisances).</p> <p>Under Article IV (Noise Regulations) Section 15-95. (Construction and Building Projects) the following apply:</p> <p>(a) Regulation. Between the hours of 8:00 p.m. of one day and 7:00 a.m. of the next day, it shall be unlawful for any person within a residential zone, or within a radius of five hundred (500) feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects or to operate any pile driver, steam shovel, pneumatic hammer, derrick, steam or electric hoist, or other construction type device in such manner as to create any noise which causes the noise level at the property line to exceed the ambient noise level by more than five (5) decibels unless a permit therefor has been duly obtained in accordance with paragraph (b) of this section. No permit shall be required to perform emergency work as defined in section 15-83 of this article.</p> <p>(b) Permit procedure. A permit may be issued authorizing noises prohibited by this section whenever it is found that the public interest will be served thereby. Applications for permits shall be in writing, shall be accompanied by an application fee in the amount of five dollars (\$5.00), and shall set forth in detail facts showing that the public interest will be served by the issuance of such permit. Applications shall be made to the building director; provided, however, that, with respect to work upon or involving the use of a public street, alley, building, or other public place under the jurisdiction of the engineering department, applications shall be made to the city engineer. Anyone dissatisfied with the denial of a permit may appeal to the council.</p> <p>(c) Unloading and Loading. Between the hours of 8:00 p.m. of one day and 6:00 a.m. of the next day, it shall be unlawful for any person within the radius of five hundred (500) feet of generally occupied residences to unload, load or otherwise perform duties preparatory to the commencement of construction or repair work on buildings or structures. Generally occupied residences shall include, but not be limited to, areas in which there is a reasonable probability of occupancy within the area.</p> <p>Under Section 15-97 (Restrictions on the Operation of Two and Four Stroke Engines) the following apply:</p> <p>(a) Regulation. Between the hours of 8:00 p.m. and 8:00 a.m. of the next day, it shall be unlawful for any person within a residential zone to operate any gasoline-powered two- or four-stroke engine such as a leaf blower, lawn mower, edger, chain saw, roto-tiller, and other such devices for the purpose of maintaining a lawn or property.</p> <p>(b) Exceptions.</p> <p>(1) This section shall not apply to any publicly owned properties, including but not limited to public schools, parks, fire stations, etc., located within residential zones.</p> <p>(2) This section shall not apply to privately owned schools located within residential zones.</p> <p>(Ord. No. 1753, § 1, 10-12-87; Ord. No. 1937, § 1, 6-7-94)</p> <p>Under Article X (Nonresidential Zones) Division 3 (Development standards) Section 26-580 (Nuisances) the following apply:</p> <p>No portion of the property shall be used in such a manner as to create a nuisance to adjacent properties, such as but not limited to vibration, sound, electro-mechanical disturbance or radiation, air or water pollution, dust, emission of odorous, toxic, or noxious matter.</p> <p>(Code 1960, § 10904.14; Ord. No. 1333, § 1, 4-25-77; Ord. No. 2204, § 3(Exh. A), 2-16-10)</p>	No other applicable ordinances were identified.

3.13.3 Impact Assessment

3.13.3.1 Significance Criteria

Appendix G of the State CEQA Guidelines was reviewed to determine if the Plan would result in significant impacts related to noise. The Plan would have a significant impact to noise if the Plan would result in:

- 13(a) *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?*
- 13(b) *Generation of excessive groundborne vibration or groundborne noise levels?*
- 13(c) *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?*

For the assessment of vibration impacts, the FTA has published guidance for assessing building damage impacts from vibration. Table 3.13-8 shows the FTA building damage criteria for vibration. The FTA has also established criteria related to vibration annoyance, which are shown in Table 3.13-9.

Table 3.13-8. Construction Vibration Damage Criteria

Building Category	Peak Particle Velocity (inches/second)
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 2006

Table 3.13-9. Construction Vibration Annoyance Criteria

Land Use Category	Vibration Impact Level (VdB re-micro-inch/second) Frequent Events ¹	Vibration Impact Level (VdB re-micro-inch/second) Occasional Events ²	Vibration Impact Level (VdB re-micro-inch/second) Infrequent Events ³
1. Buildings where vibration would interfere with interior operations	65 ⁴	65 ⁴	65 ⁴
2. Residences and buildings where people normally sleep	72	75	80
3. Institutional land uses with primarily daytime use	75	78	83

Source: FTA 2006

Notes:

¹ Frequent Events are defined as more than 70 vibration events of the same source per day.

² Occasional Events" are defined as between 30 and 70 vibration events of the same source per day.

³ Infrequent Events" are defined as fewer than 30 vibration events of the same kind per day.

⁴ This criterion limit is based on levels that are acceptable for most moderately-sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.

3.13.3.2 Methods

Construction

This noise impact analysis evaluates the temporary noise and groundborne vibration associated with proposed construction activities, the changes in noise levels in the Plan Area that would occur as a result of implementation of a project under the Plan (including onsite operations and project-generated traffic), and the effects of noise from operation and maintenance of the Plan project. Construction-related noise was analyzed based on the procedures of ISO 9613-2:1996, Acoustics – Attenuation of Sound during Propagation Outdoors – Part 2: General Method of Calculation. This international standard procedure is widely used for propagation and evaluation of environmental noise over distances and is the basis for calculation protocols in numerous computer models, including CadnaA and SoundPLAN. Such computer models require specific project location as well as specific scheduling and daily duration of each noise-producing activity to be able to calculate and propagate noise levels. Given the broad scale of the Plan activities, the methodology used in this analysis involved spreadsheet-based calculations based on the ISO 9613-2:1996 standard. The procedure involved determining the maximum noise levels from an assumed point source, based on noise data from equipment manufacturers, the FHWA's database of construction equipment noise levels (FHWA 2006), and assumed noise levels around the existing Plan Area, and then propagating the maximum noise level to various distances from the source. It is important to note that the propagation calculations do not consider any barriers to noise (e.g., buildings, vegetation, and topography between the noise source and receptor) and, therefore, the calculated noise at the nearest sensitive receptor is likely much greater than the actual noise that would be experienced at that location.

Construction-related noise was analyzed based on the construction assumptions developed for Plan subcomponents provided in Chapter 2, Project Description. Based on the types of equipment and associated maximum noise levels and the number of equipment to be used (see Tables 2.3-2 through 2.3-6), construction activities associated with the demolition phase of each Plan subcomponent are identified to have the greatest potential to increase noise levels at the nearest sensitive receptors. Accordingly, the modeled cumulative noise for this phase of construction is propagated to a distance of 50 feet with no intervening shielding and is chosen to represent the worst-case noise levels for each Plan subcomponent. Table 3.13-10 provides the reference noise levels of construction equipment expected to be used for demolition activities for each Plan subcomponent.

Table 3.13-10. Construction Equipment Reference Noise Levels for Maximum Construction Activity Phase (Demolition) for Each Plan Component

Plan Component	Equipment Type	Qty	Hours/Day	Typical Equipment L_{max} at 50 feet from Source ¹ (dBA)	Absolute Noise Level at 50 Feet (dBA L_{eq}) ²	Maximum Noise Level at 50 Feet (dBA L_{max}) ²
Greenway Paths + Amenities	Excavator	1	8	85		
	Dump Truck	2	3	84		
	Backhoe	2	8	80		
	Concrete Saw	1	8	90		
	Hoe Ram	1	8	90		
	Jack Hammer	1	8	85		
					93	90
Greenway Paths + 1-Acre Pocket Parks + Greenspaces	Excavator	1	8	85		
	Dump Truck	2	3	84		
	Backhoe	2	8	80		
	Concrete Saw	1	8	90		
	Hoe Ram	1	8	90		
	Jack Hammer	1	8	85		
					93	90
Greenway Paths + 25-Acre Parks + Greenspaces	Excavator	2	8	85		
	Dump Truck	3	3	84		
	Backhoe	2	8	80		
	Concrete Saw	1	8	90		
	Hoe Ram	1	8	90		
	Jack Hammer	1	8	85		
					93.6	90
Greenway Paths + Safe Crossings	Excavator	1	8	85		
	Dump Truck	2	3	84		
	Backhoe	2	8	80		
	Concrete Saw	1	8	90		
	Hoe Ram	1	8	90		

Plan Component	Equipment Type	Qty	Hours/Day	Typical Equipment L_{max} at 50 feet from Source ¹ (dBA)	Absolute Noise Level at 50 Feet (dBA L_{eq}) ²	Maximum Noise Level at 50 Feet (dBA L_{max}) ²
	Jack Hammer	1	8	85		
					93	90
Greenway Paths + Stormwater Management	Excavator	1	8	85		
	Dump Truck	2	3	84		
	Backhoe	2	8	80		
	Concrete Saw	1	8	90		
	Hoe Ram	1	8	90		
	Jack Hammer	1	8	85		
					93	90

Notes:

¹ L_{max} noise levels adapted from FHWA 2006² Cumulative noise calculations provided in Appendix D

Operations

For the estimate of noise associated with use of an individual greenway path, visitation is assumed to be up to 1,000 visitors daily. These visitors are assumed to be dispersed equally throughout the 5-mile greenway path. In addition, these visits are assumed to be dispersed equally throughout the day (7:00 a.m. through 10:00 p.m.), resulting in approximately 67 visitors per hour along a typical 5-mile-long greenway path. This equates to roughly one visitor per minute in any given location. For greenway amenities, 1-acre pocket parks and greenspaces, and safe crossings, visits are assumed to be 500 visitors per day which would be equivalent to roughly 33 visitors per hour in any one location. For 25-acre greenspaces, up to 3,292 visitors per day are estimated, equivalent to roughly 220 visitors per hour (7:00 a.m. through 10:00 p.m.). These visitors are assumed to be distributed throughout the 25-acre park. However, for a conservative analysis, it is assumed that up to 30 percent of the hourly visitors (66 visitors) are concentrated within a 1-acre area. Stormwater management facilities are not assumed to generate any additional visitors (besides what is assumed for a greenway path) as the beneficial project elements for stormwater management (i.e. bioretention, permeable pavement, subsurface infiltration, constructed wetlands, extended detention basin, or proprietary devices) are facilities meant to support infiltration, treatment, and storage of runoff.

The primary noise source associated with visitors would be visitors speaking. To simplify quantification of visitors' speech, it is assumed that a typical raised voice at a distance of one meter (3.28 feet) would be 65 dBA (USEPA 1977). To calculate the average hourly L_{eq} associated with visitors attending the developments associated with the Plan, it was assumed that all visitors would be talking at the same time. Accordingly, one person speaking in any given location along the 5-mile greenway path would equate to approximately 41 dBA at 50 feet from the source. Assuming all 33 visitors are speaking at the same time at the location of an amenity, pocket park, or safe crossing, the combined L_{eq} at 50 feet

would approximately 56 dBA. It is widely accepted that changes of 3 dBA in the normal environment are considered just noticeable to most people (FHWA 2011). Conservatively assuming a daytime ambient noise level of 50 dBA consistent with rural environments (USEPA 1978), the noise contribution from visitors of greenway paths and amenities may increase noise levels by up to 6 dB at receptors within 50 feet or a project site.

In addition to noise associated with visitors, landscape and maintenance activities would generate noise primarily due to the use of powered equipment such as lawnmowers, edgers, and leaf blowers which can generate noise levels of up to 65 to 80 dBA at 50 feet. These activities are assumed to be conducted once per week, with a maximum duration of four hours at any given site. In addition, noise may be generated from other equipment such as cranes or excavators (with typical noise levels of 85 dBA at 50 feet) during the less frequent and intermittent repair or maintenance of Plan structures and facilities.

3.13.3.3 Plan Impacts

3.13.3.3.1 13(a) 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?

For the following construction analyses, construction activities by the County or by other project proponents within unincorporated Los Angeles County would be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday where work would create a disturbance across a residential or commercial property line. For Plan projects within cities implemented by project proponents other than the County, construction activities would be limited to the construction period allowed by the noise ordinance of the respective jurisdiction as detailed in Table 3.13-7 above. Given that the noise ordinances for LA County and cities within the SGV Plan Area allow construction work to begin at 7:00 a.m., construction worker trips would be expected to occur before 7:00 a.m. and before 4:00 p.m. (assuming an 8-hour workday), and would therefore occur outside the peak traffic hours (generally the peak hour of traffic occurs between 7:00 a.m. and 9:00 a.m. and 4:00 p.m. and 6:00 p.m. Construction noise is usually made up of intermittent peaks and continuous lower levels of noise from construction equipment cycling through use. The types and numbers of construction equipment near any specific receptor location would vary over time. Potential noise impacts were conservatively modeled using a 50-foot distance; assuming ambient noise levels of 50 dBA (7:00 a.m. to 10:00 p.m.) and nighttime noise of 40 dBA (10:00 p.m. to 7:00 a.m.) (consistent with rural environments [USEPA 1978]). The loudest construction phase would be during demolition activities, which may require break-up and removal of existing pavement or structures requiring use of concrete saws, hoe rams, or jack hammers. Accordingly, Table 3.13-10 lists the construction equipment expected to be used during demolition activities along with the typical expected equipment noise levels and usage factors listed in the FHWA Roadway Construction Noise Model User's Guide (FHWA 2006). Taking into account standard attenuation of noise with increased distance from a noise source (6 dBA/doubling of distance), the noise generated during the noisiest phase of construction (i.e., demolition) was propagated out to 50 feet to estimate the maximum noise levels during construction. The noise model calculations are provided in Appendix D.

3.13.3.3.1.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Significant and Unavoidable. Short-term construction noise impacts could result from demolition activities; land clearing and grading; construction of greenway paths, greenway amenities, pocket parks, greenspaces, safe crossings, and stormwater management; transportation of materials, workers, and equipment to the project site; and operation of the construction equipment. As shown in Table 3.13-10, the noise model indicates that maximum noise at a sensitive receptor within 50 feet of construction activities would be 90 dBA L_{max} with cumulative noise levels of up to 93 dBA L_{eq} (note that the County uses an L_{max} standard for construction; however, most municipalities use an L_{eq} standard). Noise attenuates at a rate of 6 dB per doubling of distance for a single source (point source) such as construction. Construction noise levels of 90 dBA L_{max} would generally dominate the noise environment if construction occurs within 50 feet; however, noise would be expected to attenuate to 78 dBA at a distance of 200 feet from the source, not accounting for intervening structures, topography, or anomalous and atmospheric spreading. As such, impacts associated with construction would be potentially significant if conducted less than 200 feet from a noise-sensitive receptor. Implementation of **MM AQ-1: Emission Reduction Measures** would require zero-emission and near-zero emission construction equipment (i.e., electric or hydrogen-powered heavy equipment) which operates much quieter than traditional diesel-powered equipment (estimated at 10 dB reduction compared to diesel versions), which would reduce noise levels associated with construction activities up to 25 dB at nearby sensitive receptors. In addition, for Plan projects within 200 feet of a sensitive receptor or where the estimated construction noise levels identified in Table 3.13-10 propagated to the nearest receptor (i.e., assuming an attenuation rate of 6 dB per double of distance) would exceed the noise ordinance of the respective jurisdiction, implementation of **MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan** would minimize construction noise impacts by requiring a project-specific noise study. Where a study identifies noise impacts, **MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan** also requires implementation of noise reduction strategies such as providing temporary barriers near sensitive receiving properties, limiting the number of equipment operating simultaneously, and/or locating construction equipment further away from noise-sensitive land uses. However, despite those measures, construction noise impacts may still exceed the applicable significance threshold of the jurisdiction within the Plan Area in which the project is located depending on the applicable noise standards, construction equipment spread, and distance to sensitive receptors. In some circumstances, noise attenuation measures (e.g., fencing, soundwalls, or increasing the distance between noise generating equipment and off-site sensitive receptors) applied to reduce noise levels to below the applicable threshold may be infeasible or inapplicable. Therefore, construction noise impacts would remain potentially significant and unavoidable where construction noise levels at sensitive receptors cannot be reduced to below the applicable noise threshold.

Construction activities would also generate additional traffic on local roadways as described in Section 3.17, Transportation. During construction of Plan components, it is assumed that maximum daily vehicle trips during construction would be at most 49 delivery/haul truck trips per day and a conservative estimate of up to 23 construction worker trips for travel to and from the project site daily. For an eight-hour construction workday, it is assumed that approximately six delivery/haul truck per hour would be

traveling on the surrounding streets (no delivery/haul trucks would operate during night-time hours). It is also assumed that construction worker vehicles would be traveling on the roadways outside of AM and PM peak hours. The construction worker vehicles would likely be distributed throughout the roadways within the vicinity of a future project site implemented under the Plan. Generally, noise levels increase by 3 dBA when the number of similar noise sources double, which is the threshold of perception to the human ear (FHWA 2011). The increase in delivery/haul trucks and construction worker vehicle trips are not anticipated to double the amount of traffic that currently exist in the area surrounding a project site. As such, the increase in delivery/haul trucks and worker vehicles in the surrounding roadways is not anticipated to incrementally increase noise levels in the surrounding area by 3 dBA or more, and noise impacts from traffic would not be significant.

While an increase in traffic is not anticipated to generate significant noise, since short-term construction impacts are significant and unavoidable as described above, construction noise impacts would remain potentially significant and unavoidable with implementation of **MM AQ-1: Emission Reduction Measures** and **MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan** where construction activities would be within 200 feet of a sensitive receptor or where construction noise levels identified in Table 3.13-10 propagated to the nearest sensitive receptor would exceed the applicable noise threshold.

Operations

Significant and Unavoidable. As discussed in Section 3.13.3.2, Methods, the primary noise source associated with operation of greenway paths, greenway amenities, pocket parks, greenspaces, safe crossings, and stormwater management components would be visitors speaking in addition to periodic landscape and maintenance activities. As discussed in Section 3.13.3.2, visitation of greenway paths and greenway amenities is assumed to be up to 1,000 visitors daily. These visitors are assumed to be dispersed equally throughout the 5-mile greenway path and equally throughout the day (7:00 a.m. through 10:00 p.m.), resulting in approximately 67 visitors per hour along a typical 5-mile-long greenway path. This equates to roughly one visitor per minute in any given location. Accordingly, one person speaking in any given location along the 5-mile greenway path would equate to approximately 41 dBA at 50 feet from the source. For 1-acre pocket parks or safe crossings, visits are assumed to be 500 visitors per day, which would be equivalent to roughly 33 visitors per hour (7:00 a.m. through 10:00 p.m.) in any one location. Assuming all 33 visitors are speaking at the same time at the location of a 1-acre park or safe crossing, the combined L_{eq} at 50 feet would be approximately 56 dBA. For 25-acre greenspaces, up to 3,292 visitors per day are estimated, equivalent to roughly 220 visitors per hour (7:00 a.m. through 10:00 p.m.). These visitors are assumed to be distributed throughout the 25-acre park. However, for a conservative analysis, it is assumed that up to 30 percent of the hourly visitors (66 visitors) are concentrated within a 1-acre area. Assuming all 66 visitors are speaking at the same time, the combined L_{eq} at 50 feet would be approximately 59.2 dBA. Stormwater management facilities are not assumed to generate any additional visitors (besides what is assumed for greenway paths and greenway amenities). The assessment of noise impacts is dependent on the proximity of a noise source to a sensitive receptor. For each of the Plan projects (i.e., greenway paths and amenities, greenway paths + pocket parks and greenspaces, greenway paths + safe crossings, and greenway paths + stormwater management), the impacts would be relative to the proximity of a Plan component to a sensitive receptor and the applicable land use compatibility standards of the respective jurisdiction. It is widely accepted that

changes of 3 dBA in the normal environment are considered just noticeable to most people. Conservatively assuming a daytime ambient noise level of 50 dBA consistent with rural environments (USEPA 1978), the noise contribution from visitors of greenway paths and amenities may increase noise levels by up to 6 dB at receptors within 50 feet of a project site which may exceed the noise standards of jurisdictions within the Plan Area. Visitors to pocket parks, greenspaces, or safe crossings would generate additional noise to the environment, which may further exceed the applicable noise standards. In addition to noise associated with visitors, landscape and maintenance activities would generate noise primarily due to the use of powered equipment such as lawnmowers, edgers, and leaf blowers which can generate noise levels of up to 65 to 80 dBA at 50 feet which may exceed the noise standards of jurisdictions within the Plan Area. Implementation of **MM NOI-2: Prepare Focused Noise Study and Noise Reduction Measures** would require a focused noise study be conducted for future projects, and where impacts are identified, provide measures or engineering BMPs to reduce exterior noise below the limit. However, despite those measures, operational impacts may still cause a 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. In some circumstances, noise-attenuating features (e.g., soundwalls and acoustical shielding) applied to reduce noise levels to below the applicable threshold may be infeasible or inapplicable. Therefore, operational noise impacts would remain potentially significant and unavoidable.

Mitigation Measures

MM AQ-1: Emission Reduction Measures.

MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan. For projects within 200 feet of a sensitive receptor, or where the estimated construction noise levels identified in Table 3.13-10 propagated to the nearest receptor (i.e., assuming an attenuation rate of 6 dB per double of distance) would exceed the applicable noise threshold(s) of the respective jurisdiction, the project proponent shall prepare a focused noise and vibration study that identifies nearby noise and vibration sensitive receptors that could be affected, predicts anticipated construction-related noise and vibration levels, and identifies measures that shall be implemented by the construction contractor in order to comply with the standards of the applicable jurisdiction. Such noise and vibration reduction measures that could be implemented include, but are not limited to, the following:

— Noise Reduction Measures

- Reduce intensity of construction activity, including limiting the number of equipment operating simultaneously;
- Locating construction equipment far enough from noise-sensitive land uses such that noise attenuates to below the applicable noise standard. In particular, all stationary noise-generating construction equipment, such as pumps and generators, shall be located as far as possible from nearby noise-sensitive receptors. Noise-generating equipment shall be shielded from nearby noise sensitive receptors by noise-attenuating buffers, such as structures or haul truck trailers. Water tanks and equipment storage, staging, and warm-up areas shall be located as far from noise sensitive receptors as possible; and/or
- Designing and installing temporary sound barriers, which would provide attenuation below the applicable noise standard.

— Vibration Reduction Measures

- Using less vibration-intensive construction equipment;
- Timing construction so that structures would not be occupied when high levels of vibration are expected; and/or
- Informing residents of the timing of construction and that vibration may be noticeable during these times.

MM NOI-2: Prepare Focused Noise Study and Noise Reduction Measures. During final design, the project proponent shall prepare a focused noise study to determine the existing ambient baseline noise level by which to compare the operational noise level of the project. The focused noise study shall analyze the existing baseline noise level against operational noise, and, if it is determined that operational noise levels from the project exceed the applicable noise threshold(s) of the respective jurisdiction, the project proponent shall provide measures or engineering BMPs to reduce exterior noise below the applicable noise threshold(s). If the results of study indicate no exceedance than no further measures necessary. Measures or BMPs could include, but are not limited to, the following:

- Locating the project away from noise-sensitive receptors to reduce operational noise to below the existing baseline;
- Designing the project to shield noise-sensitive receptors from noise-producing elements; and/or
- Inclusion of noise-attenuating features such as soundwalls, berms, acoustical shielding, etc., which would block the line of sight and provide noise reduction to surrounding noise-sensitive land uses.

Significance After Mitigation

For construction, implementation of **MM AQ-1: Emission Reduction Measures** would require more efficient construction equipment, resulting in quieter equipment, and **MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan** would require noise reduction strategies. However, noise impacts would remain significant and unavoidable where construction noise levels at sensitive receptors cannot be reduced to below the applicable noise threshold.

For operation, implementation of **MM NOI-2: Prepare Focused Noise Study and Noise Reduction Measures** would require a noise study be conducted for proposed projects, and where impacts are identified, provide measures or engineering best management practices to reduce exterior noise below the limit. However, operational noise impacts would remain potentially significant and unavoidable where operational noise levels at sensitive receptors cannot be reduced to below the applicable noise threshold.

3.13.3.3.2 13(b) Generation of excessive groundborne vibration or groundborne noise levels?

3.13.3.3.2.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Significant and Unavoidable. Construction of greenway paths and greenway amenities, greenway paths + pocket parks, and greenspaces, greenway paths + safe crossings, and greenway paths + stormwater management, can generate varying degrees of ground vibration, depending on the construction procedures and the types of construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. Groundborne vibrations can be perceptible within 30 to 100 feet of a source, depending on the

construction equipment used. As presented in Table 3.13-3 above, vibration from typical construction equipment (e.g., vibratory roller) can reach up to 0.210 inches/second at a distance of 25 feet from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receptor buildings. The closest distance between anticipated vibration-producing construction equipment (e.g., a vibratory roller) and off-site occupied structures would likely be at least 25 feet which, according to FTA (2006) prediction methodology, would attenuate groundborne vibration to 0.210 inches /second, which would exceed the relevant criteria for non-engineered timber and masonry buildings or buildings extremely susceptible to vibration damage the thresholds established by the FTA (2006) presented in Table 3.13-8. Groundborne vibration dissipates very rapidly with distance, reducing the typical construction-related vibrations to less than an imperceptible level at about 200 feet from the source (FTA 2006). However, because the specific locations of future projects implemented under the Plan are currently unknown, depending on the proximity to sensitive receptors and project-specific construction methods, vibration levels may exceed the FTA thresholds for Construction Vibration Damage Criteria (Table 3.13-8) and Annoyance Criteria (Table 3.13-9). Therefore, impacts related to vibration are potentially significant. For projects within 200 feet of a sensitive receptor, implementation of **MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan** would require a project-specific noise and vibration study and implementation of noise reduction strategies to reduce noise and vibration levels, including measures such as using less vibration-intensive construction equipment, timing construction so structures would not be occupied when high levels of vibration are expected, and/or informing residents of the timing of construction and that vibration may be noticeable during these times. However, despite those measures, construction vibration impacts may still exceed the significance threshold for construction vibration in certain circumstances where sensitive receptors are near vibration-inducing construction activities. Therefore, where vibration reduction measures are either not feasible or would not reduce vibration to below the applicable threshold, construction vibration impacts would remain potentially significant and unavoidable.

Operations

Less than Significant. Greenway paths and greenway amenities include pedestrian trails, equestrian trails, bike trails, multi-use trails, vegetated buffers, and associated amenities such as lighting, restrooms, bike parking, shade structures, or seating and benches. Uses of these types would not result in noticeable levels of vibration. Similarly, pocket parks and greenspaces may include playgrounds, sports facilities, and open fields which would also not result in noticeable levels of vibration. Stormwater management facilities such as bioretention basins, constructed wetlands, and permeable pavement, also do not have features that would cause noticeable levels of vibration during operations. Therefore, impacts would be less than significant.

Mitigation Measures

MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan.

Significance After Mitigation

Construction impacts would remain significant and unavoidable with implementation of **MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan.**

Operational impacts would be less than significant. No mitigation is required.

3.13.3.3.3 13(c) 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?

3.13.3.3.3.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction and Operations

Less than Significant. Since the location and design of future projects are currently unknown, the greenway with any combination of subcomponents could be constructed and operated within the vicinity of a public airport or public use airport and within areas covered by an airport land use if near the SGV Airport and Brackett Field.

Projects implemented under the Plan do not include residential or commercial development that would introduce residents or workers to excessive noise levels within two miles of a public airport. For the Brackett Field Airport, noise compatibility guidelines within the Brackett Field Airport Land Use Compatibility Plan are outlined to avoid establishment of noise-sensitive land uses in the portions of the airport land use plan area. Portions of the Plan Area that are within the planning area boundaries of the Brackett Field Airport Land Use Plan are: San Dimas Wash, Puddingstone Channel, and Live Oak Wash. In addition, portions of the Puddingstone Channel Plan Area may be within the B1 Compatibility Zone as designated in the Brackett Field Airport Land Use Plan. Outdoor land uses such as those associated with greenway paths, greenway amenities, pocket parks, greenspaces, and stormwater management are considered conditionally acceptable within the airport land use plan. Use is compatible if usage intensity and other listed conditions are met. The maximum usage intensity for land uses within the B1 Compatibility Zone is 80 people per acre sitewide or 160 people per acre for any single acre at any given time. During construction, less than 20 workers would be expected to be onsite daily. As discussed in Section 3.13.3.2, Methods, the maximum number of visitors from greenway paths and all the components would be up to 1,000 visitors daily. These visitors are assumed to be dispersed equally throughout the 5-mile greenway path. In addition, these visits are assumed to be dispersed equally throughout the day (7:00 a.m. through 10:00 p.m.), resulting in approximately 67 visitors per hour along a typical 5-mile-long greenway path. This equates to roughly one visitor per minute in any given location. For 1-acre pocket parks, visits are assumed to be 500 visitors per day which would be equivalent to roughly 33 visitors per hour in any one location. For 25-acre greenspaces, visitation is assumed to be 3,292 visitors per day, or 220 visitors per hour. These visitors are assumed to be distributed throughout the 25-acre area. However, for a conservative analysis, it is assumed that up to 30 percent of the hourly visitors (66 visitors) are concentrated within a 1-acre area of the greenspace. Thus, construction and operation of greenway paths and amenities, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management would not exceed the usage intensity threshold for project sites within the B1 Compatibility Zone. Therefore, implementation of the Plan would comply with the Brackett Field Airport Land Use Compatibility Plan.

Additionally, temporary noise increases may result from construction activities within two miles of a public airport as well as an increase in noise from use and maintenance of the greenway paths,

amenities, pocket parks or greenspaces, and stormwater management facilities. However, the increase in noise associated with construction activities would be temporary and subject to the construction noise standards of the respective jurisdiction. Similarly, landscape and maintenance activities would also be subject to the noise standards of the respective jurisdiction and would be of short duration and intermittent throughout the year. Noise associated with visitors is expected to be below 65 dBA CNEL, which is defined in Title 21 Airport Noise Standard as the threshold for noise-sensitive land use compatibility. Thus, visitors would not increase noise levels above the 65 dBA CNEL land use compatibility contour. As such, the construction and operation activities associated with greenway paths, greenway amenities, pocket parks or greenspaces, safe crossings, and stormwater management facilities would not be excessive for people residing or working near an airport. Therefore, construction and operation impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Construction and operation impacts are less than significant. No mitigation is required.

3.13.3.4 Impacts of Conceptual Design Projects

This section discusses potential impacts from the 10 conceptual designs discussed in Section 2.4. The components proposed for all 10 conceptual design projects are within the maximum extent limits as described for the Plan in Section 2.

- 3.13.3.4.1 13(a). 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?

Construction

Significant and Unavoidable. Short-term construction noise impacts could result from demolition; land clearing and grading; construction of the project components; transportation of materials, workers, and equipment to the project site; and construction equipment operation. Further, as described in Section 3.13.3.3.1 (Impact 13(a)), construction-related noise impacts would be minimized with implementation of **MM AQ-1: Emission Reduction Measures** and **MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan**. Where a noise study identifies noise impacts, **MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan** also required implementation of noise reduction strategies such as providing temporary barriers near sensitive receiving properties, limiting the number of equipment operating simultaneously, and/or locating construction equipment further away from noise-sensitive land uses. However, the Cities of Claremont, Irwindale, Pasadena, and West Covina have restrictive noise ordinances applicable to construction related noise. The Cities of Irwindale and West Covina prohibit any noise at a level which exceeds the ambient noise level at the project property line by more than 5 dB. Due to the close proximity of the 10 conceptual designs to sensitive receptors including residential developments, schools, and parks, the noise reduction measures identified in **MM AQ-1: Emission Reduction Measures** and **MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan** may not reduce

construction-related noise levels to below the threshold of the applicable municipality. Therefore, as was determined for impact 13(a) for the Plan, impacts would be potentially significant and unavoidable for conceptual design projects in jurisdictions with restricted noise standards (Table 3.13-11).

Table 3.13-11. Analysis of Conceptual Design Examples for Construction to Generate a Substantial Temporary or Permanent Increase in Ambient Noise Levels in the vicinity of the Project in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies

Conceptual Design Project	13(a). 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?
<p>Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i></p>	<p>Less than Significant with Mitigation. As summarized in Table 3.13-8 above, construction activities could generate noise up to 93 dbA L_{eq} at 50 feet from the source. The Alhambra Wash at Vincent Lugo Park conceptual design project includes components within 50 feet of residential and other sensitive receptors (e.g., McKinley Elementary School and San Gabriel High School). Chapter 18.02 of the City of Alhambra Municipal Code limits construction activities to the hours of 7:00 a.m. to 7:00 p.m. on weekdays, including Saturday. Section 100.050 of the City of San Gabriel Municipal Code limits construction activities to the hours of 7:00 a.m. to 6:00 p.m. Implementation MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan would require noise reduction strategies such as limiting construction activities to the hours specified in the City of San Gabriel's noise ordinance to ensure construction activities would not exceed the noise standards of the applicable jurisdiction. With implementation of MM NOI-1, and incorporation of mitigation measures that would limit construction activities to the hours of 7:00 a.m. and 6:00 p.m., impacts would be reduced to less than significant.</p>
<p>Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i></p>	<p>Less than Significant with Mitigation. As summarized in Table 3.13-8 above, construction activities could generate noise up to 93 dbA L_{eq} at 50 feet from the source. The Big Dalton Wash at Hilda L. Solis Park conceptual design project includes components within 50 feet of residential and other sensitive receptors (e.g., Manzanita Elementary School, Monte Vista Elementary School, and Baldwin Park High School). Chapter 130.37 of the City of Baldwin Park Municipal Code limits construction activities to the hours of 7:00 a.m. to 7:00 p.m. In addition, Section 9.28.110 of the City of Irwindale Municipal Code prohibits activities that would generate noise at a level that would exceed ambient noise levels by 5 dBA or more at the property line. Implementation of MM-AQ-1: Emission Reduction Measures would require zero-emission and near-zero emission construction equipment (i.e., electric or hydrogen-powered heavy equipment) which operates much quieter than traditional diesel-powered equipment (estimated at 10 dB reduction compared to diesel versions), which would reduce noise levels associated with construction activities up to 25 dB at nearby sensitive receptors. In addition, implementation MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan would require noise reduction strategies such as limiting construction activities to the hours specified in the Cities' noise ordinance and installing temporary sound barriers between construction activities and noise-sensitive receptors. However, at this time, it is not possible to determine to what degree zero-emission equipment would</p>

Conceptual Design Project	13(a). 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?
	be used and whether noise reduction measures implemented under MM NOI-1 would reduce noise levels to below the restrictive noise standard specified in the City of Irwindale Municipal Code. Therefore, construction noise impacts are conservatively presumed to be potentially significant and unavoidable.
Eaton Wash Greenway at Spreading Ground Site <i>City of Pasadena</i>	<p>Less than Significant with Mitigation. As summarized in Table 3.13-8 above, construction activities could generate noise up to 93 dBA L_{eq} at 50 feet from the source. The Eaton Wash Greenway at Spreading Ground Site conceptual design project includes components within 50 feet of residential and other sensitive receptors (e.g., Pasadena High School). Chapter 9.36 of the Pasadena Municipal Code limits construction activities to the hours of 7:00 a.m. to 7:00 p.m. on weekdays, and from 8:00 a.m. to 5:00 p.m. on Saturdays. Maximum construction levels allowed under the noise ordinance is 85 dBA when measured within a radius of 100 feet from the source. Construction activities summarized in Table 3.18-8 above propagated to 100 feet from the source would generate maximum noise levels up to 81 dBA, which would not exceed the City of Pasadena's noise limit. Implementation MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan would require noise reduction strategies such as limiting construction activities to the hours specified in the City of Pasadena's noise ordinance to ensure construction activities would not exceed the noise standards of the applicable jurisdiction. With implementation of MM NOI-1, and incorporation of mitigation measures that would limit construction activities to weekdays between the hours of 7:00 a.m. and 7:00 p.m. and Saturdays between the hours of 8:00 a.m. to 5:00 p.m., impacts would be reduced to less than significant.</p>
Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i>	<p>Less than Significant with Mitigation. As summarized in Table 3.13-8 above, construction activities could generate noise up to 93 dBA L_{eq} at 50 feet from the source. The Eaton Wash at Eaton Blanche Park conceptual design project includes components within 50 feet of residential and other sensitive receptors (e.g., Boys and Girls Clubs Pasadena and Willard Elementary School). Chapter 9.36 of the Pasadena Municipal Code limits construction activities to the hours of 7:00 a.m. to 7:00 p.m. on weekdays, and from 8:00 a.m. to 5:00 p.m. on Saturdays. Maximum construction levels allowed under the noise ordinance is 85 dBA when measured within a radius of 100 feet from the source. Construction activities summarized in Table 3.18-8 above propagated to 100 feet from the source would generate maximum noise levels up to 81 dBA, which would not exceed the City of Pasadena's noise limit. Implementation MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan would require noise reduction strategies such as limiting construction activities to the hours specified in the City of Pasadena's noise ordinance to ensure construction activities would not exceed the noise standards of the applicable jurisdiction. With implementation of MM NOI-1, and incorporation of mitigation measures that would limit construction activities to weekdays between the hours of 7:00 a.m. and 7:00 p.m. and Saturdays between the hours of 8:00 a.m. to 5:00 p.m., impacts would be reduced to less than significant.</p>

Conceptual Design Project	13(a). 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?
<p>San Dimas Wash at Arrow High School <i>City of Glendora</i></p>	<p>Less than Significant with Mitigation. As summarized in Table 3.13-8 above, construction activities could generate noise up to 93 dbA L_{eq} at 50 feet from the source. The San Dimas Wash at Arrow High School conceptual design project includes components within 50 feet of residential and other sensitive receptors (e.g., Arrow High School). Section 9.44.110 of the Glendora Municipal Code limits construction activities to the hours of 7:00 a.m. to 9:00 p.m. Implementation MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan would require noise reduction strategies such as limiting construction activities to the hours specified in the City of Glendora's noise ordinance to ensure construction activities would not exceed the noise standards of the applicable jurisdiction. With implementation of MM NOI-1, and incorporation of mitigation measures that would limit construction activities to weekdays between the hours of 7:00 a.m. and 9:00 p.m., impacts would be reduced to less than significant.</p>
<p>San Dimas Wash at Hollenbeck Park <i>City of Covina</i></p>	<p>Less than Significant with Mitigation. As summarized in Table 3.13-8 above, construction activities could generate noise up to 93 dbA L_{eq} at 50 feet from the source. The San Dimas Wash at Hollenbeck Park conceptual design project includes components within 50 feet of residential and other sensitive receptors (e.g., Fair Valley High School and Tri-Community Adult School). Section 9.40.110 of the City of Covina Municipal Code limits construction activities to the hours of 7:00 a.m. to 8:00 p.m. on weekdays, including Saturday. Implementation MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan would require noise reduction strategies such as limiting construction activities to the hours specified in the City of Covina's noise ordinance to ensure construction activities would not exceed the noise standards of the applicable jurisdiction. With implementation of MM NOI-1 and incorporation of mitigation measures that would limit construction activities to the hours of 7:00 a.m. and 8:00 p.m., impacts would be reduced to less than significant.</p>
<p>San Jose Creek at Pocket Park <i>City of Industry and the unincorporated LA County community of Avocado Heights</i></p>	<p>Significant and Unavoidable. As summarized in Table 3.13-8 above, construction activities could generate noise up to 93 dbA L_{eq} at 50 feet from the source. The San Jose Creek at Pocket Park conceptual design project includes components within 50 feet of residential and other sensitive receptors (e.g., parks). Section 12.08.440 of the Los Angeles County noise ordinance limits construction activities to the hours of 7:00 a.m. to 7:00 p.m. on weekdays, including Saturday. In addition, the noise ordinance limits construction-related maximum noise levels to 75 dBA at single-family structures. Implementation MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan would require noise reduction strategies such as limiting construction activities to the hours specified in the County's noise ordinance, as well as installing temporary sound barriers to reduce noise levels to the maximum extent feasible. However, due to the close proximity of noise-sensitive receptors to the San Jose Creek at Pocket Park construction areas, it may not be feasible to reduce maximum construction-related noise levels to below 75 dBA at nearby single-</p>

Conceptual Design Project	13(a). 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?
	family structures. Therefore, impacts are conservatively presumed to be significant and unavoidable.
Thompson Creek at the Fairplex <i>Cities of Pomona, La Verne, and Claremont</i>	<p>Significant and Unavoidable. As summarized in Table 3.18-8 above, construction activities could generate noise up to 93 dBA L_{eq} at 50 feet from the source. The Thompson Creek at the Fairplex conceptual design project includes components within 50 feet of residential and other sensitive receptors (e.g., parks). Section 16.154.020 of the City of Claremont Municipal Code limits construction activities to the hours of 7:00 a.m. to 8:00 p.m. on weekdays, including Saturday and prohibits maximum noise levels above 65 dBA for a cumulative period of more than 15 minutes in any one hour, 70 dBA for a cumulative period of more than 10 minutes in any one hour, 79 dBA for a cumulative period of more than 5 minutes, or 80 dBA at any time as measured at residential properties. Section 18-305 of the City of Pomona Municipal code limits construction activities to the hours of 7:00 a.m. and 8:00 p.m. on weekdays, including Saturday and prohibits noise levels above 65 dBA for a cumulative period of more than 30 minutes in any one hour, 70 dBA for a cumulative period of more than 15 minutes in any one hour, 75 dBA for a cumulative period of more than 5 minutes, 80 dBA for a cumulative period of more than 1 minute, or 85 dBA at any time as measured at residential property. The City of La Verne adopts by reference the Los Angeles County noise ordinance. Section 12.08.440 of the Los Angeles County noise ordinance limits construction activities to the hours of 7:00 a.m. to 7:00 p.m. on weekdays, including Saturday. In addition, the noise ordinance limits construction-related maximum noise levels to 75 dBA at single-family structures. Implementation MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan would require noise reduction strategies such as limiting construction activities to the hours specified in the Cities' noise ordinances as well as noise reduction strategies such as installing temporary noise barriers where unmitigated noise levels would exceed the applicable standard. However, due to the close proximity of noise-sensitive receptors to the Thompson Creek at the Fairplex construction areas, it may not be feasible to reduce maximum construction-related noise levels to below the applicable noise standard. Therefore, impacts are conservatively presumed to be significant and unavoidable.</p>
Walnut Creek at Syhre Park <i>Cities of Baldwin Park and West Covina</i>	<p>Less than Significant with Mitigation. As summarized in Table 3.13-8 above, construction activities could generate noise up to 93 dBA L_{eq} at 50 feet from the source. The Walnut Creek at Syhre Park conceptual design project includes components within 50 feet of residential and other sensitive receptors (e.g., Edgewood School). Chapter 130.37 of the City of Baldwin Park Municipal Code limits construction activities to the hours of 7:00 a.m. to 7:00 p.m. In addition, Section 15-95 of the City of West Covina Municipal Code limits construction activities to the hours of 7:00 a.m. to 8:00 p.m. on weekdays, including Saturday. Implementation MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan would require noise reduction strategies such as limiting construction activities to the hours specified in the Cities; noise ordinances to ensure construction activities would not exceed the noise standards of the applicable jurisdiction.</p>

Conceptual Design Project	13(a). 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?
	With implementation of MM NOI-1 , and incorporation of mitigation measures that would limit construction activities to the hours of 7:00 a.m. and 7:00 p.m., impacts would be reduced to less than significant.
Walnut Creek at Pocket Park <i>City of West Covina</i>	Less than Significant with Mitigation. As summarized in Table 3.13-8 above, construction activities could generate noise up to 93 dBA L_{eq} at 50 feet from the source. Walnut Creek at Pocket Park conceptual design project includes components within 50 feet of residential and other sensitive receptors (e.g., parks). Section 15-95 of the City of West Covina Municipal Code limits construction activities to the hours of 7:00 a.m. to 8:00 p.m. on weekdays, including Saturday. Implementation MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan would require noise reduction strategies such as limiting construction activities to the hours specified in the City of West Covina's noise ordinance to ensure construction activities would not exceed the noise standards of the applicable jurisdiction. With implementation of MM NOI-1 , and incorporation of mitigation measures that would limit construction activities to the hours of 7:00 a.m. and 8:00 p.m., impacts would be reduced to less than significant.

Operations

Significant and Unavoidable. The primary noise source associated with operation of the 10 conceptual designs would be visitors speaking in addition to periodic landscape and maintenance activities. As described in Section 3.13.3.3.1 for impact 13(a) for the Plan, visitors would generate noise of up to 56 dBA at 50 feet. In addition to noise associated with visitors, landscape and maintenance activities would generate noise primarily due to the use of powered equipment such as lawnmowers, edgers, and leaf blowers which can generate noise levels of up to 65 to 80 dBA at 50 feet which may exceed the noise standards of several jurisdictions. Implementation of **MM NOI-2: Prepare Focused Noise Study and Noise Reduction Measures** would require a noise study be conducted for each of the 10 conceptual designs, and where impacts are identified, provide measures or engineering best management practices to reduce exterior noise below the limit. However, despite those measures, operational impacts may still exceed the applicable significance threshold of a jurisdiction within restrictive noise ordinance (e.g. City of Irwindale and City of West Covina). Therefore, operational noise impacts would remain potentially significant and unavoidable.

Table 3.13-12. Analysis of Conceptual Design Examples for Operations to Generate a Substantial Temporary or Permanent Increase in Ambient Noise Levels in the vicinity of the Project in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies

Conceptual Design Project	13(a). 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?
<p>Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i></p>	<p>Less than Significant with Mitigation. The primary noise source associated with operation of the Alhambra Wash at Vincent Lugo Park conceptual design project would be visitors speaking in addition to periodic landscape and maintenance activities. As described in Section 3.13.3.3.1 for impact NOI (a) for the Plan, visitors would generate noise of up to 56 dBA at 50 feet. In addition to noise associated with visitors, landscape and maintenance activities would generate noise primarily due to the use of powered equipment such as lawnmowers, edgers, and leaf blowers which can generate noise levels of up to 65 to 80 dBA at 50 feet. Chapter 18.02 of the City of Alhambra Municipal Code limits noise sources associated with the maintenance of real property to between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday, and 9:00 a.m. to 5:00 p.m. on Sunday. Chapter 98.02 of the City of San Gabriel Municipal Code limits noise sources associated with maintenance between the hours of 7:00 a.m. and 10:00 p.m. Implementation of MM NOI-2: Prepare Focused Noise Study and Noise Reduction Measures would require a noise study be conducted for the Alhambra Wash at Vincent Lugo Park conceptual design project and would require implementation of noise reduction strategies such as limiting maintenance activities to the hours specified in the City of Alhambra's noise ordinance to ensure maintenance activities would not exceed the noise standards of the applicable jurisdiction. With implementation of MM NOI-2 and incorporation of mitigation measures that would limit maintenance activities to the hours of 7:00 a.m. and 6:00 p.m., impacts would be reduced to less than significant.</p>
<p>Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i></p>	<p>Less than Significant with Mitigation. The primary noise source associated with operation of the Big Dalton Wash at Hilda L. Solis Park conceptual design project would be visitors speaking in addition to periodic landscape and maintenance activities. As described in Section 3.13.3.3.1 for impact NOI (a) for the Plan, visitors would generate noise of up to 56 dBA at 50 feet. Section 9.28.030 of the City of Irwindale Municipal Code prohibits any noise at a level that would exceed the ambient or the presumed ambient (whichever is greater), by more than 10 dB when measured at the boundary line of the property from which the noise emanates. The presumed ambient noise level as specified in Section 9.28.030(A) of the City of Irwindale Municipal Code, for residential zones between the hours of 7:00 a.m. and 10:00 p.m. is 50 dBA. As such, visitors to the Big Dalton Wash at Hilda L. Solis Park conceptual design project would not be expected to exceed the City's noise standard. In addition to noise associated with visitors, landscape and maintenance activities would generate noise primarily due to the use of powered equipment such as lawnmowers, edgers, and leaf blowers which can generate noise levels of up to 65 to 80 dBA at 50 feet. Section 9.28.100 of the City of Irwindale Municipal Code limits noise sources associated with the operation of machinery (e.g., landscaping equipment) to 80 dB (as measured from the adjacent property line) and only between the hours of 8:00 a.m.</p>

Conceptual Design Project	13(a). 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?
	<p>and 9:00 p.m. Monday through Saturday, and 10:00 a.m. to 8:00 p.m. on Sunday. Implementation of MM NOI-2: Prepare Focused Noise Study and Noise Reduction Measures would require a noise study be conducted for the Big Dalton Wash at Hilda L. Solis Park conceptual design project and would require implementation of noise reduction strategies such as limiting maintenance activities to the hours specified in the City of Irwindale's noise ordinance to ensure maintenance activities would not exceed the noise standards of the applicable jurisdiction. With implementation of MM NOI-2 and incorporation of mitigation measures that would limit maintenance activities to the hours of 8:00 a.m. and 9:00 p.m. Monday through Saturday, impacts would be reduced to less than significant.</p>
<p>Eaton Wash Greenway at Spreading Ground Site <i>City of Pasadena</i></p>	<p>Less than Significant with Mitigation. The primary noise source associated with operation of the Eaton Wash Greenway at Spreading Ground Site conceptual design project would be visitors speaking in addition to periodic landscape and maintenance activities. As described in Section 3.13.3.3.1 for impact NOI (a) for the Plan, visitors would generate noise of up to 56 dBA at 50 feet. In addition to noise associated with visitors, landscape and maintenance activities would generate noise primarily due to the use of powered equipment such as lawnmowers, edgers, and leaf blowers which can generate noise levels of up to 65 to 80 dBA at 50 feet. Section 9.37.090 of the City of Pasadena Municipal Code limits noise associated with machinery (e.g., landscape equipment) that would exceed the ambient noise level by more than 5 dB at the property line. In addition, Section 9.37.030 of the City of Pasadena Municipal Code restricts the use of leaf-blowing machines within a residential area between the hours of 8:00 a.m. and 6:00 p.m. weekdays and 9:00 a.m. and 5:00 p.m. on Saturday. The noise ordinance further restricts operation of leaf-blowers to less than 30 minutes per hour on parcels greater than ½ acre with maximum noise levels not to exceed 65 dB when measured from a distance of 50 feet. Implementation of MM NOI-2: Prepare Focused Noise Study and Noise Reduction Measures would require a noise study be conducted for the Eaton Wash Greenway at Spreading Ground Site conceptual design and would require implementation of noise reduction strategies such as limiting maintenance activities to the hours specified in the City of Pasadena's noise ordinance to ensure maintenance activities would not exceed the noise standards of the applicable jurisdiction. With implementation of MM NOI-2 and incorporation of mitigation measures that would limit maintenance activities to the hours of 8:00 a.m. and 6:00 p.m., impacts would be reduced to less than significant.</p>
<p>Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i></p>	<p>Less than Significant with Mitigation. The primary noise source associated with operation of the Eaton Wash at Eaton Blanche Park conceptual design project would be visitors speaking in addition to periodic landscape and maintenance activities. As described in Section 3.13.3.3.1 for impact NOI (a) for the Plan, visitors would generate noise of up to 56 dBA at 50 feet. In addition to noise associated with visitors, landscape and maintenance activities would generate noise primarily due to the use of powered equipment such as lawnmowers, edgers, and leaf blowers which can generate noise levels of up to 65 to 80 dBA at 50 feet. Section 9.37.090 of the</p>

Conceptual Design Project	13(a). 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?
	<p>City of Pasadena Municipal Code limits noise associated with machinery (e.g., landscape equipment) that would exceed the ambient noise level by more than 5 dB at the property line. In addition, Section 9.37.030 of the City of Pasadena Municipal Code restricts the use of leaf-blowing machines within a residential area between the hours of 8:00 a.m. and 6:00 p.m. weekdays and 9:00 a.m. and 5:00 p.m. on Saturday. The noise ordinance further restricts operation of leaf-blowers to less than 30 minutes per hour on parcels greater than ½ acre with maximum noise levels not to exceed 65 dB when measured from a distance of 50 feet. Implementation of MM NOI-2: Prepare Focused Noise Study and Noise Reduction Measures would require a noise study be conducted for the Eaton Wash at Eaton Blanche Park conceptual design project and would require implementation of noise reduction strategies such as limiting maintenance activities to the hours specified in the City of Pasadena’s noise ordinance to ensure maintenance activities would not exceed the noise standards of the applicable jurisdiction. With implementation of MM NOI-2 and incorporation of mitigation measures that would limit maintenance activities to the hours of 8:00 a.m. and 6:00 p.m., impacts would be reduced to less than significant.</p>
<p>San Dimas Wash at Arrow High School <i>City of Glendora</i></p>	<p>Significant and Unavoidable. The primary noise source associated with operation of the San Dimas Wash at Arrow High School conceptual design project would be visitors speaking in addition to periodic landscape and maintenance activities. As described in Section 3.13.3.3.1 for impact NOI (a) for the Plan, visitors would generate noise of up to 56 dBA at 50 feet. In addition to noise associated with visitors, landscape and maintenance activities would generate noise primarily due to the use of powered equipment such as lawnmowers, edgers, and leaf blowers which can generate noise levels of up to 65 to 80 dBA at 50 feet. Section 9.36.010 of the City of Glendora Municipal Code limits noise associated with maintenance of buildings, structures, or property (e.g., landscape maintenance activities), such that operation or maintenance activities cause noise or vibration which cause discomfort or annoyance to reasonable persons of normal sensitivity, or endangers the comfort or repose, health or peace of residents in the area. Implementation of MM NOI-2: Prepare Focused Noise Study and Noise Reduction Measures would require a noise study be conducted for the San Dimas Wash at Arrow High School conceptual design project and would require implementation of noise reduction strategies such as designing the project to shield noise-sensitive receptors from noise-producing elements, or inclusion of noise-attenuating features such as soundwalls and acoustical shielding. However, it is widely accepted that changes of 3 dBA in the normal environment are considered just noticeable to most people and an increase in noise levels above 3 dBA could be considered to cause discomfort or annoyance to some sensitive receptors. Due to the close proximity of residents to the project site, it is unlikely that noise reduction measures implemented under MM NOI-2 would reduce noise associated with landscape and maintenance activities to below this threshold. Therefore, operational noise impacts are conservatively presumed to be potentially significant and unavoidable.</p>

Conceptual Design Project	13(a). 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?
<p>San Dimas Wash at Hollenbeck Park <i>City of Covina</i></p>	<p>Less than Significant with Mitigation. The primary noise source associated with operation of the San Dimas Wash at Hollenbeck Park conceptual design project would be visitors speaking in addition to periodic landscape and maintenance activities. As described in Section 3.13.3.3.1 for impact NOI (a) for the Plan, visitors would generate noise of up to 56 dBA at 50 feet. In addition to noise associated with visitors, landscape and maintenance activities would generate noise primarily due to the use of powered equipment such as lawnmowers, edgers, and leaf blowers which can generate noise levels of up to 65 to 80 dBA at 50 feet. Section 9.40.090 of the City of Covina Municipal Code limits noise sources associated with the maintenance of real property to between the hours of 7:00 a.m. and 8:00 p.m. Implementation of MM NOI-2: Prepare Focused Noise Study and Noise Reduction Measures would require a noise study be conducted for the San Dimas Wash at Hollenbeck Park conceptual design project and would require implementation of noise reduction strategies such as limiting maintenance activities to the hours specified in the City of Covina's noise ordinance to ensure maintenance activities would not exceed the noise standards of the applicable jurisdiction. With implementation of MM NOI-2 and incorporation of mitigation measures that would limit maintenance activities to the hours of 7:00 a.m. and 8:00 p.m., impacts would be reduced to less than significant.</p>
<p>San Jose Creek at Pocket Park <i>City of Industry and the unincorporated LA County community of Avocado Heights</i></p>	<p>Significant and Unavoidable. The primary noise source associated with operation of the San Jose Creek at Pocket Park conceptual design project would be visitors speaking in addition to periodic landscape and maintenance activities. As described in Section 3.13.3.3.1 for impact NOI (a) for the Plan, visitors would generate noise of up to 56 dBA at 50 feet. In addition to noise associated with visitors, landscape and maintenance activities would generate noise primarily due to the use of powered equipment such as lawnmowers, edgers, and leaf blowers which can generate noise levels of up to 65 to 80 dBA at 50 feet. Section 12.08.010 of the Los Angeles County noise ordinance applies noise standards based on the duration and level of noise as summarized in Table 3.13-5 above. Operation of landscape maintenance equipment is assumed to be conducted once per week for a period of four hours. Based on the County's noise standard for residential properties and the expected duration of four hours, the exterior noise level of 50 dBA applies (or based on Section 12.08.390 subsection B, where ambient exceeds the baseline of 50 dBA L_{eq}, the ambient L_{50} will become the baseline). Implementation of MM NOI-2: Prepare Focused Noise Study and Noise Reduction Measures would require a noise study be conducted for the San Jose Creek at Pocket Park conceptual design project and would require implementation of noise reduction strategies such as limiting maintenance activities to the hours specified in the County's noise ordinance and designing the project to shield noise-sensitive receptors from noise-producing elements. However, due to the close proximity of noise-sensitive receptors to the San Jose Creek at Pocket Park project site, it may not be feasible to reduce maximum operation-related noise levels to below the applicable noise threshold. Therefore, impacts are conservatively presumed to be significant and unavoidable.</p>

Conceptual Design Project	13(a). 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?
<p>Thompson Creek at the Fairplex <i>Cities of Pomona, La Verne, and Claremont</i></p>	<p>Significant and Unavoidable. The primary noise source associated with operation of the Thompson Creek at the Fairplex conceptual design project would be visitors speaking in addition to periodic landscape and maintenance activities. As described in Section 3.13.3.3.1 for impact NOI (a) for the Plan, visitors would generate noise of up to 56 dBA at 50 feet. In addition to noise associated with visitors, landscape and maintenance activities would generate noise primarily due to the use of powered equipment such as lawnmowers, edgers, and leaf blowers which can generate noise levels of up to 65 to 80 dBA at 50 feet. Section 16.154.020 9.40.090 of the City of Claremont Municipal Code and Section 18-305 of the City of Pomona Municipal Code limit noise sources associated with the maintenance of real property to between the hours of 7:00 a.m. and 8:00 p.m. The City of La Verne adopts by reference the Los Angeles County noise ordinance. Section 12.08.010 of the Los Angeles County noise ordinance applies noise standards based on the duration and level of noise as summarized in Table 3.13-5 above. Operation of landscape maintenance equipment is assumed to be conducted once per week for a period of four hours. Based on the County's noise standard for residential properties and the expected duration of four hours, the exterior noise level of 50 dBA applies (or based on Section 12.08.390 subsection B, where ambient exceeds the baseline of 50 dBA L_{eq}, the ambient L_{50} will become the baseline). Implementation of MM NOI-2: Prepare Focused Noise Study and Noise Reduction Measures would require a noise study be conducted for the San Jose Creek at Pocket Park conceptual design project and would require implementation of noise reduction strategies such as limiting maintenance activities to the hours specified in the County's noise ordinance and designing the project to shield noise-sensitive receptors from noise-producing elements. However, due to the close proximity of noise-sensitive receptors to the San Jose Creek at Pocket Park project site, it may not be feasible to reduce maximum operation-related noise levels to below the applicable noise threshold. Therefore, impacts are conservatively presumed to be significant and unavoidable.</p>
<p>Walnut Creek at Syhre Park <i>Cities of Baldwin Park and West Covina</i></p>	<p>Less than Significant. The primary noise source associated with operation of the Walnut Creek at Syhre Park conceptual design project would be visitors speaking in addition to periodic landscape and maintenance activities. As described in Section 3.13.3.3.1 for impact NOI (a) for the Plan, visitors would generate noise of up to 56 dBA at 50 feet. Section 15-97 of the City of West Covina Municipal Code restricts operation of two and four stroke engines (e.g., leaf blower, lawnmower, edger, etc.) except for between the hours of 8:00 a.m. and 8:00 p.m. and where operated on publicly owned properties. Accordingly, impacts associated with operation of the Walnut Creek at Syhre Park conceptual design project would be less than significant.</p>
<p>Walnut Creek at Pocket Park <i>City of West Covina</i></p>	<p>Less than Significant. The primary noise source associated with operation of the Walnut Creek at Pocket Park conceptual design project would be visitors speaking in addition to periodic landscape and maintenance activities. As described in Section 3.13.3.3.1 for impact NOI (a) for the Plan, visitors would generate noise of up to 56 dBA at 50 feet. In addition to noise associated with visitors, landscape and maintenance activities would generate noise</p>

Conceptual Design Project	<i>13(a). 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?</i>
	primarily due to the use of powered equipment such as lawnmowers, edgers, and leaf blowers which can generate noise levels of up to 65 to 80 dBA at 50 feet. Section 15-97 of the City of West Covina Municipal Code restricts operation of two and four stroke engines (e.g., leaf blower, lawnmower, edger, etc.) except for between the hours of 8:00 a.m. and 8:00 p.m. and where operated on publicly owned properties. Accordingly, impacts associated with operation of the Walnut Creek at Pocket Park conceptual design project would be less than significant.

3.13.3.4.2 13(b) Generation of excessive groundborne vibration or groundborne noise levels?

Construction

Significant and Unavoidable. The main concern associated with groundborne vibration is annoyance; however, in extreme cases, vibration can cause damage risk to buildings, particularly those that are old or otherwise fragile. Depending on the construction or operational equipment used, groundborne vibrations can be perceptible within 30 to 100 feet of a source. Depending on the proximity to sensitive receptors and construction methods, vibration levels may exceed the FTA thresholds identified in Tables 3.13-8 and 3.13-9 with respect to building damage risk and annoyance. Therefore, impacts relative to vibration are considered potentially significant. Implementation of **MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan** would require a project-specific noise and vibration study and implementation of mitigation measures to reduce noise and vibration levels such as using less vibration-intensive construction equipment, timing construction so that structures would not be occupied when high levels of vibration are expected, and/or informing residents of the timing of construction and that vibration may be noticeable during these times. However, despite those measures, construction vibration impacts may still exceed the significance threshold for construction vibration in certain circumstances where sensitive receptors are in close proximity to vibration-inducing construction activities. Therefore, for the 10 conceptual design projects where mitigation measures are either not feasible or would not reduce vibration to below the applicable threshold, construction vibration impacts would remain potentially significant and unavoidable.

Table 3.13-13. Analysis of Conceptual Design Examples for Construction and Operations to Generate Excessive Groundborne Vibration or Groundborne Noise Levels

Conceptual Design Project	<i>13(b). Generation of excessive groundborne vibration or groundborne noise levels?</i>
Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i>	Significant and Unavoidable. The Alhambra Wash at Vincent Lugo Park conceptual design project includes components within 50 feet of residential and other sensitive receptors (e.g., McKinley Elementary School and San Gabriel High School). Chapter 18.02 of the City of Alhambra Municipal Code limits construction activities to the hours of 7:00 a.m. to 7:00 p.m. on weekdays, including Saturday. Section 100.050 of the City of San Gabriel Municipal Code limits construction activities to the hours of 7:00 a.m. to 6:00 p.m. In addition, Section 98.02 of the City of San Gabriel Municipal Code

Conceptual Design Project	13(b). Generation of excessive groundborne vibration or groundborne noise levels?
	<p>prohibits activities that would generate vibration that would cause discomfort or annoyance of persons of normal sensitivity. Based on Table 3.13-3, loaded trucks produce vibration on the levels of 0.089 inches per second PPV at 25 feet from the source. Vibration attenuates at a rate of $PPV_{ref} \times (25/D)^n$. Accordingly, transient construction vibration levels would attenuate to the Los Angeles County threshold of 0.01 inches per second at a distance of approximately 150 feet from the source. The 0.01 threshold is well below any damage potential criteria and, therefore, does not represent any damage potential with respect to vibration. Implementation MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan would require vibration reduction strategies such as using less vibration-intensive equipment or timing construction so that structures would not be occupied when high levels of vibration are expected. However, despite those measures, due to the close proximity of nearby residents, construction vibration impacts may still cause annoyance in certain circumstances. Therefore, where mitigation measures are either not feasible or would not reduce vibration to below the applicable threshold, construction vibration impacts would remain potentially significant and unavoidable.</p>
<p>Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i></p>	<p>Significant and Unavoidable. The Big Dalton Wash at Hilda L. Solis Park conceptual design project includes components within 50 feet of residential and other sensitive receptors (e.g., Manzanita Elementary School, Monte Vista Elementary School, and Baldwin Park High School). Chapter 130.37 of the City of Baldwin Park Municipal Code limits construction activities to the hours of 7:00 a.m. to 7:00 p.m. In addition, Section 9.28.110 of the City of Irwindale Municipal Code prohibits activities that would generate noise at a level that would exceed ambient noise levels by 5 dBA or more at the property line. Equipment such as loaded trucks and small bulldozers would be the most vibratory intensive construction equipment used. Based on Table 3.13-3, loaded trucks produce vibration on the levels of 0.089 inches per second PPV at 25 feet from the source. Vibration attenuates at a rate of $PPV_{ref} \times (25/D)^n$. Accordingly, transient construction vibration levels would attenuate to the Los Angeles County threshold of 0.01 inches per second at a distance of approximately 150 feet from the source. The 0.01 threshold is well below any damage potential criteria and, therefore, does not represent any damage potential with respect to vibration. Implementation MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan would require vibration reduction strategies such as using less vibration-intensive equipment or timing construction so that structures would not be occupied when high levels of vibration are expected. However, despite those measures, due to the close proximity of nearby residents, construction vibration impacts may still cause annoyance in certain circumstances. Therefore, where mitigation measures are either not feasible or would not reduce vibration to below the applicable threshold, construction vibration impacts would remain potentially significant and unavoidable.</p>
<p>Eaton Wash Greenway at Spreading Ground Site <i>City of Pasadena</i></p>	<p>Significant and Unavoidable. The Eaton Wash Greenway at Spreading Ground Site conceptual design project includes components within 50 feet of residential and other sensitive receptors (e.g., Pasadena High School). Chapter 9.36 of the Pasadena Municipal Code limits construction activities to the hours of 7:00 a.m. to 7:00 p.m. on weekdays, and from 8:00 a.m. to 5:00</p>

Conceptual Design Project	13(b). Generation of excessive groundborne vibration or groundborne noise levels?
	<p>p.m. on Saturdays. Based on Table 3.13-3, loaded trucks produce vibration on the levels of 0.089 inches per second PPV at 25 feet from the source. Vibration attenuates at a rate of $PPV_{ref} \times (25/D)^n$. Accordingly, transient construction vibration levels would attenuate to the Los Angeles County threshold of 0.01 inches per second at a distance of approximately 150 feet from the source. The 0.01 threshold is well below any damage potential criteria and, therefore, does not represent any damage potential with respect to vibration. Implementation MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan would require vibration reduction strategies such as using less vibration-intensive equipment or timing construction so that structures would not be occupied when high levels of vibration are expected. However, despite those measures, due to the close proximity of nearby residents, construction vibration impacts may still cause annoyance in certain circumstances. Therefore, where mitigation measures are either not feasible or would not reduce vibration to below the applicable threshold, construction vibration impacts would remain potentially significant and unavoidable.</p>
<p>Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i></p>	<p>Significant and Unavoidable. The Eaton Wash at Eaton Blanche Park conceptual design project includes components within 50 feet of residential and other sensitive receptors (e.g., Boys and Girls Clubs Pasadena and Willard Elementary School). Chapter 9.36 of the Pasadena Municipal Code limits construction activities to the hours of 7:00 a.m. to 7:00 p.m. on weekdays, and from 8:00 a.m. to 5:00 p.m. on Saturdays. Based on Table 3.13-3, loaded trucks produce vibration on the levels of 0.089 inches per second PPV at 25 feet from the source. Vibration attenuates at a rate of $PPV_{ref} \times (25/D)^n$. Accordingly, transient construction vibration levels would attenuate to the Los Angeles County threshold of 0.01 inches per second at a distance of approximately 150 feet from the source. The 0.01 threshold is well below any damage potential criteria and, therefore, does not represent any damage potential with respect to vibration. Implementation MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan would require vibration reduction strategies such as using less vibration-intensive equipment or timing construction so that structures would not be occupied when high levels of vibration are expected. However, despite those measures, due to the close proximity of nearby residents, construction vibration impacts may still cause annoyance in certain circumstances. Therefore, where mitigation measures are either not feasible or would not reduce vibration to below the applicable threshold, construction vibration impacts would remain potentially significant and unavoidable.</p>
<p>San Dimas Wash at Arrow High School <i>City of Glendora</i></p>	<p>Significant and Unavoidable. The San Dimas Wash at Arrow High School conceptual design project includes components within 50 feet of residential and other sensitive receptors (e.g., Arrow High School). Section 9.44.110 of the Glendora Municipal Code limits construction activities to the hours of 7:00 a.m. to 9:00 p.m. Based on Table 3.13-3, loaded trucks produce vibration on the levels of 0.089 inches per second PPV at 25 feet from the source. Vibration attenuates at a rate of $PPV_{ref} \times (25/D)^n$. Accordingly, transient construction vibration levels would attenuate to the Los Angeles County threshold of 0.01 inches per second at a distance of approximately 150 feet from the source. The 0.01 threshold is well below any damage</p>

Conceptual Design Project	13(b). Generation of excessive groundborne vibration or groundborne noise levels?
	<p>potential criteria and, therefore, does not represent any damage potential with respect to vibration. Implementation MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan would require vibration reduction strategies such as using less vibration-intensive equipment or timing construction so that structures would not be occupied when high levels of vibration are expected. However, despite those measures, due to the close proximity of nearby residents, construction vibration impacts may still cause annoyance in certain circumstances. Therefore, where mitigation measures are either not feasible or would not reduce vibration to below the applicable threshold, construction vibration impacts would remain potentially significant and unavoidable.</p>
<p>San Dimas Wash at Hollenbeck Park <i>City of Covina</i></p>	<p>Significant and Unavoidable. The San Dimas Wash at Hollenbeck Park conceptual design project includes components within 50 feet of residential and other sensitive receptors (e.g., Fair Valley High School and Tri-Community Adult School). Section 9.40.110 of the City of Covina Municipal Code limits construction activities to the hours of 7:00 a.m. to 8:00 p.m. on weekdays, including Saturday. In addition, the noise ordinance prohibits vibration above the perception threshold of the average individual or beyond the property boundary of the source if on private property or at 150 feet from the source if on a public space or public right-of-way. Based on Table 3.13-3, loaded trucks produce vibration on the levels of 0.089 inches per second PPV at 25 feet from the source. Vibration attenuates at a rate of $PPV_{ref} \times (25/D)^n$. Accordingly, transient construction vibration levels would attenuate to the City's threshold of perception (i.e., 0.01 inches per second) at a distance of approximately 150 feet from the source. The 0.01 threshold is well below any damage potential criteria and, therefore, does not represent any damage potential with respect to vibration. Implementation MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan would require vibration reduction strategies such as using less vibration-intensive equipment or timing construction so that structures would not be occupied when high levels of vibration are expected. However, despite those measures, due to the close proximity of nearby residents, construction vibration impacts may still cause annoyance in certain circumstances. Therefore, where mitigation measures are either not feasible or would not reduce vibration to below the applicable threshold, construction vibration impacts would remain potentially significant and unavoidable.</p>
<p>San Jose Creek at Pocket Park <i>City of Industry and the unincorporated LA County community of Avocado Heights</i></p>	<p>Significant and Unavoidable. The San Jose Creek at Pocket Park conceptual design project includes components within 50 feet of residential and other sensitive receptors (e.g., parks). Section 12.08.440 of the Los Angeles County noise ordinance limits construction activities to the hours of 7:00 a.m. to 7:00 p.m. on weekdays, including Saturday. Based on Table 3.13-3, loaded trucks produce vibration on the levels of 0.089 inches per second PPV at 25 feet from the source. Vibration attenuates at a rate of $PPV_{ref} \times (25/D)^n$. Accordingly, transient construction vibration levels would attenuate to the Los Angeles County threshold of 0.01 inches per second at a distance of approximately 150 feet from the source. The 0.01 threshold is well below any damage potential criteria and, therefore, does not represent any damage potential with respect to vibration. Implementation MM NOI-1: Prepare</p>

Conceptual Design Project	13(b). Generation of excessive groundborne vibration or groundborne noise levels?
	<p>Construction Noise/Vibration Work and Mitigation Monitoring Plan would require vibration reduction strategies such as using less vibration-intensive equipment or timing construction so that structures would not be occupied when high levels of vibration are expected. However, despite those measures, due to the close proximity of nearby residents, construction vibration impacts may still cause annoyance in certain circumstances. Therefore, where mitigation measures are either not feasible or would not reduce vibration to below the applicable threshold, construction vibration impacts would remain potentially significant and unavoidable.</p>
<p>Thompson Creek at the Fairplex <i>Cities of Pomona, La Verne, and Claremont</i></p>	<p>Significant and Unavoidable. The Thompson Creek at the Fairplex conceptual design project includes components within 50 feet of residential and other sensitive receptors (e.g., parks). Section 16.154.020 of the City of Claremont Municipal Code prohibits construction-related vibration at levels that would endanger the public health, welfare, and safety. limits construction activities to the hours of 7:00 a.m. to 8:00 p.m. on weekdays. Section 18-305 of the City of Pomona Municipal Code limits construction activities to the hours of 7:00 a.m. and 8:00 p.m. on weekdays, including Saturday. In addition, Section 18.309 of the City of Pomona Municipal Code prohibits construction-related vibration at levels that would be perceptible without instruments at any point on any affected property adjoining the property on which the vibration source is located (i.e., the City's perception threshold is presumed to be more than 0.05 inch per second RMS vertical velocity). Based on Table 3.13-3, loaded trucks produce vibration on the levels of 0.089 inches per second PPV at 25 feet from the source. Vibration attenuates at a rate of $PPV_{ref} \times (25/D)^n$. Accordingly, transient construction vibration levels would attenuate to the City of Pomona threshold of 0.05 inches per second at a distance of approximately 40 feet from the source. The 0.05 threshold is well below any damage potential criteria and, therefore, does not represent any damage potential with respect to vibration. Implementation MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan would require vibration reduction strategies such as using less vibration-intensive equipment or timing construction so that structures would not be occupied when high levels of vibration are expected. However, despite those measures, due to the close proximity of nearby residents, construction vibration impacts may still cause annoyance in certain circumstances. Therefore, where mitigation measures are either not feasible or would not reduce vibration to below the applicable threshold, construction vibration impacts would remain potentially significant and unavoidable.</p>
<p>Walnut Creek at Syhre Park <i>Cities of Baldwin Park and West Covina</i></p>	<p>Significant and Unavoidable. The Walnut Creek at Syhre Park conceptual design project includes components within 50 feet of residential and other sensitive receptors (e.g., Edgewood School). Chapter 130.37 of the City of Baldwin Park Municipal Code limits construction activities to the hours of 7:00 a.m. to 7:00 p.m. In addition, Section 15-95 of the City of West Covina Municipal Code limits construction activities to the hours of 7:00 a.m. to 8:00 p.m. on weekdays, including Saturday. Based on Table 3.13-3, loaded trucks produce vibration on the levels of 0.089 inches per second PPV at 25 feet from the source. Vibration attenuates at a rate of $PPV_{ref} \times (25/D)^n$. Accordingly, transient construction vibration levels would attenuate to the Los Angeles County threshold of 0.01 inches per second at a distance of</p>

Conceptual Design Project	13(b). Generation of excessive groundborne vibration or groundborne noise levels?
	<p>approximately 150 feet from the source. The 0.01 threshold is well below any damage potential criteria and, therefore, does not represent any damage potential with respect to vibration. Implementation MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan would require vibration reduction strategies such as using less vibration-intensive equipment or timing construction so that structures would not be occupied when high levels of vibration are expected. However, despite those measures, due to the close proximity of nearby residents, construction vibration impacts may still cause annoyance in certain circumstances. Therefore, where mitigation measures are either not feasible or would not reduce vibration to below the applicable threshold, construction vibration impacts would remain potentially significant and unavoidable.</p>
<p>Walnut Creek at Pocket Park <i>City of West Covina</i></p>	<p>Significant and Unavoidable. Walnut Creek at Pocket Park conceptual design project includes components within 50 feet of residential and other sensitive receptors (e.g., parks). Section 15-95 of the City of West Covina Municipal Code limits construction activities to the hours of 7:00 a.m. to 8:00 p.m. on weekdays, including Saturday. Based on Table 3.13-3, loaded trucks produce vibration on the levels of 0.089 inches per second PPV at 25 feet from the source. Vibration attenuates at a rate of $PPV_{ref} \times (25/D)^n$. Accordingly, transient construction vibration levels would attenuate to the Los Angeles County threshold of 0.01 inches per second at a distance of approximately 150 feet from the source. The 0.01 threshold is well below any damage potential criteria and, therefore, does not represent any damage potential with respect to vibration. Implementation MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan would require vibration reduction strategies such as using less vibration-intensive equipment or timing construction so that structures would not be occupied when high levels of vibration are expected. However, despite those measures, due to the close proximity of nearby residents, construction vibration impacts may still cause annoyance in certain circumstances. Therefore, where mitigation measures are either not feasible or would not reduce vibration to below the applicable threshold, construction vibration impacts would remain potentially significant and unavoidable.</p>

Operations

Less than Significant. The 10 conceptual design projects would generally include operational uses such as pedestrian trails, equestrian trails, bike trails, multi-use trails, vegetated buffers, and associated amenities such as lighting, restrooms, bike parking, shade structures, or seating and benches. Uses of these types would not result in noticeable levels of vibration. Therefore, impacts would be less than significant.

3.13.3.4.3 13(c) 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?

Construction and Operations

Less than Significant. SGV Airport and Brackett Field Airport are located within the Plan Area. The Brackett Field Airport has a land use plan while the SGV Airport does not. The Thompson Creek at the Fairplex conceptual design is located within the planning area boundaries of the Brackett Field Airport Land Use Plan. Portions of the Thompson Creek at the Fairplex conceptual design project are located within the C1 Compatibility Zone as designated in the Bracket Field Airport Land Use Plan. Outdoor land uses such as those associated with greenway paths and amenities are considered conditionally acceptable. Use is compatible if usage intensity and other listed conditions are met. The maximum usage intensity for land uses within the C1 Compatibility Zone is 150 people per acre sitewide or 400 people per acre for any single acre at any given time. During construction, less than 20 workers would be expected to be onsite daily. As discussed above, visitation of greenway paths is assumed to be up to 1,000 visitors daily. These visitors are assumed to be dispersed equally throughout the 5-mile greenway path. In addition, these visits are assumed to be dispersed equally throughout the day (7:00 a.m. through 10:00 p.m.), resulting in approximately 67 visitors per hour along a typical 5-mile-long greenway path. This equates to roughly one visitor per minute in any given location. For amenities, visits are assumed to be 500 visitors per day which would be equivalent to roughly 33 visitors per hour in any one location. Thus, operation of greenway paths and amenities would not exceed the usage intensity threshold for project sites within the C1 Compatibility Zone. As such, the construction and operation of the Thompson Creek at the Fairplex conceptual design project would not have the potential to expose people residing or working in the project area to excessive noise levels associated with airstrip operations or aircraft; therefore, impacts would be less than significant.

Otherwise, none of the other conceptual designs are located within the planning area of either airport. None of the 10 conceptual designs involve construction or expansion of the airport. In addition, none of the 10 conceptual design examples would result in any impacts not previously described for the Plan in Section 3.13.3.3 and none of the 10 conceptual designs would result in impacts of greater severity than described for the Plan. No additional mitigation measures would be required.

3.14 Population and Housing

This section describes the existing conditions and applicable regulations pertaining to population and housing in the Plan Area and describes the potential impacts associated with population and housing that could result from implementation of the Plan.

Table 3.14-1. Summary of Potential Impacts of the Plan on Population and Housing.

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
Would the Plan:			
14(a). 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)?			
Greenway Paths + Greenway Amenities	No Impact	No Impact	Construction: No Mitigation Operations: No Mitigation
Greenway Paths + Pocket Parks and Greenspaces	No Impact	No Impact	
Greenway Paths + Safe Crossings	No Impact	No Impact	
Greenway Paths + Stormwater Management	No Impact	No Impact	
14(b). Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere			
Greenway Paths + Greenway Amenities	Less than Significant	Less than Significant	Construction: No Mitigation Operations: No Mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant	Less than Significant	
Greenway Paths + Safe Crossings	Less than Significant	Less than Significant	
Greenway Paths + Stormwater Management	Less than Significant	Less than Significant	

3.14.1 Environmental Setting

3.14.1.1 Los Angeles County

The Plan Area is located in Los Angeles County, which has a population of approximately 9,721,138 people as of July 1, 2022. This represents a 2.9 percent decrease in population in Los Angeles County from the April 2020 Census, which reported a total population of 10,014,009 people (U.S. Census Bureau 2022). From 2017 through 2021, the median household income for Los Angeles County was \$76,367, and the per capita income was \$37,924, with approximately 14.2 percent of people in poverty (U.S.

Census Bureau 2022). The employment rate in Los Angeles County is 58.3 percent (U.S. Census Bureau 2021).

There are approximately 3,591,981 housing units in Los Angeles County and the homeownership rate is approximately 47 percent. The County vacancy rate for all housing units is 4.8 percent (171,353 vacant housing units) (U.S. Census Bureau 2020, 2021). Vacancy rates are an indicator of housing market balance in the County, where high vacancy rates demonstrate low demand and/or high prices, and low vacancy rates demonstrate high demand and/or low prices in the market. The County's vacancy rates are lower compared to both the statewide level (7.5 percent in California) and the national level (10.3 percent), indicating a relatively high demand for housing in the region (U.S. Census Bureau 2021). According to the 2023 Greater Los Angeles Homeless Count released June 29, 2023, 75,818 people experience homelessness on any given night in the County (LAHSA 2023).

According to the American Community Survey 5-year estimates data (U.S. Census Bureau 2021), the racial breakdown of Los Angeles County is as follows: 49.1 percent Hispanic or Latino of any race, 24.6 percent White, 14.6 percent Asian, 7.3 percent Black or African American, 0.2 percent Native Hawaiian and Other Pacific Islander, 0.1 percent American Indian and Alaska Native, 0.6 percent some other race, and 3.4 percent two or more races.

3.14.1.2 Plan Area

Within Los Angeles County, the following census county divisions (CCD) bureau areas are within the proposed Plan Area: (1) East San Gabriel Valley CCD, (2) Upper San Gabriel Valley CCD, (3) Southwest San Gabriel Valley CCD, and (4) Pasadena CCD. Population and housing statistics for median income, housing units, poverty rate, and unemployment for each of these subdivisions of Los Angeles County are provided in Table 3.14-2.

Table 3.14-2. Population and Housing Statistics for Plan Area

County Subdivision	Population	Median Household Income	Employment Rate	Total Housing Units (Vacancy Rate)	Poverty Rate
East San Gabriel Valley CCD	946,959	\$85,416	59.1%	289,758 (3.0%)	10.4%
Upper San Gabriel Valley CCD	322,587	\$77,186	58.4%	105,349 (3.9%)	13.1%
Southwest San Gabriel Valley CCD	316,586	\$70,476	57.4%	107,922 (3.7%)	11.8%
Pasadena CCD	270,935	\$104,295	61.8%	111,595 (5.2%)	9.4%
Totals/Averages	1,857,067	\$84,343	59.2%	614,624	11.2%

Source: U.S. Census Bureau 2020, 2021 (2020 Decennial Census and 2021 American Community Survey 5-Year Estimates)

Within the Plan Area, median household income ranges from \$70,476 to \$104,295, with an average across all areas of \$84,343, which is 10 percent higher than the County median household income. The average employment rate within the Plan Area is 59.2 percent, which is almost one percentage point higher than the County rate. The average poverty rate within the Plan Area is 3 percentage points lower

than the County poverty rate (U.S. Census Bureau 2020, 2021). According to the 2023 Greater Los Angeles Homeless Count released June 29, 2023, the number of unhoused people in the SGV is 5,009 (LAHSA 2023).

Race and ethnicity data for the San Gabriel Valley are provided in Table 3.14-3 as percents for each county subdivision within the Plan area along with the average for all subdivisions.

Table 3.14-3. Race and Ethnicity within the San Gabriel Valley

Race/Ethnicity	East San Gabriel Valley CCD	Upper San Gabriel Valley CCD	Southwest San Gabriel Valley CCD	Pasadena CCD	Average
American Indian and Alaska Native	0.3%	0.2%	0.2%	0.1%	0.2%
Asian	23.7%	34.9%	49.9%	21.4%	32.5%
Black/African American	3.2%	1.7%	1.0%	7.6%	3.4%
Hispanic or Latino of any race	54.3%	44.8%	39.8%	28.3%	41.8%
Native Hawaiian and Other Pacific Islander	0.2%	0.5%	0.2%	0.1%	0.3%
White	16.0%	15.6%	7.3%	37.3%	19.1%
Some Other Race	0.3%	0.2%	0.2%	0.4%	0.3%
Two or More Races	2.0%	2.0%	1.4%	4.8%	2.6%

Source: U.S. Census Bureau 2021

3.14.2 Regulatory Setting

3.14.2.1 Regional

3.14.2.1.1 Southern California Association of Governments

SCAG is the federally designated metropolitan planning organization for six Southern California counties including Los Angeles County. SCAG prepared and adopted the 1996 Regional Comprehensive Plan and Guide, the 5th Cycle for 2014-2021 Regional Housing Needs Assessment (2014-2021 RHNA) (approved November 26, 2012), the 2008 Regional Transportation Plan (RTP), and the Regional Transportation Improvement Program to address regional growth and measure progress toward achieving regional planning goals and objectives. SCAG has released its 2008 Regional Comprehensive Plan (RCP), as an update to the adopted 1996 Regional Comprehensive Plan and Guide. In April 2016, SCAG adopted the 2016-2040 RTP/SCS based, in part, on data from the 2010 U.S. Census.

3.14.2.1.1.1 2008 Regional Comprehensive Plan

In 2008, the RCP was prepared and issued in response to the SCAG's Regional Council directive in the 2002 Strategic Plan to define solutions to interrelated housing, traffic, water, air quality, and other regional challenges.

The 2008 RCP serves as a policy framework for implementation of short-term strategies and long-term initiatives to improve regional mobility and sustainability, while also directly addressing the interrelationships between natural resource sustainability, economic prosperity, and quality of life. The 2008 RCP incorporates principles and goals of the 2004 Compass Blueprint Growth Vision, as discussed below. The 2008 Regional Comprehensive Plan includes nine different chapter areas: Land Use and Housing, Transportation, Air Quality, Energy, Open Space and Habitat, Water, Solid Waste, Economy, and Security and Emergency Preparedness. Each chapter is organized into three sections: goals, outcomes, and action plans.

The 2008 RCP chapters that are relevant to population and housing are the Growth Management and Housing Chapters. The purpose of the Growth Management Chapter is to present forecasts which establish the socioeconomic context for the RCP particularly the Regional Mobility and Air Quality Chapters. It also addresses issues related to growth and land consumption by encouraging local land use actions that could ultimately lead to the development of an urban form that will help minimize development costs, save natural resources, and enhance the quality of life in the region.

The Housing Chapter includes advisory strategies for bringing housing costs and decent shelter within reach of more households in order to support the economic health and social vitality of the region. Its goals include providing for decent and affordable housing for all people; an adequate supply and availability of housing; housing stock maintenance and preservation; and promoting a mix of housing opportunities region wide.

3.14.2.1.1.2 Regional Housing Needs Assessment

The Regional Housing Needs Assessment is mandated by State Housing Law as part of the periodic process of updating local housing elements of the General Plan. The Regional Housing Needs Assessment quantifies the need for housing within each jurisdiction for cities to include in the housing elements of their general plans. The Regional Housing Needs Assessment does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that they can grow in ways that enhance quality of life, and improve access to jobs, transportation and housing, without adversely impacting the environment. The Regional Housing Needs Assessment quantifies the need for housing within each jurisdiction during specified planning periods. The Regional Housing Needs Assessment 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 of housing need: (a) existing need and (b) future need.

The existing need assessment is based on data from the most recent U.S. Census to measure ways in which the housing market is not meeting the needs of current residents. These variables include the number of low-income households paying more than 30 percent of their income for housing, as well as severe overcrowding.

The future need for housing is determined primarily by the forecasted growth in households in a community, based on historical growth patterns, job creation, household formation rates, and other factors to estimate how many households will be added to each community over the projection period. The housing need for new households is then adjusted to account for an ideal level of vacancy needed to promote housing choice, maintain price competition, and encourage acceptable levels of housing upkeep and repair. The Regional Housing Needs Assessment also accounts for units expected to be lost

due to demolition, natural disaster, or conversion to non-housing uses. The sum of these factors - household growth, vacancy need, and replacement need - form the “construction need” assigned to each community. There is no process for allocating the citywide total to subareas within a city. Finally, the Regional Housing Needs Assessment considers how each jurisdiction might grow in ways that will decrease the concentration of low-income households in certain communities. The need for new housing is distributed among income groups so that each community moves closer to the regional average income distribution.

3.14.2.1.1.3 2016-2040 Regional Transportation Plan/Sustainable Community Strategy

On September 30, 2008, SB 375 was instituted to help achieve 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) a process to achieve GHG emissions reductions targets for the transportation sector. It establishes a process for the CARB to develop GHG emissions reductions targets for each region (as opposed to individual local governments or households). SB 375 also requires Metropolitan Planning Organizations to prepare a SCS within the RTP that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. SB 375 uses CEQA streamlining as an incentive to encourage residential projects, which help achieve AB 32 goals to reduce GHG emissions.

On September 23, 2010, CARB adopted regional targets for the reduction of GHG emissions applying to the years 2020 and 2035. For the area under the SCAG jurisdiction, including the Project Site, CARB adopted Regional Targets for reduction of GHG emissions by eight percent for 2020 and by 13 percent for 2035. On February 15, 2011, CARB’s Executive Officer approved the final targets.

On April 4, 2012, the Regional Council of SCAG adopted the 2012-2035 RTP/SCS. SCAG updates the RTP/SCS every four years. Through the conduct of a continuing, comprehensive, and coordinated transportation planning process in conformance with all applicable federal and state requirements, SCAG developed and prepared its latest RTP/SCS, the Final 2016-2040 RTP/SCS. The 2016-2040 RTP/SCS sets forth the long-range regional plan, policies and strategies for transportation improvements and regional growth throughout the SCAG region through the horizon year of 2040, includes a regional growth forecast that was developed by working with local jurisdictions using the most recent land use plans and policies and planning assumptions, and establishes a financially constrained plan and a strategic plan. The constrained plan includes transportation projects that have committed, available, or reasonably available revenue sources, and thus are probable for implementation. The strategic plan is an illustrative list of additional transportation investments that the region would pursue if additional funding and regional commitment were secured.

The 2016-2040 RTP/SCS includes a sustainable communities strategy, which sets forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportations measures and policies, if implemented, will reduce the GHG emissions from automobiles and light trucks to achieve the regional GHG targets set by CARB for the SCAG region.

3.14.2.2 Los Angeles County

3.14.2.2.1 Los Angeles County General Plan Housing Element

The Housing Element of the General Plan (LA County Department of Regional Planning 2022) includes the following goals and policies that relate to the proposed Plan:

- Goal 8: Neighborhoods and housing environments that are livable, healthy, and safe for all residents.
 - Policy 8.2: Maintain adequate neighborhood infrastructure, community facilities, and services as a means of sustaining the overall livability of neighborhoods and protecting the health, safety, and welfare of the community.
- Goal 9: An adequate supply of housing preserved and maintained in sound condition.
- Policy 9.2: Prioritize disadvantaged communities in the allocation of resources to maintain and improve the conditions of existing housing stock, including but not limited to the provision of financial assistance for senior and/or lower income homeowners to repair, improve, or modernize their homes and to remove health and safety hazards.



3.14.2.3 Incorporated Cities Within the Plan Area

The table below presents the policies related to population and housing from each of the incorporated cities within the Plan Area that would be applicable to projects implemented under the Plan within the boundaries of any incorporated city.

Table 3.14-4. Applicable Local City Policies Related to Population and Housing

Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Alhambra	Land Use and Community Design Element: Goal LU-7 Maintenance and development of vital, attractive, and functional corridors and activity nodes. Policy LU-7A Enhance commercial areas, including façade improvements, enriched streetscapes and landscaping, unified signage programs, and improved pedestrian access. Goal LU-8 Maintenance and development of quality public spaces. Policy LU-8C Enhance the open space network around corridors and activity nodes by providing paseos, courtyards, plazas, larger parkways, and landscaped setbacks. Policy LU-8D Integrate group gathering spaces, drought-tolerant landscaping, trees, picnic areas, and community gardens into existing and future public spaces.	No municipal codes related to population and housing resources relevant to the Plan Area were identified.	No other relevant ordinances were identified.
Arcadia	Land Use and Community Design Element: Policy LU-1.8: Encourage development types that support transit and other alternative forms of transportation, including bicycling and walking. Goal LU-2: A City with a distinctive and attractive public realm, with pedestrian-friendly amenities in commercial and mixed-use districts and single-family neighborhoods that continue to maintain Arcadia’s standard of architectural and aesthetic quality. Emphasize the use of public spaces and design that are oriented toward the pedestrian and use of transit throughout the community.	No municipal codes related to population and housing resources relevant to the Plan Area were identified.	No other relevant ordinances were identified.
Azusa	Housing Element: Goal H1: Maintain and enhance the quality of existing housing and residential neighborhoods in Azusa.	Municipal code relevant to Population and Housing within the Plan Area can be found in Chapter 88.22 (Neighborhoods) which states the following: The purpose of this chapter is to outline the general plan goals and development guidelines within the Neighborhoods of Azusa. It is a guideline to assist present and future residents, developers and city staff in evaluating the evolving character and potential of each Neighborhood. The neighborhood is the basic unit of town planning. It is a compact, urbanized area containing a balanced range of human activities within pedestrian range from each family that lives there. A neighborhood standing alone is a hamlet or village. A cluster of neighborhoods becomes a town. A cluster of many neighborhoods becomes a city. In all cases a neighborhood population can vary depending on local conditions yet, depending on its context, it should always contain a balanced mix of dwellings, workplaces, shops, civic places and parks.	No other relevant ordinances were identified.
Baldwin Park	Housing Element: Goal 1.0 Maintain and improve the quality of existing housing and residential neighborhoods. Urban Design Element: Goal 1.0: Improve City gateway entrances to welcome visitors and enhance the city image at primary and secondary entrances to the City.	No municipal codes related to population and housing resources relevant to the Plan Area were identified.	No other relevant ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 3.0: Establish Downtown as a pedestrian-friendly environment.</p> <p>Goal 4.0: Enhance the aesthetic quality of development in the City.</p> <p>Goal 6.0: Enhance the neighborhood environments within Baldwin Park.</p> <p>Land Use Element:</p> <p>Goal 1: Maintain a balanced mix and distribution of land uses throughout Baldwin Park.</p> <p>Goal 2: Accommodate new development that is compatible with and complements existing conforming land uses.</p> <p>Goal 2.5; Require that multi-family, commercial and industrial development provide adequate buffers (such as decorative walls and landscaped setbacks) at the designated boundaries with adjacent uses to prevent impacts on residences due to noise, traffic, parking, light and glare, and differences in scale; to ensure privacy; and to provide visual compatibility.</p> <p>Goal 5.0: Designate the corridor Mixed Use and encourage creation of activity nodes around Performing Arts Center and Continuing Education Center, and Maine and Olive A venue neighborhood commercial area.</p> <p>Policy 5.5: Develop streetscape beautification improvements combined with traffic calming measures to facilitate pedestrian access to neighborhood- serving commercial uses.</p> <p>Goal 6: Expand and upgrade existing neighborhood-serving commercial uses.</p> <p>Policy 6.5: Pursue alternative uses for vacant or underutilized parcels such as parks or open space.</p>		
Claremont	<p>Housing Element:</p> <p>Goal 8-1: Enhance and maintain the quality of housing throughout the community.</p> <p>Goal 8-2: Preserve the integrity of the unique physical and social characteristics of individual neighborhoods.</p> <p>Goal 4-3: Establish and maintain a comprehensive system of pedestrian ways and bicycle routes that provides viable options to travel by automobile.</p> <p>Policy 4.3-10: Attract bicyclists from neighboring communities to ride their bicycles or to bring their bicycles on the train to enjoy bicycling around the community and to support local businesses.</p> <p>Policy 4.3-13: Provide and maintain safe bicycle and pedestrian links to adjacent communities east, west and south of Claremont.</p> <p>Land Use, Community Character, and Heritage Preservation Element:</p> <p>Goal 2-3: Accommodate a range of land uses that meet the economic, environmental, educational, and social needs of the City while remaining sensitive to the community's residential character.</p> <p>Goal 2-10: Maintain and expand where possible the system of neighborhood connections that attach neighborhoods to larger roadways.</p> <p>Policy 2-10.2: Make walking comfortable at intersections through traffic-calming, landscaping, and designated crosswalks.</p>	No municipal codes related to population and housing resources relevant to the Plan Area were identified.	No other relevant ordinances were identified.
Covina	<p>Land Use Element:</p>	No municipal codes related to population and housing resources relevant to the Plan Area were identified.	No other relevant ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal: A physical environment that provides for the housing, employment, business, service, recreational, social, educational, cultural, and entertainment needs of and maintains and enhances a high quality of life for its residents.</p> <p>Housing Element:</p> <p>Goal: A Housing Element that accurately reflects Covina’s early 1990s housing-related situation, resources, and needs and establishes a clear, unambiguous, and locally acceptable policy orientation and program framework so that community decisions and actions will affectively, viably, and efficiently address Covina housing issues, needs, and problems.</p>		
El Monte	<p>Housing Element:</p> <p>Goal: A Housing Element that accurately reflects Covina’s early 1990s housing-related situation, resources, and needs and establishes a clear, unambiguous, and locally acceptable policy orientation and program framework so that community decisions and actions will affectively, viably, and efficiently address Covina housing issues, needs, and problems.</p> <p>Policy 1.1 Require public landscaping along streets, sidewalks, and property frontages and in public spaces to strengthen the City’s identity.</p> <p>Goal CD-3 A green City with beautifully landscaped corridors, residential streets, commercial areas, developments, and public areas that are symbolically and physically encircled by an Emerald Necklace of parks and open space.</p> <p>CD-3.4 Greenways. Place greenways/medians, dotted with miniparks where feasible, and appropriate landscaping along major corridors and in commercial areas and residential neighborhoods.</p> <p>CD-3.7 Public Parks. Develop a network of community and neighborhood parks within each residential neighborhood, with smaller green areas in commercial and industrial areas.</p> <p>Land Use Element:</p> <p>Goal LU-1. Compatible residential, commercial, and industrial development that is sensitively integrated with existing development and neighborhoods and minimizes impacts on surrounding land uses.</p> <p>Goal LU-3. Distinct and identifiable residential neighborhoods and commercial, industrial and office districts that reflect and augment the historical, cultural, economic, and social fabric and roles in El Monte.</p> <p>Goal LU-4. A complementary balance of land uses that provide adequate opportunities for housing, economic activity, transportation, parks, and recreation to support an exemplary quality of life and a sustainable community.</p> <p>Goal LU-9. Recreate vibrant commercial corridors with the introduction of a mix of higher density residential uses, sensitively integrated commercial uses concentrated at critical nodes, and tree-lined streetscapes that are aesthetically pleasing, encourage walking, and inspire community pride.</p> <p>Housing Element:</p> <p>Goal 1. Sustainable neighborhoods evidenced by quality housing conditions, ample community services, exemplary public safety and security, quality public facilities and infrastructure, and civic pride.</p>	<p>No municipal codes related to population and housing resources relevant to the Plan Area were identified.</p>	<p>No other relevant ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	Goal 2. Adequate sites for new housing that create a vibrant downtown, revitalize transportation corridors with quality housing, and motivate reinvestment and revitalization in neighborhoods.		
Glendora	Housing Element: Goal 1: Assure the quality, safety, and habitability of existing housing and the continued high quality of residential neighborhoods. Land Use Element: Goal LU-1: Balanced open space, residential and commercial development citywide. Goal LU-11: Rehabilitation and enhancement of existing land uses. Goal LU-13: Clearly defined strategies for neighborhood preservation and enhancement. Goal LU-18: Compatibility of adjacent land uses. Policies LU-18.1: Ensure the preservation of a scale and character of development is sensitive to adjoining uses. LU-18.2 Utilize design review to determine the appropriateness of new development prior to approval. LU-18.3 Encourage land uses that are complimentary in form and function with existing development.	No municipal codes related to population and housing resources relevant to the Plan Area were identified.	No other relevant ordinances were identified.
Industry	Housing Element: Goal 2: Encourage the maintenance, preservation, and improvement of existing housing units in the city. H2-2 Continue to maintain supporting capital infrastructure and provide public services and facilities to existing residences in a manner that preserves the viability and quality of life in residential neighborhoods.	No municipal codes related to population and housing resources relevant to the Plan Area were identified.	No other relevant ordinances were identified.
Irwindale	Housing Element: Housing Element Policy 1. The City of Irwindale will continue to maintain and conserve the character of its existing residential neighborhoods.	No municipal codes related to population and housing resources relevant to the Plan Area were identified.	No other relevant ordinances were identified.
La Puente	Housing Element: Goal 1 Preserve and improve the conditions of the City’s established housing stock.	No municipal codes related to population and housing resources relevant to the Plan Area were identified.	No other relevant ordinances were identified.
La Verne	Housing Element Goal 1: A City that preserves and improves its existing housing stock and neighborhoods. Goal 4: A community with a diversity of housing opportunities that satisfy the physical, social, and economic needs of existing and future residents of La Verne.	No municipal codes related to population and housing resources relevant to the Plan Area were identified.	No other relevant ordinances were identified.
Monrovia	Housing Element Goal 1: Conservation and Preservation of existing supply. Policy 4.2 Encourage development and long-range planning that uses compact urban forms that foster healthy living, connectivity, walkability, the use of alternative transportation modes, and a closer link between housing and jobs.	No municipal codes related to population and housing resources relevant to the Plan Area were identified.	No other relevant ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 4.3 Support the long-term maintenance, improvement, and conservation of existing neighborhoods, existing housing, and infrastructure through code enforcement, housing rehabilitation, and reinvestment strategies.</p> <p>Land Use Element</p> <p>Policy 1.11: Develop residential areas with densities and housing types related to existing and proposed public facilities and services.</p> <p>Policy 1.12: Consider the potential impact on housing opportunities when reviewing petitions to rezone properties from residential to non-residential.</p>		
Montebello	<p>Housing Element</p> <p>Goal 1: Conservation and Preservation of existing supply.</p>	No municipal codes related to population and housing resources relevant to the Plan Area were identified.	No other relevant ordinances were identified.
Pasadena	<p>Housing Element</p> <p>Goal HE-1: Neighborhoods citywide with quality housing, parks and community services, infrastructure, and public services that maintain and enhance neighborhood quality, character, and residents' health.</p> <p>Policy HE-1.6: Green Spaces. Preserve neighborhood and community parks, street trees, open spaces and recreational areas, hillsides, and other landscape amenities that support, define, and lend character to residential neighborhoods. For new development., ensure that residents have ready access to public parks and private open space.</p>	No municipal codes related to population and housing resources relevant to the Plan Area were identified.	No other relevant ordinances were identified.
Pico Rivera	<p>Housing Element</p> <p>Housing Goal #1: Preservation and Improvement of existing housing stock and neighborhoods.</p>	No municipal codes related to population and housing resources relevant to the Plan Area were identified.	No other relevant ordinances were identified.
Pomona	<p>Housing Element</p> <p>Goal 1: Conserve and improve the condition of the existing affordable housing stock</p>	No municipal codes related to population and housing resources relevant to the Plan Area were identified.	<p>Under Pomona Zoning code, appendix I- Zoning Ordinance, Part II, Sec. .223. - Property development standards for Open space zoned land incudes the following population requirements (limitations):</p> <p>The following property development standards shall apply to all land and/or structures in the "O" District:</p> <p>A) Lot Area: No limitations</p> <p>B) Lot Dimensions: No limitations;</p> <p>C) Population Density: None permitted, except for a residence of a watchman or caretaker and his family;</p> <p>(Ord. No. 3385, § 2.)</p>
Rosemead	<p>Housing Element</p> <p>Goal 1: Protect existing stable, single-family neighborhoods throughout the City.</p>	No municipal codes related to population and housing resources relevant to the Plan Area were identified.	No other relevant ordinances were identified.
San Dimas	<p>Housing Element</p> <p>Goal HE-1: Neighborhoods of well-maintained homes, ample public services and facilities, open spaces and recreation, and well-maintained infrastructure that provide quality places to reside.</p> <p>Policy HE 1.3: Neighborhood Amenities. Provide quality community facilities, parks and recreational facilities, infrastructure, water and sanitation, and other municipal services tailored to each neighborhood.</p>	<p>Municipal code relevant to Population and Housing within the Plan Area can be found in Chapter 17.36 (Park and Recreational Facilities), Section § 17.36.030 (Relation of land required to population density), and Section § 17.36.010 (Subdividers must provide park and recreational facilities).</p> <p>Under Section § 17.36.010 (Subdividers must provide park and recreational facilities), the city may require any subdivider who subdivides land to dedicate a portion of such land, pay a fee, or do both, as set forth in this chapter, for the purpose of developing</p>	No other relevant ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>new or rehabilitating existing park and recreational facilities to serve future residents of such subdivision.</p> <p>(Ord. 795 § 1, 1983)</p> <p>Under Section § 17.36.030 (Relation of land required to population density), it is found and determined:</p> <p>1. The general plan of the city sets a standard of one acre per one hundred people as the appropriate ratio for a proper well balanced recreational program as it relates to available facilities, and three acres per one thousand people for neighborhood parks.</p> <p>2. Residential density for the purpose of this chapter shall be determined in accordance with the most recent available census, to wit:</p> <p>a. Single-family dwelling units equal 2.95 persons per dwelling unit, pursuant to the 1980 General Census; and</p> <p>b. Duplexes and multiple-family dwelling units, including but not limited to condominiums equal 2.1 persons per dwelling unit, pursuant to the 1974 Special Census.</p> <p>B. The basis for determining the total number of dwelling units shall be the number of such units permitted by the city on the property included in the subdivision at the time the final subdivision map is filed with the city council for approval.</p> <p>(Ord. 795 § 1, 1983)</p>	
San Gabriel	Housing Element Goal 2.2: Promote and encourage the provision of adequate housing to meet the needs of the community.	No municipal codes related to population and housing resources relevant to the Plan Area were identified.	No other relevant ordinances were identified.
San Marino	Housing Element Goal 2: Maintain the existing housing stock.	No municipal codes related to population and housing resources relevant to the Plan Area were identified.	No other relevant ordinances were identified.
South El Monte	Housing Element Goal 2: High quality residential neighborhoods that are enhanced and well-maintained. Goal 3: Compatible land uses that meet the needs of residents, employers and employees. Policy 3.2: The City shall provide new opportunities for housing in the City, such as through intensification in designated neighborhoods and other appropriate areas. Policy 3.3: The City shall encourage development of higher density housing in close proximity to public transportation, services, employment, recreation, and other resources and amenities.	No municipal codes related to population and housing resources relevant to the Plan Area were identified.	No other relevant ordinances were identified.
Temple City	Housing Element Section 2 Achieve a housing stock free of substandard conditions.	No municipal codes related to population and housing resources relevant to the Plan Area were identified.	No other relevant ordinances were identified.
West Covina	Our Well-Planned Community Element Policy 3.1: Preserve existing housing stock. Policy 3.2: Support vibrant, economically strong neighborhoods through education and enforcement of property maintenance regulations. Policy 3.3: New growth will complete, enhance, and reinforce the form and character of the unique West Covina neighborhoods, districts, and corridors.	No municipal codes related to population and housing resources relevant to the Plan Area were identified.	No other relevant ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Action 3.3: Adjust regulations for the neighborhoods, districts and corridors to reflect the nature of intended change.</p> <p>Policy 3.4: Direct new growth to downtown area and the corridors. Adapt economically underused and blighted buildings, consistent with the character of surrounding districts and neighborhoods, to support new uses that can be more successful. Provide opportunities for healthy living, commerce, employment, recreation, education, culture, entertainment, civic engagement, and socializing.</p> <p>Housing Element</p> <p>Goal 1: Maintain and enhance the quality of existing housing and residential neighborhoods in West Covina.</p>		

3.14.3 Impact Assessment

3.14.3.1 Significance Criteria

Appendix G of the State CEQA Guidelines was reviewed to determine whether the Plan would result in significant impacts related to population and housing. The criteria listed below consider if the Plan would:

- 14(a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*
- 14(b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

3.14.3.2 Methodology

Potential population and employment increases due to development that could occur under the Plan were calculated and compared with existing and projected population data to determine potential project impacts with respect to inducing unplanned population growth. The analysis presented below also discusses whether the proposed Project would displace existing housing, residents, and homeless populations. Impacts associated with the Plan are analyzed qualitatively at a program level. Where the construction and operation of the greenway path and amenities and other Plan components would result in similar impacts related to a specific criterion, the discussion is combined.

3.14.3.3 Plan Impacts

- 3.14.3.3.1 14(a) 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)?

- 3.14.3.3.1.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction and Operations

No Impact. A project could indirectly induce growth by reducing or removing barriers to growth or by creating a condition that attracts additional population or new economic activity. However, a project's potential to induce growth does not automatically result in growth. Growth can only happen through capital investment in new economic opportunities by the private or public sectors. Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of little significance to the environment. Typically, the growth-inducing potential of a project would be considered substantial if it fosters growth or a concentration of population in excess of what is assumed in a county or city's general plan or in projections made by regional planning agencies (e.g., SCAG). Substantial growth impacts could also occur if a project provides infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services or if it can be demonstrated that the potential growth significantly

affects the physical environment in some other way. The Plan does not include residential development or the extension of roads that would directly or indirectly induce substantial population growth in the Plan Area.

Construction activities for the greenway and amenities, or any other components for individual projects developed under the Plan, would be temporary and not require the permanent relocation of workers. Construction of any individual project developed under the Plan would be short-term (up to 100 days) and would most likely be constructed by the numerous contractor crews located in the Southern California region and not require workers outside the region. Therefore, the construction of Plan components at individual project sites would not induce substantial population growth in the Plan Area.

Plan implementation would increase the number of recreational users in the Plan area; however, since the Plan does not propose construction of any new housing or business, any recreationalists from outside the SGV who may elect to move into the region would be occupying existing housing units as part of normal property transactions. Further, extensions of the greenway throughout the Plan Area would improve connections for non-automotive transit throughout the region but would not provide extension of these greenways into unpopulated areas that may indirectly induce population growth outside of the Plan Area. Therefore, implementation of projects under the Plan would not result in unplanned population growth.

In addition, operation of any Plan components would not require long-term workers. Operations include landscaping and other maintenance activities that would not result in a substantive amount of new permanent jobs and would not require long-term workers. Therefore, the Plan, and any future projects implemented under the Plan, would have no impact on population growth in the Plan Area.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Construction and operations would have no impact on population and housing.

3.14.3.3.2 14(b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

3.14.3.3.2.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction and Operations

Less than Significant. The design of individual projects under the Plan would consider the existing land uses and would not result in the removal of any housing because the objectives of the Plan are to enhance community connectivity and provide equitable access and removal of housing would not meet these objectives. Further, implementation of the Plan does not consider the demolition of any existing residential or commercial structures. Therefore, although the District ROW is adjacent to residential housing in some locations within the Plan Area, the construction of projects under the Plan would not displace any existing permanent housing.

Homeless encampments are present along the District ROW, therefore, construction and operation of projects developed under the Plan could displace homeless encampments and could affect the density and distribution of homeless encampments throughout the Plan Area. For example, construction of individual projects would involve the introduction of heavy equipment and personnel into possibly occupied areas. Homeless encampments and associated structures would be removed from construction areas in coordination with local jurisdictional authorities, subject to applicable local and state law, prior to the start of construction activities, consistent with existing homeless encampment removal practice. Moreover, because individual projects developed under the Plan could result in greater public recreational use of areas along the District ROW, the maintenance of existing encampments and the creation of new encampments would become less viable.

The complex issue of homeless encampments in LA County requires the involvement and coordination of multiple local agencies, including the County, as well as the affected cities. The County and cities currently implement programs involving the relocation of transient populations to safer, more sanitary shelters or more permanent residences, including solutions for people that choose not to stay in shelters for varying reasons (e.g., drug dependency or having pet(s), which are not allowed in some shelters). The County provides outreach, programs, and resources with the overall goal of reducing homelessness by providing an array of housing options and programs based on community needs. The removal of unpermitted structures, debris, or materials associated with homeless encampments would be environmentally beneficial for the District ROW, both reducing human hazards and eliminating trash and other sources of waste in and around the area. Relocation of transient individuals, removal of homeless encampments, and cleanup of remaining refuse would be coordinated and conducted among the County and/or cities prior to construction. Given that local jurisdictions would relocate individuals and families experiencing homelessness and that encampments would be removed prior to construction activities, the construction and operation of individual projects would not displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Construction and operations impacts would be less than significant.

3.14.3.4 Impacts of Conceptual Design Projects

This section discusses potential impacts from the 10 conceptual designs discussed in Section 2.4 above.

- 3.14.3.4.1 14 (a). 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)?

Construction and Operations

No Impact. Construction activities for each of the conceptual design projects would be temporary and not require the permanent relocation of workers. None of the conceptual design projects propose to

develop new housing or businesses and would not require long-term workers to operate and maintain. Therefore, the operation of the conceptual design projects would not directly induce substantial population growth. The greenway and amenities would require the extension and operation of electrical, water, and stormwater infrastructure; however, the greenway and amenities would be public areas and not subject to future housing or business development. Therefore, operation of each of the conceptual design projects would have no impact on population growth in the Plan Area.

3.14.3.4.2 14(b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Construction and Operations

Less than Significant. The construction of the greenway path and proposed facilities in the 10 conceptual projects would occur in the District ROW and on public lands, and would not require the demolition, removal, or closure of existing housing units. Further, construction of the facilities would not exceed the number of days described in Section 2, Project Description, and therefore would not require long-term workers that would increase the demand for housing in the Plan Area.

The greenway and proposed facilities in the 10 conceptual projects would operate in the District ROW and on public lands, and would not require the demolition, removal, or closure of existing housing units. Further, operation and maintenance of the greenway and proposed facilities would be conducted by the existing maintenance workforce of the municipalities in which the projects are located, and any new employees would be drawn from the existing region and thus would not displace people/housing in the Plan Area. Accordingly, operation of projects implemented under the Plan would have no impact on available housing in the Plan area and would not displace a substantial number of existing people or housing that would necessitate replacement housing development.

In the event that homeless encampments are present in the location where one of the 10 conceptual design projects may be proposed, or an encampment were to develop following installation of one of the conceptual design projects, the removal of these unpermitted structures and debris would be handled by the municipality in which the project is located, as described for the Plan above. Given that local jurisdictions would relocate individuals and families experiencing homelessness and that encampments would be removed prior to construction activities, the construction and operation of individual projects would not displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere. Therefore, impacts would be less than significant.

3.15 Public Services

This section describes the existing conditions and applicable regulations pertaining to public services in the Plan Area and describes the potential impacts associated with public services that could result from implementation of the Plan.

Table 3.15-1. Summary of Potential Impacts of the Plan on Public Services

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
<i>Would the Plan:</i>			
15(a). Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services? i. Fire Protection? ii. Police Protection? iii. Schools? iv. Parks? v. Other Public Facilities?			
Greenway Paths + Greenway Amenities	Less Than Significant With Mitigation	Less Than Significant	Construction: MM TR-4: Notify Emergency Personnel of Road Closures Operations: No mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less Than Significant With Mitigation	Less Than Significant	
Greenway Paths + Safe Crossings	Less Than Significant With Mitigation	Less Than Significant	
Greenway Paths + Stormwater Management	Less Than Significant With Mitigation	Less Than Significant	

3.15.1 Environmental Setting

The following provides a description of the existing environment with regard to fire protection, police protection, and schools in the Plan Area. For a detailed description of park facilities and needs in the Plan Area, please refer to Section 3.16, Recreation.

3.15.1.1 Fire Protection

The Los Angeles County Fire Department (LACFD) provides fire protection services to all 122 unincorporated areas as well as 60 incorporated cities located within Los Angeles County. LACFD

employs approximately 3,000 fire series personnel and works out of 177 fire stations located across Los Angeles County. In addition to fire suppression, LACFD also provides the following services: fire prevention, emergency medical, hazardous materials, urban search and rescue, and swift water rescue (LACFD 2022a).

While LACFD serves the majority of the Plan Area, the following cities have fire departments within the Plan Area: Alhambra, Arcadia, La Verne, Monrovia, Pasadena, San Gabriel, Sierra Madre, and West Covina.

3.15.1.2 Police Protection

The Los Angeles County Sheriff's Department (LASD) provides law enforcement services to more than one million people living within 90 unincorporated communities, as well as to more than four million residents living within 40 contract cities within Los Angeles County. Additionally, LASD provides law enforcement services to nine community colleges, Los Angeles County Metropolitan Transportation Authority, and 48 Superior Courts. LASD is divided into 10 divisions, including four patrol divisions and the Office of Homeland Security. In addition to law enforcement, the LASD also provides investigative, traffic enforcement, accident investigation, and community education functions (LA County Department of Regional Planning 2022). LASD maintains 24 patrol stations located throughout the County (LASD 2024).

The SGV includes cities and unincorporated areas that are served by the LASD as well as city police departments. Most of the Plan Area is within the jurisdiction of the LASD, but some areas are served by city police departments. The following cities have municipal police departments with jurisdictions in the Plan Area: Alhambra, Arcadia, Azusa, Baldwin Park, Claremont, Covina, El Monte, Glendora, Irwindale, La Verne, Monrovia, Pasadena, Pomona, San Gabriel, Sierra Madre, and West Covina.

3.15.1.3 Schools

There are more than 2,000 public schools that provide education services to approximately 1.3 million students in Los Angeles County. There are many schools within the Plan Area. Table 3.15-2 provides a list of the various school districts that operate within the Plan Area.

Table 3.15-2. School Districts within the Plan Area

School District	Incorporated Cities
Alhambra Unified School District operates 19 schools throughout the City.	Alhambra
Arcadia Unified serves 9,500 students across 11 schools in the City.	Arcadia
Baldwin Park Unified serves over 11,000 students across 19 schools.	Baldwin Park
Claremont Unified operates 11 schools throughout the City.	Claremont
Covina-Valley Unified operates 19 Schools throughout Covina, West Covina, Glendora, San Dimas, and Irwindale.	Covina, Glendora, San Dimas, West Covina
Walnut Valley Unified School district serves 14,600 students across 15 schools in Walnut and Diamond Bar.	Diamond Bar, Walnut
Duarte Unified School District serves 8 schools throughout the city.	Duarte

School District	Incorporated Cities
El Monte City School District serves approximately 7,000 students across 14 schools.	El Monte
Hacienda La Puente Unified School District serves over 22,000 students within the cities of Industry and La Puente, and the unincorporated Los Angeles County areas of Hacienda Heights and Valinda across 32 schools.	Industry, La Puente
Bonita Unified School District operates 13 schools in the communities of San Dimas and La Verne, and part of Glendora.	Glendora, La Verne, San Dimas
Monrovia Unified School District operates 13 schools throughout the City.	Monrovia
Pasadena Unified School District serves 15,000 students across 23 schools.	Pasadena
Pomona Unified School District serves 20,915 students across 38 schools.	Pomona
Rosemead Unified School District serves 2,900 students across 5 schools.	Rosemead
San Gabriel Unified School District serves 6,000 students across 8 schools.	San Gabriel
Temple City Unified School District operates 9 schools.	Temple City

3.15.1.4 Parks

Please refer to Section 3.16, Recreation, for a detailed description of park facilities and needs assessments in Los Angeles County and the SGV.

3.15.1.5 Other Public Facilities

Other public facilities may include government buildings, such as community centers, post offices, governmental offices, storage facilities, libraries, etc. These types of public facilities are typically grouped together and are present throughout the SGV.

3.15.2 Regulatory Setting

3.15.2.1 State

3.15.2.1.1 California Building Code

CCR Title 24, California Building Code is a compilation of building standards, including fire safety standards for residential and commercial buildings. California Building Code standards are based on: (1) building standards that have been adopted by State agencies without change from a national model code; (2) building standards based on a national model code that have been modified to address particular California conditions; and (3) building standards authorized by the California legislature, not covered by the national model code. The California Fire Code is part of the California Building Code. Typical fire safety requirements of the California Fire Code include: (1) the installation of sprinklers in all high-rise buildings; (2) the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and (3) the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas. The California Fire Code applies to all occupancies in California, except where more stringent standards have been adopted by local agencies.

3.15.2.1.2 Office of Emergency Services Mutual Aid Plan

Office of Emergency Services a 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 Mutual Aid Plan is based on the concept of "self-help" and "mutual aid." The State of California, all 58 counties and nearly all city governments are signatory to a Master Mutual Aid Agreement. Through the Emergency Mutual Aid system, the Office of Emergency Services is informed of conditions in each geographic and organizational area of the state, and the occurrence or imminent threat of disaster.

3.15.2.1.3 State Quimby Act

In response to California's rapid urbanization and decrease in the number of parks and recreational facilities, Section 66477 of the California Government Code, also known as the Quimby Act, was enacted in an effort to promote the availability of park and open space areas. Under the Quimby Act, the dedication of land, or the payment of fees, or both, shall not exceed the proportionate amount necessary to provide three acres of parkland, unless the amount of existing neighborhood and community parkland exceeds that limit. As a condition to the approval of a tentative map or parcel map, or a zone change, the Quimby Act also 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.

3.15.2.2 Los Angeles County

3.15.2.2.1 Los Angeles County General Plan

The Public Services and Facilities Element of the General Plan (LA County Planning 2022) includes the following goals and policies relevant to the Project:

- Goal PS/F 1: A coordinated, reliable, and equitable network of public facilities that preserves resources, ensures public health and safety, and keeps pace with planned development.
 - Policy PS/F 1.1: Discourage development in areas without adequate public services and facilities.
 - Policy PS/F 1.3: Ensure coordinated service provision through collaboration between County departments and service providers.

The Safety Element of the General Plan (LA County Planning 2022) includes the following goals and policies:

- Goal S 7: Effective County emergency response management capabilities.
 - Policy S 7.1: Ensure that residents are protected from the public health consequences of natural or human-made disasters through increased readiness and response capabilities, risk communication, and the dissemination of public information.
 - Policy S 7.2: Support County emergency providers in reaching their response time goals.
 - Policy S 7.5: Ensure that there are adequate resources, such as sheriff and fire services, for emergency response.

- Goal S 4: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to fire hazards.
 - Policy S 4.4: Reduce the risk of wildland fire hazards through meeting minimum State and local regulations for fire-resistant building materials, vegetation management, fuel modification, and other fire hazard reduction programs.
 - Policy S 4.9: Adopt by reference the County of Los Angeles Fire Department Strategic Fire Plan, as amended.

3.15.2.2.2 Los Angeles County Strategic Fire Plan

The LACFD provides fire, safety, and emergency medical services to all unincorporated areas as well as to several cities in Los Angeles County. LACFD's Strategic Fire Plan is updated annually and includes department goals and policies that are implemented to ensure safety of residents and to carry out the County's public safety mission. The latest plan was updated in 2022 (LACFD 2022b).



3.15.2.3 Incorporated Cities Within the Plan Area

The table below presents the policies related to public services from each of the incorporated cities within the Plan Area that would be applicable to projects implemented under the Plan within the boundaries of any incorporated city.

Table 3.15-3. Applicable Local City Policies Related to Public Services

Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Alhambra	<p>Fire:</p> <p>Services and Infrastructure Element / Resources Element:</p> <p>Goal SI-8: Fire and emergency medical response that meets the needs of residents, visitors, and businesses.</p> <p>Policy R-1F Maintain appropriate levels of water pressure throughout the City’s fire hydrant system and implement appropriate system upgrades as needed and feasible.</p> <p>Policy SI-8A Maintain Fire Department staffing and equipment levels adequate to meet community fire and emergency medical response demands.</p> <p>Policy SI-8B Ensure that existing and new development minimizes fire risk through application of appropriate fire code requirements.</p> <p>Police:</p> <p>Services and Infrastructure Element:</p> <p>Goal SI-6: An environment safe from crime against persons and property.</p> <p>Goal SI-7: A positive relationship with and effective partnerships between the community and the Alhambra Police Department.</p> <p>Policy SI-6A: Ensure that police service is provided in a manner that reflects and is sensitive to the characteristics and needs of Alhambra residents, businesses, and visitors.</p> <p>Policy SI-6C: Provide neighborhood patrol to maintain rapid response times and to deter crime.</p> <p>Policy SI-6E: Upgrade police facilities as necessary to meet Department needs and accommodate technological advances.</p> <p>Schools:</p> <p>Quality of Life Element:</p> <p>Goal QL-6: Quality educational opportunities that maximize the use of school facilities.</p> <p>Parks and Recreation:</p> <p>Quality of Life Element:</p> <p>Goal QL-6: Provision of adequate and accessible recreation and open space amenities.</p> <p>Policy QL-6A: Where feasible and desirable, add new recreation facilities such as dog parks and fitness courses.</p> <p>Policy QL-6G: Where feasible and desirable, utilize vacant properties to provide new open space and passive recreation opportunities in the form of pocket parks and/or community gardens.</p> <p>Libraries:</p> <p>Services and Infrastructure Element:</p> <p>Goal SI-4: An Alhambra Public Library that provides high-quality service in a high-quality setting to Alhambra residents.</p> <p>Policy SI-4B: Provide adequate space in the Alhambra Public Library for current and planned collections, users, staff, and services.</p>	<p>Municipal codes related to public service resources relevant to the Plan Area can be found in Chapter 23.34: OS (Open Space) Zone, Chapter 19.02 (Fire Code) Section 19.02.010 (Fire Code Administration), and Chapter 14.04 (Park Regulations) Section 14.04.110 (Superintendent of Parks, Employees Given Powers of Special Policemen).</p> <p>Chapter 23.34: OS (Open Space) Zone Permitted uses include:</p> <ul style="list-style-type: none">• Public recreational uses such as parks, playgrounds and recreation areas, excepting buildings and structures thereon;• Golf courses and country clubs, excepting buildings and structures thereon;• Flood-control channels;• Public utility rights-of-way; <p>Creeks rivers, spreading grounds and other similar water courses. ('86 Code, § 23.34.020) (Ord. 4110).</p> <p>Chapter 19.02 (Fire Code) Section 19.02.010 (Fire Code Administration) establishes regulations affecting or relating to structures, processes, premises and safeguards regarding:</p> <ol style="list-style-type: none">1. The hazard of fire and explosion arising from the storage, handling or use of structures, materials or devices;2. Conditions hazardous to life, property or public welfare in the occupancy of structures or premises;3. Fire hazards in the structure or on the premises from occupancy or operation;4. Matters related to the construction, extension, repair, alteration or removal of fire suppression or alarm systems; and5. Conditions affecting the safety of firefighters and emergency responders during emergency operations. <p>(Ord. 4507, passed 12-10-07; Am. Ord. 4508, passed 12-10-07; Am. Ord. 4561, passed 12-13-10; Am. Ord. 4562, passed 12-13-10; Am. Ord. 4640, passed 12-9-13, Am. Ord. 4641, passed 12-9-13; Am. 4700, passed 11-14-16; Am. Ord. 4765, passed 12-9-19; Am. Ord. 4767, passed 12-9-19; Am. Ord. 4806, passed 11-14-22)</p> <p>Chapter 14.04 (Park Regulations) Section 14.04.110 (Superintendent of Parks, Employees Given Powers of Special Policemen) determines:</p> <p>The Superintendent of Parks, all foremen and employees in public parks and library employees are hereby given the power and authority of special policemen, for the purpose of making arrests for any violation of the rules and regulations established by this chapter.</p> <p>('86 Code, § 14.04.110) (Ord. 1752, passed -)</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal SI-5: An Alhambra Public Library that is accessible to all users.</p> <p>Policy SI-5A Ensure that the Alhambra Public Library is reasonably accessible, physically and electronically, to all users.</p> <p>Policy SI-5B Ensure that the hours and days of operation of the Alhambra Public Library continue to meet the needs of the City’s residents.</p>		
Arcadia	<p>Fire:</p> <p>Safety Element:</p> <p>Goal S-3: High level of protection from the dangers of wildland and urban fires.</p> <p>Policy S-3.1: Practice fire prevention, engineering, enforcement, and education as the primary means to reduce incidents of wildland and urban fires.</p> <p>Policy S-3.2: Continue to adopt and implement the most current fire prevention technology, as recognized by national standards, in the development of Building and Fire Codes.</p> <p>Policy S-3.4: Limit new development in designated high-fire hazard areas. Where prior entitlements have been given, require and enforce strict adherence to City, County, and State codes that address building materials and approaches, defensible spaces, brush clearance, required fire flows, on-site or nearby fire-fighting equipment, and adequate emergency vehicle access to accommodate the weight and size of vehicles.</p> <p>Policy S-3.5: Prohibit new development in areas which do not have adequate water pressure or fire flows until sufficient pressure and fire flows can reliably be provided and maintained.</p> <p>Policy S-3.6: Define and maintain effective evacuation routes for neighborhoods within high-fire-hazard areas.</p> <p>Policy S-5.9: Provide the City of Arcadia with an all-risk fire service by providing and maintaining a full range of services that are intended to instill a sense of safety and well-being throughout the community. Services will include emergency medical services; fire prevention and education; protection from hazards of fire; hazardous materials, and domestic terrorism; and urban search and rescue.</p> <p>Policy S-5.11: Require new development projects to pay their fair share of costs associated with any necessary increases in public safety equipment, facilities, and staffing to provide life safety protection.</p> <p>Police:</p> <p>Safety Element:</p> <p>Goal S-5: To provide a continued high level of fire and police protection services, with an emphasis on prevention and education.</p> <p>Policy S-5.1: Involve Police and Fire Department personnel as an integral part of new development and redevelopment review process.</p> <p>Policy S-5.2: Integrate new technologies and crime and fire prevention concepts into the design and construction of new, remodeled, and replaced development, as well as into all public facilities and parks.</p> <p>Policy S-5.3: Maintain fire and police stations, facilities, and services sufficient to meet high public safety standards, as established by the City Council.</p> <p>Schools:</p> <p>Resource Sustainability Element:</p> <p>Policy RS-4.7: Cooperate with the efforts of other cities and agencies and pursue City-sponsored ventures to make use of recycled water more cost effective. Prioritize</p>	<p>Municipal codes related to public service resources relevant to the Plan Area can be found in Article IX (Division and Use of Land) Chapter 1 (Development Code) Section 9102.09 (Public Facilities, Open Space, and Rail Right-of-Way Zones), and Article III (Public Safety) Chapter 9 and 9.5 (Alarm Systems – Law Enforcement ad Fire Department Alamar Systems)</p> <p>Under Article III (Public Safety) Chapter 9 and 9.5 (Alarm Systems – Law Enforcement & Fire Department Alarm Systems) the City establishes regulations regarding alarm system maintenance, false alarms, fees, and alarm system standards.</p> <p>Under Article IX (Division and Use of Land) Chapter 1 (Development Code) Section 9102.09 (Public Facilities, Open Space, and Rail Right-of-Way Zones) the following applies:</p> <p>This section of the Development Code is intended to regulate the use and development of land within the City consistent with the City of Arcadia General Plan.</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>establishment of recycled water infrastructure and services and implement the use of recycled water at schools, parks, at City facilities, and other potential irrigation, commercial, or industrial use sites.</p> <p>Parks and Recreation:</p> <p>Parks, Recreation, and Community Resources Element:</p> <p>Goal PR-1: Providing superior parks, public spaces, and recreation facilities to meet the community’s evolving needs.</p> <p>Policy PR-1.2: Strive to provide a minimum of 2.43 acres of parkland per 1,000 residents.</p> <p>Policy PR-1.6: Prioritize acquisition of land for parks in neighborhoods that are underserved.</p> <p>Policy PR-1.10: Explore the conversion of marginal lands, such as street corridors, parkways, and public property between buildings to serve as recreation and green spaces.</p> <p>Policy PR-1.12: Maintain and enhance pedestrian, bicycle, and transit linkages to provide better access to parks, recreation, and public spaces and meet the needs of Arcadia residents.</p> <p>Goal PR-2: Preserving open space resources to meet the City’s recreation and conservation needs.</p> <p>Policy PR-2.2: Coordinate with Los Angeles County to investigate the long-term possibility of multi-use functions for the Santa Anita sediment basins.</p> <p>Policy PR-2.3: Maintain and enhance the trail system in Wilderness Park to provide connections to lands and open space resources in adjacent jurisdictions.</p> <p>Resource Sustainability Element:</p> <p>Policy RS-4.7: Cooperate with the efforts of other cities and agencies and pursue City-sponsored ventures to make use of recycled water more cost effective. Prioritize establishment of recycled water infrastructure and services and implement the use of recycled water at schools, parks, at City facilities, and other potential irrigation, commercial, or industrial use sites.</p> <p>Libraries:</p>		
Azusa	<p>Fire:</p> <p>Economy and Community Chapter:</p> <p>Goal 2: Ensure adequate protection from fire and medical emergencies for Azusa residents and property owners.</p> <p>Policy: 2.4 Work with LACoFD to ensure adequate facilities and personnel by evaluating population growth, response times, and fire hazards. (PS5 and PS7)</p> <p>Police:</p> <p>Economy and Community Chapter:</p> <p>Goal 1: Protect the community from criminal activity, reduce the incidence of crime, and provide other necessary services within the city.</p> <p>Policy 1.1: Maintain personnel and facilities in the City’s Police Department necessary to provide the best response time feasible. (PS1)</p> <p>Policy 1.3: Require development projects contribute fees based on their proportional impact and demand for new resources, in accordance with State Nexus legislation. (PS3)</p>	<p>Municipal codes related to public service resources relevant to the Plan Area can be found in Chapter 88.28—Special Purpose Zones, Chapter 50 (Parks and Recreation) Article I. (In General), Section 50-1. (Night closure)</p> <p>The OS (Open Space) Zone allowable land uses are: public recreation; limited residential development on legal lots of record with adequate access, buildable areas, and infrastructure; limited agricultural uses; and, where authorized by the general plan lodging, resort, and conference center facilities and related activities.</p> <p>The REC (Recreation) Zone is applied to public park and recreation sites and areas within the city. The REC zoning district is consistent with and implements the recreation land use classification of the general plan. (Ord. No. 11-O16, § 3, 10-24-11)</p> <p>Chapter 50 (Parks and Recreation) Article I. (In General), Section 50-1. (Night closure) regulates park hours as follows:</p> <p>d) Posting required. Any municipal park or recreational facility subject to this ordinance shall be posted with the following notice:</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Schools:</p> <p>Economy and Community Chapter:</p> <p>Goal 5: Promote a strong public school system that advocates high quality education. Promote the maintenance and enhancement of the existing educational systems facilities, and opportunities for students and residents of the city to enhance the quality of life for existing and future residents.</p> <p>Parks and Recreation:</p> <p>Natural Environment Chapter:</p> <p>Goal 1: Provide constructive and creative leisure opportunities for all Azusans.</p> <p>Policy 1.3 Enhance the river and canyon trailheads to function as “hubs” of regional recreational and community activity.</p> <p>Goal 2: Provide adequately sized and located parklands and recreational facilities to meet local needs, and to preserve the natural resources within and adjacent to Azusa.</p> <p>Policy 2.1 Maintain the current park per capita ratio of 1.14 acre per 1,000 persons.</p> <p>Policy 2.2 Strive to achieve the National Parks and Recreation Associations recommended per capita ratio of 3.0 acres per 1,000 persons. When the City has met the 3.0 ratio strive to achieve the NPRA’s suggested per capital ratio of 5.0 acres per 1,000 persons.</p> <p>Policy 2.7 Provide for the inclusion of recreational trails, staging signage, and access in new and existing neighborhoods, commercial, and industrial developments, along the river, into the foothills, and along the rails that link with existing or planned trails.</p> <p>The Build Environment Chapter:</p> <p>Goal 8: Preserve and provide open spaces for city’s residents that provide visual amenity, recreational opportunities, protect environmental resources, and protect the population from natural hazards.</p> <p>Policy 8.8: Seek the introduction of natural habitat and pocket parks into neighborhoods. (LU1, OS1, and OS12)</p> <p>Policy 8.9: Require developers of any use whose scale may significantly impact existing open space resources to allocate sufficient lands as permanent open space for recreation, visual amenity, and/or environmental resources protection (by dedication, easement, or other City approved technique.) (LU5, LU6, and LU7).</p> <p>Policy 8.10 Provide for the development of additional open spaces for recreational purposes in accordance with the Parks Master Plan. (LU 1 and REC3)</p> <p>Policy 8.11 Provide for the acquisition and development of parks and recreational lands and facilities in accordance with the Parks Master Plan. (LU1 and REC3)</p> <p>Policy 8.12 Protect the canyons, foothills, and river as open space and environmental resources. (LU1)</p> <p>Economy and Community Chapter:</p> <p>Goal 11: Create a unique place with high quality of life for all its residents.</p> <p>Libraries:</p> <p>Economy and Community Chapter:</p> <p>Goal 4 Ensure that a high level of library services and facilities are provided to the city’s residents.</p>	<p>"Hours of Closure - This facility is closed between the hours of 10:00 pm at night and 5:00 am in the morning.</p> <p>Any person entering, remaining, staying, or loitering upon these premises during hours of closure is guilty of an infraction Ref. §50-1 (b) A.M.C."</p> <p>Posting of the notice shall be made at all parking lot entrances if the facility is equipped with an off-street parking area, and upon the perimeter of the park adjoining any public street at not more than 150-foot intervals. All signs shall be not less than 17 inches wide by 22 inches in height with one-inch lettering.</p> <p>(Code 1971, §§ 8.55.010, 8.55.020; Ord. No. 02-05, § 1, 4-1-02)</p> <p>(Code 1971, § 8.52.010)</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Baldwin Park	<p>Fire:</p> <p>Public Safey Element:</p> <p>Goal 4.0: Protect life and property in Baldwin Park from the destruction of urban fires.</p> <p>Police:</p> <p>Goal 5.0: Periodically evaluate levels of service to ensure Baldwin Park has appropriate levels of police service.</p> <p>Schools:</p> <p>Parks and Recreation:</p> <p>Open Space and Conservation Element:</p> <p>Goal 1: Provide and maintain adequate parks and open space.</p> <p>Policy 1.1 Preserve all existing park space, and provide improvements to enhance utilization.</p> <p>Goal 2.0 Provide a diversity of recreational programs to meet the needs of all individuals and groups in Baldwin Park.</p> <p>Policy 2.3 Incorporate areas for both active and passive recreation in parks and facilities, and ensure that these are accessible to all age groups, as practical.</p> <p>Goal 4: Ensure that the costs of park and recreation facilities and programs are borne by those who benefit and contribute to additional demands.</p> <p>Policy 4.1: Require that developers contribute to provide parks and recreational facilities to offset additional demands brought about by new development.</p> <p>Libraries:</p>	<p>Municipal codes related to public service resources relevant to the Plan Area can be found in the Title XV (Land Usage) Chapter 153 (Zoning Code), Section 153.060 (Open Space Zone).</p> <p>As described in Section 153.060 (Open Space Zone) The Open Space Zone is established to maintain open space areas in the city for recreational opportunities and to prevent incompatible development in areas that should be preserved or regulated for scenic, recreational, conservation, aesthetic or health and safety purposes. (A) Permitted uses. The following uses are permitted within the Open Space Zone:</p> <ul style="list-style-type: none">(1) Public school buildings and associated facilities;(2) Public recreational uses;(3) Public utility rights-of-way;(4) Flood control channels and similar flood control structures; and(5) Creeks, rivers, spreading grounds and other similar water courses. <p>(B) Conditional uses. The following uses may be permitted within the Open Space Zone upon issuance of a conditional use permit obtained pursuant to subchapter 153.210, Administrative Procedures:</p> <ul style="list-style-type: none">(1) Agricultural and horticultural cultivation;(2) Private recreational uses; and(3) Off-street parking in conjunction with an adjacent commercial or industrial use. (Ord. 1346)	No other applicable ordinances were identified.
Claremont	<p>Fire:</p> <p>Public Safety and Noise Element:</p> <p>Goal 6-7 Minimize the risks associated with urban and wildland fires.</p> <p>Policy 6.7-1: Work with the Fire Department to establish minimum standards for water supply and access for fire-fighting equipment.</p> <p>Policy 6.7-2: Work with Fire Department to enforce restrictions on vehicular and recreational use of foothill areas during critically hazardous periods.</p> <p>Police:</p> <p>Public Safety and Noise Element:</p> <p>Goal 7-1: Provide state-of-the-art community facilities that adequately support existing programs, can accommodate future needs, and are accessible to all members of the community, especially the disabled, youth, and seniors.</p> <p>Policy 7-1.8: Provide a new or expanded/improved Police facility that meets the needs of the community.</p> <p>Public Safety Element:</p> <p>Goal 6-9: Provide effective and comprehensive policing services and enforce laws in an equitable way.</p> <p>Schools:</p> <p>Human Services, Recreational Programs, and Community Facilities Element:</p> <p>Goal 7-10: Improve access of all Claremont residents to high-quality education and life-long learning opportunities that satisfy each individual's needs, desires, and potential.</p>	<p>Municipal codes related to public service resources relevant to the Plan Area can be found in Chapter 16.203 (Fire Protection Facilities and Services) Section 16.203.010 (Imposition and Payment of a fire facilities impact fee) and Section 16.203.040 (Exemptions),</p> <p>Under Chapter 16.203 (Fire Protection Facilities and Services) Section 16.203.010 (Imposition and Payment of a fire facilities impact fee) the following applies:</p> <p>As a condition to the issuance of a building permit for any improvement on a lot or parcel of property within the City, the applicant shall pay a fire facilities impact fee as set forth in a separate ordinance and as amended from time to time to fund the cost of constructing and equipping fire protection facilities as identified in the "Fire Facilities Impact Fee Analysis." (08-05)</p> <p>Under Section 16.203.040 (Exemptions) the following are exempt from the fire facilities impact fee:</p> <p>A. Projects of a temporary nature (one year or less) may be exempted by the City Council from the provisions of this chapter.</p> <p>B. The fire facilities impact fee may be waived or reduced by the City Council for low and moderate income housing projects with at least 25 percent of the dwelling units set aside and affordable for low and moderate income households, and for senior housing projects with less than 25 percent of the project's dwelling units set aside for low and moderate income households, if doing so will further the implementation of the City's General Plan.</p> <p>C. New public facility improvements constructed by public agencies may be exempted by the City Council from the provisions of this chapter, if doing so will further the implementation of the General Plan.</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Parks and Recreation:</p> <p>Land Use, Community Character, and Heritage Preservation Element.</p> <p>Goal 2-4 Protect, preserve, and manage the City's diverse and valuable open space, water, air, and habitat resources.</p> <p>Policy 2-4.2: Continue to place a high priority on acquiring and preserving open space lands in Claremont's hillside areas for purposes of recreation, habitat protection and enhancement, fire hazard management, public safety purposes, water resource protection, and overall community benefit.</p> <p>Human Services, Recreational Programs, and Community Facilities Element:</p> <p>Goal 7-4: Provide a diverse range of recreation services, programs, and activities that respond to the present and future needs of all Claremont residents.</p> <p>Policy 7-4.8 Build and maintain parks and community facilities in a manner that is environmentally responsible.</p> <p>Libraries:</p> <p>Human Services, Recreational Programs, and Community Facilities Element:</p> <p>Goal 7-11: Provide high-quality library resources to meet the educational, cultural, civic, business, and life-long learning needs of all residents.</p>	(08-05)	
Covina	<p>Fire:</p> <p>Land Use Element:</p> <p>Goal: A community in which the loss of lives, serious injuries, major damages to public and private structures/properties, the loss of natural resources, economic and social dislocation, and the disruption of vital services associated with a potential natural or man-made disaster are prevented.</p> <p>Policy 6: Maintain sufficient personnel, equipment, and resources in the Covina Fire and Police Departments and in the City Building and Safety and Planning Divisions to perform their many, varied safety-related duties, such as responding to disasters and everyday emergencies, administering and enforcing particular codes and standards, performing inspections, and conducting emergency preparedness planning, maintain appropriate mutual aid agreements with surrounding jurisdictions to enable supplemental assistance, when needed, continue to contract with neighboring communities to provide day-to-day emergency service support in various areas, including the provision of large-scale fire vehicles and responding to hazardous materials accidents, and ensure that the quality and scope of these City services keep pace with projected moderate growth and redevelopment activities.</p> <p>Objective 5</p> <p>The provision of sufficient public facilities and services.</p> <p>Policy F. Assess the impacts of incremental increases in development and housing units on emergency services and</p> <p>ensure, through the Zoning-related Site Plan Review process, that new construction will not result in a reduction of law enforcement or fire protection services below acceptable levels.</p> <p>Policy G. Ensure that future development will not result in a reduction of general government services below acceptable levels.</p> <p>Circulation Plan:</p>	<p>Municipal codes related to public service resources relevant to the Plan Area can be found in Chapter 11.04 (Public Improvements) Section 11.04.020 (Required When), and Chapter 16.28 (Park Dedication and In-Lieu Fee Regulations) Section 16.28.010 (Park and Recreation Dedication and Fees).</p> <p>Under Chapter 11.04 (Public Improvements) Section 11.04.020 (Required When) the following public improvements apply:</p> <p>Any person constructing or causing to be constructed any building, dwelling, parking or storage lot, or developing any areas of the city, shall also construct or install, at his own cost, curbs, gutters, sidewalks, paving and drainage, and fire protection facilities and appurtenances and dedicate necessary rights-of-way, in accordance with the standards and specifications of the city and in accordance with the master plan of the streets and highways of the city. Such improvements shall be constructed or installed along all public street frontage adjoining the land being developed or upon which any building, dwelling, parking or storage lot is to be constructed unless curbs, gutters, sidewalks, paving and adequate drainage, and fire protection facilities already exist along the street frontage at their ultimate location(s).</p> <p>Street lighting facilities and appurtenances shall be installed adjacent to the property being developed where no street lighting exists along the abutting street, providing the proposed street light location(s) fit the ultimate location(s) of the street lights along the entire street. Street lighting facilities and appurtenances shall also be installed adjacent to the property being developed if there is existing street lighting along the abutting street which does not conform with current city street lighting standards, and the proposed street light location(s) fit the ultimate location(s) of the street lights along the entire street. (Ord. 1600 § 1, 1985; Ord. 1375 § 1, 1977; 1964 Code § 20.2.)</p> <p>Under Chapter 16.28 (Park Dedication and In-Lieu Fee Regulations) Section 16.28.010 (Park and Recreation Dedication and Fees) the following are exempt from paying the park and recreation dedication fee:</p> <p>C. Exemptions. The provisions of this section shall not apply to subdivisions containing less than five parcels; provided, however, that a condition may be placed on the</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy Area 4</p> <p>Sewer, storm drainage, and public utilities and related systems.</p> <p>Policy 6: Ensure to the greatest extent feasible, through director liaison efforts, that all current and future peak period water demands are met and that water pressure and fire flow rates in all areas are adequate.</p> <p>Safety Element:</p> <p>Policy Area 3: Potential Fire Hazards</p> <p>k. Maintain sufficient personnel, equipment, facilities, and resources in the Fire and Police Departments to handle fire incidents.</p> <p>Police:</p> <p>Land Use Element:</p> <p>G. Objective 5</p> <p>The provision of sufficient public facilities and services.</p> <p>b. Achieve and maintain a safe and secure environment for all Covina residents through continued monitoring and, where necessary, upgrading of City and County services, particularly police and fire, to meet or exceed established community standards.</p> <p>Schools: No Applicable Goals or Policies identified.</p> <p>Parks and Recreation:</p> <p>Natural Resources and Open Space Element:</p> <p>Goal, Open Space Lands:</p> <p>A complete, well-balanced, and functional system of parks, open space facilities, and trails and appurtenant thorough, viable programs and services that meet the diverse active and passive recreational needs of current and future Covina residents.</p> <p>Covina General Plan Natural Resources and Open Space Element</p> <p>1. Policy Area 1</p> <p>Retention, Development, and Enhancement of Park and Recreational Facilities.</p> <p>h. Endeavor to provide for its citizens a total park acreage equal to 2.0 acres for every 1,000 population at the time of General Plan buildout.</p> <p>3. Policy Area 3</p> <p>Trail Facilities</p> <p>b. Support County efforts to preserve, provide for, and, where appropriate, expand and improve local- and regional-oriented equestrian/hiking trails and reasonable linkages thereto that run through southeastern Covina, notably the Peter F. Scharabum or Walnut Creek Trail that generally abuts Walnut Creek, for both recreational and leisure activities.</p> <p>Libraries: No Applicable Goals or Policies.</p>	<p>approval of such parcel map, that if a building permit is requested for construction of a residential structure or structures on one or more of the parcels within four years, an impact fee may be required to be paid by the owner of each such parcel as a condition to the issuance of such permit. The provisions of this chapter also shall not apply to commercial, industrial or other nonresidential subdivisions; nor to condominium or stock cooperative projects which consist of the subdivision of airspace in an existing apartment building which is more than five years old and when no new dwelling units are added. (Ord. 05-1915 § 1, 2005.)</p>	
El Monte	<p>Fire:</p> <p>Public Services and Facilities Element:</p> <p>Goal PSF-2</p> <p>An excellent level of fire and emergency services with appropriate response times necessary to protect the health and safety of residents and minimize damage to structures and personal property.</p> <p>Police:</p>	<p>Municipal codes related to public service resources relevant to the Plan Area can be found in Chapter 17.44 Public and Quasi-Public Zoning Districts.</p> <p>Under Chapter 17.44 (Public and Quasi-Public Zoning districts) the Open Space (OS) Zoning District is consistent with the General Plan Land Use Designation of Open Space and refers to areas designated for parks, open space, linear parks, trails, and other similar recreational uses. Development standards within this zoning district include setback rules as follows:</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Public Services and Facilities Element:</p> <p>PSF-1: A safe City for residents, visitors, and businesses, working in partnership with schools, civic organizations, residents, and the business community.</p> <p>PSF-1.1 Resources. Supply the EMPD with adequate staff, state-of-the art equipment, new technology, and resources necessary to provide acceptable response times and support for police services.</p> <p>Schools:</p> <p>Goal HW-4</p> <p>A transportation system that supports safe, healthy, and active lifestyles, by providing multimodal connectivity between parks, schools, neighborhoods, and downtown.</p> <p>Parks and Recreation:</p> <p>Parks and Recreation Element:</p> <p>Goal PR-1: Sufficient quality, number, and distribution of parks that are well maintained, safe, and attractive, and that meet the full active and passive recreational needs of residents of all ages and abilities.</p> <p>Goal PR-4: A lush network of greenways, linear parks, and a community forest that enhances property values, public health, aesthetics, and quality of life.</p> <p>Policy PR-4.4 Miniparks. Create miniparks that offer passive recreation opportunities, situated along the major arterials and linked by the network of major greenways and the community forest.</p> <p>Policy PR-4.6 New Construction. Where green infrastructure is proposed on the community forest plan, condition the construction or substantial rehabilitation of properties on the dedication of easements or fees.</p> <p>Libraries: No Applicable Goals or Policies identified.</p>	<ul style="list-style-type: none">Street Yard. There shall be a minimum setback of 10 feet for all structures and parking areas. The setback shall be landscaped and maintained with an underground irrigation system. <p>Public Facilities. Structures associated with a public facility shall comply with the variable height requirements as outlined in Section 17.40.010 (Height Exceptions and Restrictions) of this title. (Ord. No. 3011 , § 3(Exh. B), 6-21-2022; Ord. No. 3023 , § 4.B(Exh. B), 5-2-2023)</p>	
Glendora	<p>Fire:</p> <p>Safety Element:</p> <p>Goal SAF-2 Reduced incident of damage to life and property from wildland fires.</p> <p>Goal SAF-3 Reduced incident of damage to life and property from urban fires.</p> <p>Police:</p> <p>Safety Element:</p> <p>Goal SAF-7 High quality police protection.</p> <p>Schools: No Applicable Goals or Policies identified.</p> <p>Parks and Recreation:</p> <p>Land Use Element:</p> <p>Goal LU-20: Appropriate scale and character of development</p> <p>LU-20.3: Encourage the development of usable pedestrian space within future developments, including urban plazas, pocket parks and other pedestrian amenities.</p> <p>Open Space and Recreation Element:</p> <p>Goal OSR-4 Diversified range of park and recreation facilities and programs for all Glendora residents.</p> <p>Goal OSR-5: Improved community access to recreation facilities.</p>	<p>Municipal codes related to public service resources relevant to the Plan Area can be found in the City of Glendale Code Open space—Natural zone (§ 21.06.050). The purpose of the open space—natural zone is to:</p> <p>(1) conserve and manage natural resources which may include biological resources, watercourses, hills, canyons, major rock outcroppings, etc.;</p> <p>(2) protect the public health and safety by including areas requiring management due to hazardous or special conditions such as fire, flood and earthquake fault; and</p> <p>(3) provide outdoor recreation including areas of scenic, historic or cultural value. The OSN zoning designation shall only be applied to public and quasi-public property; provided, however, that a private property owner may request and be considered for a change of zone to OSN. All property located in an OSN zone shall be left in its natural, wilderness state except for the following uses: riding and hiking trails, picnic and playground areas, flood control structures and facilities, and utility substations and related equipment and structures. (Ord. 1637 § 3, 1995)</p>	<p>Parks Master Plan</p> <p>Other applicable ordinances include Ordinance 2084, under Chapter 13.18 Safe Streets Program Chapter 13.18.010 A “Safe Street” shall be defined as a non-arterial roadway as defined in the General Plan with connections to (i) citywide bicycle networks, (ii) destinations that are within walking distance, (iii) or green space; in accordance with state law. the City seeks to offer children, families, and constituents the opportunity to play, exercise, and socialize through safer and more accessible streets that promote healthy neighborhood recreation.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy OSR-5.1: Create access trails to link open space and recreational areas within the City.</p> <p>Goal OSR-7 Enhanced trail system in and throughout the community. Policies OSR-7.1 Prepare and implement a Trails Master Plan evaluating the potential for creation of a variety of trail types to serve all residents. The Master Plan should include topics such as trail restoration, enhancements, amenities, and safety.</p> <p>OSR-7.4 Improve and create more connections, and increase the safety of the pedestrian, bicycling, and equestrian trail system in the City.</p> <p>Libraries: No Applicable Goals or Policies identified.</p>		
Industry	<p>Fire:</p> <p>Safety Element:</p> <p>Goal S3: Reduced risk of injury to lives and property from structural and wildland fires.</p> <p>Police: No Applicable Goals or Policies identified.</p> <p>Schools:</p> <p>Circulation Element:</p> <p>Goal C2 Safe and efficient circulation systems for automobiles, trucks, transit vehicles, bicycles, and pedestrians.</p> <p>Policies</p> <p>C2-1 Maintain a multimodal system of sidewalks and trails that connect businesses, schools, and other key destination points.</p> <p>Parks and Recreation:</p> <p>Open Space and Recreation resources:</p> <p>Goal:</p> <p>RM3 Open space areas that are well maintained, serve the target population, and function as a citywide amenity.</p> <p>Policies:</p> <p>RM3-1 Cooperate with regional efforts to upgrade the resource and recreational value of the San Gabriel River.</p> <p>RM3-3 Explore opportunities to maximize the recreational value, use, and access of the areas designated for recreation and open space on the land use plan.</p> <p>Libraries: No Applicable Goals or Policies identified.</p>	<p>Municipal codes related to public service resources relevant to the Plan Area can be found in Chapter 17.26, (Recreation and Open Space Zone), and Chapter 17.24, (Planned Development Overlay Zone). Permitted uses can be found in Section 17.26.020 (Uses permitted) as follows:</p> <p>A. Property zoned ROS may be used for the following uses subject to the issuance of a conditional use permit pursuant to Chapter 17.48, Conditional Use Permits/Exceptions:</p> <ol style="list-style-type: none">1. Golf courses, driving ranges, course maintenance facilities, golf club houses;2. Parks, public and private;3. Resorts, including spas, dining facilities, restaurants, gyms, pro-shops, conference facilities, recreational amenities, and other similar uses;4. Equestrian facilities;5. Indoor and outdoor recreational facilities;6. Exposition centers;7. Commercial nurseries;8. Interpretive centers;9. Reservoir. <p>Approval of a development plan pursuant to Section 17.36.020, Development plan review required, will be required for any structures and physical improvements deemed significant by the planning director.</p> <p>C. Trails, bikeways, and similar minor improvements do not require separate planning approvals but, if included, will be reviewed as part of the conditional use permit and/or development plan application process. Stand-alone proposals for trails and bikeways require approval by the city engineer.</p> <p>D. New hotels are not permitted except as allowed pursuant to Chapter 17.24, Planned Development Overlay Zone (P-D Overlay).</p> <p>E. Housing units existing as of the effective date of the ordinance codified in this chapter (February 21, 2015) are permitted and considered legal conforming uses. The like-for-like replacement of, enlargement of, and improvements/modifications to existing housing may be permitted with approval of a development plan short-form application.</p> <p>(Ord. 786 § 3, 2015)</p>	<p>No other applicable ordinances were identified.</p>
Irwindale	<p>Fire:</p> <p>Public Safety Element Policies:</p> <p>Safety Element Policy 2. The City of Irwindale, at a minimum, will maintain current emergency response</p>	<p>Municipal codes related to public service resources relevant to the Plan Area can be found in Chapter 17.18 (Open Space Zone) and in Chapter 17.80 (Zone Variances and Conditional Use Permits) Section 17.8030 (Conditional Use permits – Required when).</p> <p>Under Chapter 17.18 (Open Space Zone): The OS open space zone provides zoning standards and requirements to regulate open space areas in the city that are</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>standards.</p> <p>Police: No Applicable Goals or Policies identified.</p> <p>Schools: No Applicable Goals or Policies identified.</p> <p>Parks and Recreation:</p> <p>Resource Management Element</p> <p>Issue Area – Open Space Resources. The City of Irwindale will strive to enhance the recreational and open space resources for the benefit and enjoyment of the existing and future residents.</p> <p>Resource Management Element Policy 5. The City of Irwindale will maintain and improve the existing park facilities in the City for the benefit and enjoyment of future generations.</p> <p>Libraries: No Applicable Goals or Policies identified.</p>	<p>consistent with the open space/easements land use that is designated by the general plan.</p> <p>Permitted uses include parks and open space. (Ord. No. 663, § 2, 11-14-12)</p> <p>Under Chapter 17.80 (Zone Variances and Conditional Use Permits) Section 17.8030 (Conditional Use permits – Required when) it is the policy of the city that:</p> <p>The purpose of any conditional use permit shall be to insure that the proposed use will be rendered compatible with other existing and permitted uses located in the general area of the proposed use. The following uses, having unique and unusual characteristics, shall be permitted, provided that a conditional use permit is first issued:</p> <p>15. Parks, playgrounds and other public or private recreational facilities;</p> <p>(Ord. 605 § 5, 2006; Ord. 571 §§ 1, 14, 2003; Ord. 485 § 7, 1994; Ord. 452 § 2, 1991; Ord. 439 § 1, 1989; Ord. 417 § 2, 1987; Ord. 347 § 1, 1980; Ord. 230 § 2, 1969; Ord. 207 § 1, 1967; Ord. 205 § 1, 1967; Ord. 199 § 1, 1967; Ord. 177 § 2(part), 1966: prior code § 9340).</p>	
La Puente	<p>Fire:</p> <p>Community Safety Element:</p> <p>A high level of fire and police protection for residents, businesses, and visitors in La Puente.</p> <p>Police</p> <p>Community Safety Element:</p> <p>Policy 5.3 Support development of community and recreational facilities and programs to reduce the potential for criminal activity among youth.</p> <p>Schools: No Applicable Goals or Policies identified.</p> <p>Parks and Recreation:</p> <p>Goal 5: Safe and attractive neighborhoods providing a range of quality housing, parks, community services, and public facilities.</p> <p>Policy 5.5: Pursue the creation of additional pocket parks through lot consolidation, recycling of underutilized parcels, and City financial assistance as available.</p> <p>Community Resources Element:</p> <p>Goal 1: A flexible system of parks and recreational programs that addresses the needs of La Puente residents.</p> <p>Policy 1.1: Maintain La Puente Park as an important community resource by providing regular investments in landscaping, equipment, recreational and community facilities, and playground equipment. Intensify the recreational uses at the park to allow for a more efficient use of the facilities.</p> <p>Policy 1.3: Identify vacant and underutilized sites for purchase, donation, or consolidation with adjacent vacant or underutilized sites for the potential development of neighborhood parks.</p> <p>Action CR-9: Identify Potential Pocket Park Sites Create a database of potential pocket park and passive recreation sites within the City to facilitate the creation of new park and recreational resources. Identify the types of opportunities that may be feasible on a specific site and the type of funding/investment levels needed. Identify State, federal and private funding opportunities.</p>	<p>Municipal codes related to public service resources relevant to the Plan Area can be found in Chapter 10.18 (Open Space Zone, of the La Puente Code of Ordinances) and Chapter 3.68 (Public Parks).</p> <p>Under Chapter 10.18 (Open Space Zone, of the La Puente Code of Ordinance) the Open Space Zone (OS) implements the General Plan Public Open Space and Private Open Space land use categories and is established to allow uses that provide active and passive recreation areas and facilities, including parks, sports fields and courts, and golf courses. Also allowed are plant nurseries. (Ord. 935 § 3 (part), 2015). Development standards for any structures developed in the OS zone can be found in (Ord. 935 § 3 (part), 2015).</p> <p>Under Chapter 3.68 (Public Parks) Section 3.68.055 (Posting of park regulations and rules) requires the following:</p> <p>The city manager is directed to post and prominently display signs with park hours and regulations and rules at the major pedestrian entrances to city parks.</p> <p>(Ord. 827 § 1 (part) 2004)</p>	<p>Safe Routes to School Plan (SRTS)</p> <p>Overall, this SRTS Plan aims to advance the following goals:</p> <p>4. Provide connectivity to transit facilities, points of interest, and parks within the school enrollment areas and citywide</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 1.5: Ensure and expand opportunities for equal access to recreational facilities and programs by making accessibility improvements and subsidizing recreational activities, as feasible, for those in need.</p> <p>Libraries: No Applicable Goals or Policies identified.</p>		
La Verne	<p>Fire & Police:</p> <p>Public Safety Element</p> <p>Goal 5: Protect our community from crime, fire, and inadequate medical emergency care.</p> <p>Policy 5.1: Provide adequate police protection.</p> <p>Policy 5.4: Provide adequate fire protection.</p> <p>Policy 5.6: Provide adequate emergency medical care.</p> <p>Schools:</p> <p>Community Resources Element</p> <p>Goal 4: Ensure quality education for all our children.</p> <p>Parks and Recreation:</p> <p>Resource Management Element:</p> <p>Goal 1: An attractive, safe and accessible parks and recreation system.</p> <p>Policy 1.1: Provide ample and accessible parks throughout our community.</p> <p>Implementation measures:</p> <p>a. Ensure that all of the existing and future residential neighborhoods are served by at least one neighborhood park.</p> <p>d. Focus future park site acquisition on the development of mini-parks along the designated hiking/bikeway trails, small neighborhood parks (five acres or less).</p> <p>f. Ensure major park developments are reviewed by the Development Review Committee, the Planning Commission and/or the City Council for the project's impacts on existing parks.</p> <p>The level of review will be determined by the scope of the project. i. Develop and maintain parks and recreation facilities at a minimum standard of four (4.0) acres per 1,000 persons. This standard does not include open space areas used for recreational purposes, sensitive habitats, and other natural resource preserves.</p> <p>Policy 1.2: Develop a connecting trail system.</p> <p>Policy 1.3: Provide a variety of recreation facilities and activities for all age groups.</p> <p>Libraries:</p> <p>Community Resources Element</p> <p>Goal 5: Improve our library system.</p> <p>Policy 5.1: Expand library access and facilities through innovative means.</p>	<p>Municipal codes related to public service resources relevant to the Plan Area can be found in Chapter 3.20 (Parks and Recreation Charges) Section 3.20.010 (Purpose—Intent) and Chapter 18.64 (SP Specific Plan Zone), and Chapter 15.32 (Fire Code), and Chapter 18.68 (H-D-O-Z Development Overlay Zone).</p> <p>Under Chapter 3.20 (Parks and Recreation Charges) Section 3.20.010 (Purpose—Intent) identifies the following goals:</p> <p>A. One of the amenities that makes a city a desirable place to live and work and that contributes to the quality of life is having adequate parks, open space and recreational facilities within the city.</p> <p>B. The resource management element of the La Verne general plan identifies the following as goals, policies and implementation measures: providing a variety of recreational facilities and activities for all age groups; and maintaining open space requirements of 10 acres per one thousand population (including public and private recreation and open spaces).</p> <p>C. The city council desires to make sure that the city has adequate open space, park and recreational facilities to serve its existing and future population.</p> <p>The purpose of Chapter 18.64 (SP Specific Plan Zone) requires the following for the zone: - To respond sensitively to the natural and built environment and increase amenities to serve the inhabitants and surrounding community areas; -to provide an enriched environment with aesthetic cohesiveness and harmonious massing of structures within a framework of natural and landscaped open space through the utilization of superior land planning and architectural design -To minimize the intrusion of new development into environmentally sensitive areas; -To protect new development from adverse visual impacts and excessive noise from nearby off-site structures and transportation corridors.</p> <p>(Ord. 852 § 2, 1993)</p> <p>Under Chapter 15.32 (Fire Code),with the exception of the additions, deletions and amendments set forth in the chapter, Part 9 of Title 24 of the California Code of Regulations, comprising the California Fire Code 2022 Edition, which incorporates and amends the International Fire Code 2021 Edition, published by the International Code Council, including Appendices Chapters 4, B, C, D, and I, and the International Fire Code standards, is hereby adopted by reference as the fire code of the city of La Verne.</p> <p>A copy of such code is now on file in the office of the city clerk.</p> <p>(Ord. 873 § 1, 1995; Ord. 935 § 1, 1999; Ord. 985 § 1, 2006; Ord. 1001 § 1, 2007; Ord. 1042 § 9, 2013; Ord. 1075 § 9, 2016; Ord. 1088 § 8, 2019; Ord. 1101 § 1, 2021; Ord. 1114 § 7, 2022)</p> <p>Chapter 18.68 H-D-O-Z Hillside development overlay Zone Section 18.68.160 Community Amenities determines the following:</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>A. All proposed developments shall provide appropriate community amenities to the satisfaction of the development review committee. Amenities include, but are not limited to, the following: community buildings; parks/open space; greenbelts; equestrian, hiking or biking trails; scenic view turnouts; paths connecting schools, parks and other destinations; corrals and other equestrian facilities; nature trails along water courses. The following shall be taken into consideration when determining appropriate community amenities to be provided by a project:</p> <ol style="list-style-type: none">1. The size of the project and the number of dwelling units;2. The nature of the project, (for example, developments that provide for horses might be required to provide corrals and equestrian trails);3. The location of the project (for example, if it is near a trail system, enhancement and extension of the trail system);4. The need to a particular facility (for example, a development proposal may find that circumstances warrant funding a public park). <p>C. Completion, enhancement and coordination of trail systems and parks shall be given top priority. Connections among recreational and school sites shall be included in development plans whenever feasible.</p>	
Monrovia	<p>Fire & Police: Safety Element Policy 3.1.6: Develop and implement fire protection policy and programs including the incorporation of the Monrovia Local Hazard Mitigation Plans. Action 3.1.6.1: Regularly assess that emergency response services (including Fire and Police) are adequate to combat structural and wildland fires and to direct emergency evacuations. Environmental Justice Element Policy 2.3: Address park safety concerns through community-based safety interventions.</p> <p>Schools: Land Use Element Goal 15: Ensure consistency with goals and policies of other elements of the general plan. Policy 15.5: Provide for adequate schools for future residential growth.</p> <p>Parks and Recreation: Open Space Element Goal 1: Expand the physical and social connections linking the City together and bridging to its neighbors. Policy 1.1: Encourage and support active and ongoing participation by diverse community members in the planning and decision-making for parks and recreational opportunities. Policy 1.2: Develop a network of shared-use recreational, pedestrian and bicycle trails to enable connections within parks and between parks, neighborhoods, public amenities and regional trail corridors, to include washes.</p>	<p>Municipal codes related to public service resources relevant to the Plan Area can be found in Chapter 3.21 (Fire Service Impact Fee) Section 3.21.010 (Short Title, Authority and Applicability) and Section 3.21.050 (Exemptions).</p> <p>Under Chapter 3.21 (Fire Service Impact Fee) Section 3.21.010 (Short Title, Authority and Applicability) the following apply:</p> <p>(A) This chapter shall be known and may be cited as the “Fire Service Impact Fee Ordinance.”</p> <p>(B) The City Council has the authority to adopt this chapter pursuant to Cal. Gov't Code §§ 66000 et seq.</p> <p>(C) There is hereby established a revenue source to be known as the Fire Service Impact Fee.</p> <p>(D) This chapter is intended to require developers and builders to contribute their proportionate share of revenues necessary to accommodate the impacts having a rational nexus to the proposed building, development or addition, and for which the need is reasonably attributable to the proposed building, development or addition.</p> <p>(E) This chapter shall be applied only to new construction, including additions, new buildings, demolitions and re-build (except as exempted) within the city. (`83 Code, § 3.21.010) (Ord. 01-012 § 1, 2001)</p> <p>Exemptions under Section 3.21.050 (Exemptions) are as follows:</p> <p>The following new construction shall be exempt from the fees established by this chapter and service demand from such projects will be satisfied from other, available city resources:</p> <p>(A) City facilities projects.</p> <p>(B) Monrovia Unified School District facilities projects.</p> <p>(C) Demolition and re-build of buildings damaged by fire, earthquake and natural disasters. The area of the re-build must be the same size as the original building area or smaller.</p>	<p>Parks Master Plan (PMP) Strategic Direction 1: Encourage Connectedness Goal: Monrovia’s Public Services Department fosters and expands the physical and social connections linking the City together and bridging to its neighbors.</p> <p>Policy 2.1: Develop a network of shared-use recreational, pedestrian and bicycle trails to enable connections within parks and between parks, neighborhoods, public amenities and regional trail corridors.</p> <p>Policy 2.2: Design and construct trails to serve a variety of users at varying skill levels.</p> <p>2.3 Support other City departments in the implementation of the MultiChoice Transportation System Plan. Policy 2.4: Develop additional nonmotorized trails outside of parks to meet a targeted walkability score and promote Monrovia as a “walkable city.” Action 1.2.2: Implement trail signage standards, route and wayfinding signage for trails and associated facilities and informational maps and materials identifying existing and planned trail facilities.</p> <p>Action 1.2.5: Implement the goals and projects noted in the Bicycle Master Plan to strengthen the connections between the on-street infrastructure to existing and planned recreational trails.</p> <p>Strategic Direction 2: Secure Lands for The Future Goal: Monrovia provides a comprehensive system of parks, open space and recreation facilities that serves current and future needs</p> <p>Policy 3.1: Acquire additional parklands necessary to adequately serve the City’s current and future population based on adopted service levels.</p> <p>Policy 3.2: Plan for the location of parks in the proximity of underserved neighborhoods and/or high-density developments.</p> <p>Strategic Direction 3: Create Great Parks and Public Spaces Goal: Monrovia’s parks and open spaces meet local needs for active and passive recreation, enhance the environmental and visual quality of the community, and healthy living.</p> <p>4.1 Design and develop park sites and facilities to maximize recreational value and experience, while minimizing maintenance and operational costs and negative environmental and community impacts.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 2: Provide a comprehensive system of parks, open space and recreation facilities that serves current and future needs.</p> <p>Policy 2.1 Continue to maintain and improve a high standard of operations and management for both quantity and quality of park facilities to serve the community and stay current with changing recreational trends.</p> <p>Goal 3: Ensure Monrovia’s parks and open spaces meet local needs for active and passive recreation, enhance the environmental and visual quality of the community, and healthy living.</p> <p>Policy 3.1 Design and develop park sites and facilities to maximize recreational value and experience, while minimizing maintenance and operational costs and negative environmental and community impacts.</p> <p>Policy 3.2 Reduce barriers to participation and improve safety to provide universal access to facilities and programs. Implement an ADA Transition Plan to inform, guide and prioritize the removal of existing barriers.</p> <p>Policy 3.3 Establish and operate specialized recreational facilities (e.g. sport facilities, off leash dog areas, skateparks, community gardens) to respond to identified public needs, as appropriate. Policy 3.4 Conserve significant natural areas to meet habitat and hillside protection needs and to provide opportunities for residents to recreate and connect with nature, as appropriate.</p> <p>Goal 5: Allocate available resources and seek out additional funding to upgrade and maintain Monrovia’s existing parkland and open space infrastructure needs to maintain and expand recreational opportunities for residents.</p> <p>Policy 5.5 Continue to implement the strategies of the Parks Master Plan (PMP) and amend/update the Open Space Element and the PMP as needed to reflect community growth and changing needs.</p> <p>Environmental Justice Element</p> <p>Goal 2: Ensure residents of all ages have access to a range of safe and accessible opportunities for recreation and physical activities.</p> <p>Policy 2.2: Continue to enhance a park system that provides all residents with access to parks, community centers, sports fields, trails, urban open space, and other amenities.</p> <p>Land Use Element</p> <p>Goal 12: Expand recreational and park use opportunities.</p> <p>Policy 12.3: Explore development of joint use of school district properties for park and recreation use.</p> <p>Libraries: No applicable General Plan goals or policies were identified.</p>	<p>(D) New construction that is entirely within the boundaries of a Community Facilities District or similar mechanism to fund ongoing city services, established by the city and fully approved under applicable law by the property owner.</p> <p>(`83 Code, § 3.21.050) (Ord. 01-012 § 1, 2001; Ord. 2017-03 § 1, 2017)</p>	<p>4.2 Strive to reduce barriers to participation and improve safety to provide universal access to facilities and programs.</p> <p>4.3 Establish and operate specialized recreational facilities (e.g. sport facilities, off leash dog areas, skateparks, community gardens) to respond to identified public needs, as appropriate. 4.4 Conserve significant natural areas to meet habitat and hillside protection needs and to provide opportunities for residents to recreate and connect with nature, as appropriate.</p>
Montebello	<p>Fire & Police:</p> <p>Goal 5: Maintain capability to respond to an emergency in the City within 3 to 5 minutes.</p> <p>Policy 5.2: Locate, staff, and equip Fire Department and Police Department to meet established response times. Response time objectives are to be based on national standards.</p>	<p>No ordinances related to public service resources relevant to the Plan Area were identified.</p>	<p>The City’s Parks Master Plan Parks and Recreation applicable sections include:</p> <p>Goal 1: To provide a full range of park and recreational facilities and programs which are easily accessible to all residents of the community.</p> <p>Goal 2: To provide 4.0 acres of parks and recreational use per 1,000 residents.</p> <p>Objective 1: Provide neighborhood parks and recreational facilities wherever possible within walking distance of all residents.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 5.3: Regulate the amount and type of new development in areas susceptible to all hazards.</p> <p>Goal 7: Provide adequate fire protection to each area of the City.</p> <p>Goal 9: Provide adequate police protection for all residents and businesses.</p> <p>Schools: No General Plan goals or policies were identified for schools.</p> <p>Parks and Recreation:</p> <p>Our Well-Planned Community Element</p> <p>Action A3.1b Encourage parkland dedication and conservation easements for trails that support the City’s Parks Master Plan and the Green Infrastructure Plan.</p> <p>Action 3.1c: Capture the inherent value of parks, open spaces, and trails by providing more opportunities for people to live and work on properties with direct frontage on these investments.</p> <p>Our Accessible Community Element</p> <p>Action 4.1e: Improve access to the Rio Hondo River Trail by opening additional access points and positioning wayfinding between the trail and key destinations in Montebello. Our Healthy Community Element:</p> <p>Policy 5.1: Create and enhance equitable access to spaces that will foster positive interactions and encourage healthy lifestyles.</p> <p>Policy A5.1a: Create public spaces with seating, art, and play features near shopping and business areas of the City (partner with restaurants to create sidewalk outdoor seating areas to activate the sidewalk).</p> <p>Action 5.1b: Ensure that parks, recreation facilities, and other community services are equitably distributed and accessible throughout the community.</p> <p>Policy 5.6: Promote opportunities for people to build connections with their peers, neighbors, and the greater community supporting inter-generational and inter-cultural programs, activities, and events.</p> <p>Action 5.7b: Remove barriers and enhance access to existing parks.</p> <p>Our Active Community</p> <p>Policy 7.1: Expand park inventory to strive for the standard of 5 acres per 1000 residents.</p> <p>Action 7.1b: Provide parks, open spaces, and trails at Montebello Hills.</p> <p>Action 7.1c: Provide parks, open spaces, and trails along the Edison Easement.</p> <p>Action 7.1d: Increase access to the Rio Hondo trail.</p> <p>Policy 7.2 R Ensure the maximum distance between residents’ homes and the nearest public park is 1/2 mile.</p> <p>Policy 7.3: Promote, expand, and protect a green infrastructure that links the natural habitat.</p> <p>Our Natural Community</p>		<p>Objective 3: Establish park and recreational space in utility easements where open land is available.</p> <p>Objective 4: Channel area.</p> <p>Objective 5: Establish park and recreational facilities in the hill area.</p> <p>Objective 7: Add park facilities in the South Montebello area.</p> <p>Policy 3: City to meet the standard of 4.0 acres of per and recreational use per 1,000 residents.</p> <p>Policy 4: Pursue the goals and objectives for parks and recreation.</p> <p>Conservation Element</p> <p>Goal 2: To ensure the preservation and conservation of and welfare needs of the residents.</p> <p>Objective 3: In addition to obtaining new open space areas, the City should seek to make more use or multiuse of the existing open space areas of the community. This program would include recreation use of school playground facilities during non-school hours.</p> <p>Chapter 6: Recommendations</p> <p>Strategy 2: Linear Parks & Urban Spaces</p> <p>6.3.1 Develop Linear Parks</p> <p>Expand and explore opportunities for linear parks.</p> <ul style="list-style-type: none">Find areas where linear parks may occur.Reclaim underutilized streets and or infrastructure within the City. <p>6.3.2 Create A Unique Linear Trail at the Rio Hondo</p> <ul style="list-style-type: none">Expand the Rio Hondo Trail SystemIncorporate trails within the northern hills in Montebello and in new development areasInclude an urban trails signage program that connects corridors and trails within the city to other regional trails. 6.3.4 Connect to Urban Trails Outside of the City - Look into connection along Rio Hondo that can connect green space in Pico Rivera and South El Monte.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 1: Protect and enhance natural vegetation in parks and open spaces for wildlife habitat, erosion control, and to serve as noise and scenic buffers.</p> <p>Open Space Element:</p> <p>Policy 4.1</p> <p>Support and promote walking, biking, and other nonvehicular modes as an alternative to driving within Montebello.</p> <p>Goals:</p> <p>1. To insure the preservation and conservation of sufficient open space to introduce relief from the otherwise uninterrupted urban development of the Southern California region.</p> <p>2. To insure the preservation and conservation of sufficient open space to serve the recreational, health, and welfare needs of the residents.</p> <p>Objective 3: Provide open space and a full range of recreation facilities and programs which are easily accessible to all residents.</p> <p>Libraries: No applicable goals or plans were identified.</p>		
Pasadena	<p>Fire & Police:</p> <p>Safety Element</p> <p>Goal R-1: It is the City’s desire to reduce threats to public and private property from wildland and urban fire hazards.</p> <p>Schools: No applicable goals or plans were identified.</p> <p>Parks and Recreation:</p> <p>Green Space, Parks, and Recreation Element Objective 6: Preserve and acquire spaces for neighborhood parks and other types of urban open spaces in under-served areas of the City in order to enhance the quality of life of all Pasadenans by using traditional and creative strategies.</p> <p>Land Use Element</p> <p>Goal 2. Land Use Diversity. A mix of land uses meeting the diverse needs of Pasadena’s residents and businesses, fostering improved housing conditions, offering a variety of employment and recreation opportunities, and supporting a healthy population while protecting the environment.</p> <p>Policy 2.8 Equitable Distribution of Community Devices and Amenities. Ensure that parks and recreation facilities, community services, and amenities are equitably distributed and accessible throughout the City.</p> <p>Policy 2.13 Parks. Maintain existing and develop new parks and recreational facilities within walking distance of residents, supporting healthy lifestyles.</p> <p>Goal 4. Elements Contributing to Urban Form. A safe, well-designed, accessible City with a diversity of uses and forms. These diverse forms include distinct, walkable districts, corridors, and transit and neighborhood villages and cohesive, unique single and multi-family residential neighborhoods and open spaces where people of all ages can live, work, shop and recreate.</p>	<p>Municipal codes related to public service resources relevant to the Plan Area can be found in Title 3 (Civic Events and Facilities), Chapter 3.32 (Arroyo Seco Public Lands), Article II (Natural Preservation Area), and Title 17 (Zoning Code) Article 3 (Specific Plan Standards).</p> <p>Under Title 3 (Civic Events and Facilities), Chapter 3.32 (Arroyo Seco Public Lands), Article II (Natural Preservation Area), The purpose of this chapter is to establish regulations for preservation, enhancement and enjoyment of the Arroyo Seco as a unique environmental, recreational and cultural resource of the city surrounded by residential neighborhoods. Such resource and the neighborhoods must be preserved, protected and properly maintained. These regulations are designed to identify uses, activities, facilities and structures as well as their limitations. Additionally, under this section, trails and roads shall not be paved.</p> <p>(Ord. 6403 § 2 (part), 1990)</p>	<p>The Pasadena Green Space, Recreation and Parks Element Master Plan includes the following relevant objectives and policies:</p> <p>Objective 1 – Stewardship of the natural environment: encourage and promote the stewardship of Pasadena’s natural environment, including water conservation, clean air, natural open space protection, and recycling.</p> <p>Policy 1.2 – Protect Open Spaces: Protect natural open areas, watersheds, and environmentally sensitive areas such as Hahamongna, Eaton Canyon, riparian areas, and other open spaces.</p> <p>Objective 2 – Preservation and protection of the Arroyo Seco and adjacent open space areas: recognize the importance to Pasadena of the history, cultural resources, and unique character of the Arroyo Seco, and conserve and enhance these assets.</p> <p>Policy 2.3 – Balance recreation with environmental protection: Implement the Arroyo Seco Master Plans by balancing recreational opportunities with protection and restoration of the ecosystem, while recognizing the important existing water resources and flood management functions of the area.</p> <p>Policy 2.4 – Promote multi-faceted use of the Arroyo: Through implementation of the Arroyo Seco Master Plans, continue to maintain and enhance the area as a prime resource for quality of life of Pasadena residents.</p> <p>Objective 7 – Provide access to Parks: New projects should be planned so that neighborhood recreational needs of its future citizens are largely met on site or nearby and so that future facilities are integrated with, provide support for, and enhance the effectiveness of the overall recreation system in Pasadena. Growth and expansion in a particular area should be accompanied by commensurate growth and expansion in recreation facility, programming capacity, and natural open space capacity.</p> <p>Policy 7.2 – Access to open spaces within projects: Projects should be connected to the public realm through vistas, physical access, and/or sightlines. Provide an adequate total quantity and equitable distribution of public or publicly accessible open spaces throughout the City.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 21. Desirable Neighborhoods. A City composed of neighborhoods with a variety of housing types that are desirable places to live, contribute to the quality of life, and are well maintained.</p> <p>Policy 21.10 Neighborhood Parks and Open Space Amenities. Ensure that existing neighborhoods contain a diverse mix of parks and open spaces that are connected by trails, pathways, and bikeways and are within easy walking distance of residents.</p> <p>Green Space, Recreation and Parks Element</p> <p>Objective 2 – Preservation and Protection of the Arroyo Seco and Adjacent Open Space Areas: Recognize the importance to Pasadena of the history, cultural resources, and unique character of the Arroyo Seco, and conserve and enhance these assets.</p> <p>Policy 2.1 – Arroyo Seco Planning: Fully implement all master plans and design guidelines for the Arroyo. This includes the Lower Arroyo Master Plan, the Hahamongna Watershed Park Master Plan, and the Central Arroyo Master Plan. (LUE Policy 9.2)</p> <p>Policy 2.2 – Balance of Interests in the Lower Arroyo Seco: Improve the aesthetics and preserve the historical elements and unique natural character of the Lower Arroyo. Manage and maintain the area to balance the natural habitat, recreational needs and public health and safety.</p> <p>Policy 2.3 – Balance Recreation with Environmental Protection: Implement the Arroyo Seco Master Plans by balancing recreational opportunities with protection and restoration of the ecosystem, while recognizing the important existing water resources and flood management functions of the area.</p> <p>Objective 3 – Preservation And Protection of Eaton Canyon, Eaton Wash, and Adjacent Open Space Areas: Recognize the importance to Pasadena of the history, cultural resources, and unique character of Eaton Canyon and Eaton Wash, and conserve and enhance these assets.</p> <p>Policy 3.1 – Eaton Canyon: Continue protection of Eaton Canyon as an open space and recreation area, and as a nature center. Explore master planning opportunities in the existing OS (Open Space) zoned area associated with the civil defense site and flood control areas. (LUE Policy 9.3)</p> <p>Policy 3.2 – Eaton Wash: Pursue improvements to Eaton Wash and a proposed north/south trail element that would link Pasadena to natural open space to the north.</p> <p>Objective 5: Trails and Open Space Connectivity: Acknowledge and enhance Pasadena’s important relationship with the Angeles National Forest and other regional trail systems.</p> <p>Policy 5.1 – Open Space Corridors: Develop open space corridors, easement and acquisition programs and trails. This is especially relevant for hillside areas and ridgelines. (from LUE Policy 9.1)</p> <p>Policy 5.2 – Trails for Bicyclists and Pedestrians: Review the OS (Open Space) zoned areas and city rights-of-way for opportunities to develop bike path and/or walking path connectivity.</p> <p>Objective 8 – Neighborhood Park Distribution and Planning: Preserve, enhance, and acquire parks in residential areas, within reasonable walking distance of all neighborhoods.</p> <p>Libraries: No applicable goals or plans were identified.</p>		<p>Objective 17 – Facilitate ongoing community dialogue to ensure that residents’ open space, parkland, and recreation needs are met.</p> <p>Policy 17.1 - Community Input and Feedback: Provide methods for community members to offer ongoing information on their experiences with recreation and parks management, programs, and facilities. Surveys, questionnaires, website forms, and targeted outreach methods will provide feedback on areas in need of improvement and areas where goals are being met.</p>



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Pico Rivera	<p>Fire & Police:</p> <p>Schools:</p> <p>Healthy Community Element</p> <p>Goal 10.10: High quality day care, education, and lifelong learning opportunities for all members of the community.</p> <p>Parks and Recreation:</p> <p>Healthy Community Element</p> <p>Goal 10.7: A complete system of parks and recreational facilities and programs that provide diverse opportunities for active recreation, passive recreation, and social interaction, meeting the needs of the community.</p> <p>Policy 10.7-2: Existing Facility Improvement. Continue to improve, rehabilitate, and expand existing park and recreation facilities, as funding is available, to meet the needs of Pico Rivera residents, employees, and visitors.</p> <p>Policy 10.7-5 Public Involvement. Encourage residents to become involved in the design, improvement, operation, maintenance, and security of park facilities throughout the community.</p> <p>Policy 10.7-6 Collaboration. Coordinate park and recreational facilities planning with local and regional agencies in an effort to enhance recreational opportunities in the City.</p> <p>Policy 10.7-14: Equestrian Facilities. Expand opportunities for equestrian oriented recreational facilities in the City, and permit this use in the Sports Arena and Bicentennial Park Campground area.</p> <p>Land Use Element</p> <p>Goal 3.5 Recognize the importance of the Whittier Narrows Dam, Rio Hondo and San Gabriel River channels in shaping the character, identity and physical structure of the community by protecting and enhancing these features.</p> <p>Policy 3.5-3 Recreation. Identify opportunities for passive recreation areas within and along the Whittier Narrows Dam, Rio Hondo and San Gabriel River channels.</p> <p>Goal 3.10 A mix of governmental, educational, recreational and open space facilities that conveniently support the needs of Pico Rivera’s residents and businesses.</p> <p>Policy 3.10-1 Adequate Facilities. Ensure that community facilities and parks are distributed equitably throughout the city to provide efficient services to the broadest number of residents.</p> <p>Policy 3.10-4 Parks and Open Spaces. Seek to expand the city’s parklands, greenways and open spaces as land and funding become available, encouraging the redevelopment of vacant sites and coordinate with the appropriate regional agencies for future planning related to the river corridors, the Bicentennial Park Campground and the Sports Arena area.</p> <p>Environmental Resources Element</p> <p>Goal 8.1: A sustainable community where land use and transportation improvements are consistent with regional planning efforts and adopted plans to reduce dependence on the use of fossil fuels and decrease greenhouse gas emissions.</p>	<p>Municipal codes related to public service resources relevant to the Plan Area can be found in Chapter 18.10 (O-S Open Space Zone), Section 18.10.010 (Establishment) and Section 18.10.020 (Intent and purpose).</p> <p>Under Chapter 18.10 (O-S Open Space Zone), Section 18.10.010 (Establishment), Plan areas may be zoned under Public Uses of Parks and Playgrounds. Regulations governing permitted uses of land in the O-S zone are specifically set forth in. (Prior code § 9205.02(C))</p> <p>Under Chapter 18.10 (Open Space Zone), Section 18.10.020 (Intent and purpose), the intent and purpose of the O-S zone are:</p> <p>A. To principally designate and classify certain lands within the city for providing both interim and permanent open-space areas;</p> <p>B. To recognize those other open-space lands generally oriented to public interests and owned or controlled by a governmental or quasi-public agency;</p> <p>C. To recognize and restrict development and uses to such functions that primarily serve the interest of the community as a whole; and</p> <p>D. To function and serve as the instrument by which the preservation and conservation of open space areas can be attained.</p> <p>(Prior code § 9205.02(A))</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Libraries:</p> <p>Healthy Community Element</p> <p>Goal 10.5: Opportunities for lifelong learning and cultural enrichment.</p> <p>Policy 10.5-1 Libraries. Continue to work with Los Angeles County in the provision of adequate library services, facilities, materials and programs that meet the needs of all residents.</p>		
Pomona	<p>Fire:</p> <p>Noise & Safety Element</p> <p>Goal 7G.G8: Minimize the risk to life and property from fire hazards in the City of Pomona.</p> <p>Goal 7G.G9: Work with LACFD to provide fire protection that is responsive to citizen’s needs.</p> <p>Policy 7G.P20 Require site design features, fire retardant building materials and adequate access as conditions for approval of development or improvements to reduce the risk of fire within the City.</p> <p>Policy 7G.P24 Follow and enforce the county Fire Department’s weed abatement and brush clearance program.</p> <p>Police:</p> <p>Goal 7G.G4: Provide police services that are responsive to citizens’ needs to ensure a safe and secure environment for people and property in the community.</p> <p>Policy 7G.P8: Consider public safety in the design of new development and public spaces.</p> <p>Schools:</p> <p>Goal 6G.G5: Strive to provide parks, schools, and neighborhood-serving commercial uses within a convenient distance from all homes.</p> <p>Parks and Recreation:</p> <p>7C-Open Space Network Component Parks, Recreation and Open Space</p> <p>Goals 7C.G1 Establish a more comprehensive and integrated network of parks and open space, within 1/4 mile radius at all neighborhoods, while enhancing existing facilities where feasible.</p> <p>Goal 7C.G3 Develop additional parkland in the City, particularly in areas lacking these facilities and where new growth is proposed. 7C.G4 Improve access to public open space and recreation facilities. Goal 7C.G2 Provide land for public parks at a ratio of three (3) acres per 1,000 residents.</p> <p>Policy 7C.P1 Develop a master community parks layout that promotes well distributed parks accessible to all neighborhoods: ·</p> <ul style="list-style-type: none">• Identify parks requiring improved accessibility and connectivity to neighborhoods.• Require individual developments to contribute to the network by including open space in their site design.• Require new development to explore opportunities for links across the rail corridor to Palomares Park. <p>Policy 7C.P2 Require that at least one public park be located within one-quarter mile, via a direct pedestrian path.</p>	<p>Municipal codes related to public service resources relevant to the Plan Area can be found in Appendix I, Part II, Sec. .220. of the Pomona Zoning Ordinance (“O” Open Space land zone district. Intent and purpose.) and Chapter 17.24 Special Purpose Zoning Districts.</p> <p>Under Sec. .220 (“O” Open Space land zone district. Intent and purpose.), the "O-S" Open Space District is intended to provide permanent open spaces and governmental facilities in the community; and the following sec. 221 lists primary permitted use for recreational use owned and/or controlled by a governmental or quasi-public agency. (Ord. No. 2508, § 1.)</p> <p>Under Chapter 17.24 (Special Purpose Zoning Districts), the purpose of individual zoning districts for Open Space (O-S) District is intended to provide for urban relief, recreation and environmental preservation. This zoning district is applied to parks, streams, urban forestry areas and other similar features to enhance the quality of the environment consistent with the General Plan. (Ord. No. 931, § 5(Exh. A), 10-22-13)</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 7C.P3 Adopt a park standard of 3.0 acres of publicly accessible open space per 1,000 new residents.</p> <p>Policy 7C.P8 Explore creative opportunities for new park locations, such as: · Unused cemetery land · Riverfront trails · De-channelizing portions of San Antonio Creek</p> <p>Policy 7C.P9 Strive to provide parks within ¼-mile (approximately five minute walking distance) of all urban (low and high density) neighborhoods.</p> <p>Policy 7C.P17 Explore opportunities to add linear pathways along rail corridors and/or to redevelop the San Antonio Creek channel into a naturalistic linear park with a walking path.</p> <p>7D Mobility and Access Component Bicycle Circulation.</p> <p>Goals 7D.G21 Develop a comprehensive bicycle network that connects local and regional commuter and recreation routes.</p> <p>Policy 7D.P51 Create pedestrian- and bicycle-only cut-throughs to supplement shorter blocks and enhance neighborhood interconnectivity where street connections are limited due to existing cul-de-sac or dead-end conditions, grade separation, property ownership or topographical challenges.</p> <p>Libraries: No General Plan goals were identified for libraries.</p>		
Rosemead	<p>Fire & Police:</p> <p>Goal 3: Provide high levels of public safety, emergency response, and law enforcement services.</p> <p>Policy 3.2: Include the Fire Department in the review process of proposed projects to ensure that fire prevention and suppression features have been considered in the overall design.</p> <p>Schools:</p> <p>No General Plan goals were identified for schools.</p> <p>Parks and Recreation:</p> <p>Open Spaces Element</p> <p>Goal 7.1: Increase the City’s open space resources.</p> <p>Target 7.1.1: Develop miniparks, medians, and other green spaces to offset the impacts of denser population and more intense development.</p> <p>Goal 7.3: Develop a system of bicycle and pedestrian trails that are sustainable.</p> <p>Goal 7.4 Restore and improve neglected opportunities to City’s dwindling open space resources.</p> <p>Resource Management Element</p> <p>Goal 1: Provide high-quality parks, recreation, and open space facilities to meet the needs of all Rosemead residents.</p> <p>Policy 1.1: Maintain current parks within the City to ensure they continue to provide Rosemead residents the best possible recreational opportunities.</p> <p>Policy 1.2: Develop pedestrian/bicycle trail systems in the City.</p>	<p>Municipal codes related to public service resources relevant to the Plan Area can be found in Chapter 8.24 (Fire Prevention Code), Section 8.24.010 (California Fire Code as amended by Los Angeles County Fire Code adopted), Chapter 17.24, (Special Purpose Zoning Districts).</p> <p>Under Chapter 8.24 (Fire Prevention Code), Section 8.24.010 (California Fire Code as amended by Los Angeles County Fire Code adopted), modified</p> <p>A. The California Fire Code as amended by Title 32 Los Angeles County Building Code together with their appendices, prescribing regulations generally governing conditions hazardous to life and property from fire, hazardous materials or explosions, and provide for penalties for violations thereto, are hereby adopted by reference, and conflicting ordinances are hereby repealed.</p> <p>Under Chapter 17.24, (Special Purpose Zoning Districts), the purpose of the individual Open Space (O-S) is intended to provide for urban relief, recreation and environmental preservation. This zoning district is applied to parks, streams, urban forestry areas and other similar features to enhance the quality of the environment consistent with the General Plan.</p> <p>(Ord. No. 931, § 5(Exh. A), 10-22-13)</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 1.3: Look for opportunities to establish public parks and other useable open space areas in those parts of Rosemead underserved by such facilities.</p> <p>Goal 2: Increase greenspace throughout Rosemead to improve community aesthetics, encourage pedestrian activity, and provide passive cooling benefits.</p> <p>Action 2.8 Connect parks and publicly accessible open space through shared pedestrian/bike paths and trails to encourage walking and bicycling.</p> <p>Libraries:</p> <p>No General Plan goals were identified for libraries or other public services.</p>		
San Dimas	<p>Fire & Police:</p> <p>Goal 1: Protect people and property from fires.</p> <p>Goal 2: Actively prevent fire hazards.</p> <p>Goal 3: Provide prompt emergency medical attention.</p> <p>Schools: See LU Element Goal Statement 3, Objective 3.1 below.</p> <p>Parks and Recreation:</p> <p>Open Space Element</p> <p>Goal Statement OS-3: Provide park and recreation facilities to adequately serve the residents of the City. Objective 3.1: Develop and maintain pedestrian/bicycle/equestrian trails which provide connections with the major activity areas. Objective 3.2: Develop new parks in areas which are now being inadequately served relative to current standards. Goal 3.3: Provide a circulation network that accommodates the safe and efficient movement of equestrians.</p> <p>Policy 3.3.1 The City shall create a system of recreational trails to meet the needs of both the recreational and commuter equestrian. The trails shall be safe and easily maintained.</p> <p>Libraries:</p> <p>Land Use Element</p> <p>Goal Statement L-3: Ensure that all portions of the City are adequately served with essential services, utilities and recreation and open space facilities.</p> <p>Objective 3.1: Promote future land use and development patterns which support local jurisdictions and other service providers in their efforts to provide equally to all citizens of San Dimas, accessible and effective services such as: public education; housing; health care; child care; social services; law enforcement; and fire protection.</p>	<p>Municipal codes related to public service resources relevant to the Plan Area can be found in Chapter 18.32 (SF-H Single-Family Hillside Zone), and Chapter 15.51 (Fire Code).</p> <p>Under Chapter 18.32 (SF-H Single-Family Hillside Zone), Section 18.32.030 lists Primary Uses that are permissible:</p> <ul style="list-style-type: none">• Single-family residential units;• Watershed and flood-control facilities;• Grazing;• Public parks and open areas;• Public and private trails;• Incidental Uses include home occupations, per the provisions of Section 18.184.010; <p>2. Household pets as describe and regulated in Chapter 18.20 Residential Zones Generally. (Ord. 1226 § 1, 2014; Ord. 1062 § 1, 1996; Ord. 969 § 2 (A), 1992; Ord. 609 § 1, 1981; Ord. 37 § 223.54, 1961)</p> <p>Under Chapter 15.51 (Fire Code), the California Fire Code, 2022 Edition, based on the 2021 International Fire Code, as published by the California Building Standards Commission, shall be and become the Fire Code of the City, regulating and governing the safeguarding of life and property from fire and explosion hazards arising from the storage, handling, and use of hazardous substances, materials and devices, and from conditions hazardous to life or property in the occupancy of buildings and premises in the City.</p> <p>(Ord. 1295 § 1, 2022)</p>	<p>No other applicable ordinances were identified.</p>
San Gabriel	<p>Fire & Police:</p> <p>Safety Element</p> <p>Goal 5.2 Assure that existing and new development address fire and police protection in a proactive and preventative way.</p> <p>Goal 5.3 Provide fire protection and emergency medical response that is responsive to citizen’s needs.</p> <p>Goal 5.4 Provide public safety services to ensure a safe and secure environment for people and property.</p>	<p>Municipal codes related to public service resources relevant to the Plan Area can be found in Section 154.001 (Open Space and Recreation Impact Fees).</p> <p>Under Section 154.001 (Open Space and Recreation Impact Fees), the findings and purpose of this legislation is as follows:</p> <p>(1) One of the amenities that makes a city a desirable place to live and contributes to the quality of life is having adequate open space and recreational facilities within the city.</p>	<p>The San Gabriel Parks and Open Space Master Plan (Dream Your Park) is a 2018 plan, with relevant goals and objectives to the Plan as follows:</p> <p>Goal 1: Improve Facilities and Amenities</p> <p>Objective 1.1 – Expand open space and parks.</p> <p>Objective 1.2 – Expand greenways, bike paths and trails connectivity.</p> <p>Objective 1.4 – Make improvements to or replace some existing facilities and amenities or develop new amenities at existing parks based on level of service analysis.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Target 5.4.1 Ensure adequate police and fire staff to provide rapid and timely response to all emergencies and maintain the capability to have minimum average response times.</p> <p>Goal 6.2: Provide a high level of police services for the City’s residents, businesses, and visitors</p> <p>Goal 6.3 Provide a high level of fire protection and emergency response for residents and businesses.</p> <p>Schools: Community Facilities Chapter Goal 6.9 Support efforts to maintain and improve facilities in the San Gabriel Unified School District and the Garvey Unified School District.</p> <p>Parks and Recreation: Community Facilities Chapter Goal 6.6: Update and expand the City’s park system in order to provide the residents of San Gabriel with ample open space for recreation.</p> <p>Libraries: Community Facilities Chapter Goal 6.1: Ensure that community facilities provide an adequate level of service so that new development has efficient and orderly service. Goal 6.10 Work with the County of Los Angeles to expand the quality of service at the County Library branch.</p>	<p>(2) The City Council desires to make sure that the city has adequate open space and recreational facilities to serve its existing and future residential population.</p> <p>(3) The Open Space Chapter of the 2004 General Plan identifies a target of four acres of open space per 1,000 residents; the city does not have adequate facilities or funding to meet this target.</p> <p>(4) The City Council's purpose in enacting this section is to implement an open space and recreation fee that will be imposed on new residential development to ensure that such development is funding a share of the costs of developing open space areas to help meet the 2004 General Plan standard of four acres of open space per 1,000 residents.</p>	<p>Goal 2: Continue to Improve Organizational Efficiencies.</p> <p>Objective 2.2 – Staff appropriately to meet current demand and maintain established quality of service.</p>
San Marino	<p>Fire: Fire Safety Goal 1: Protect people and property from fires. Goal 2: Actively prevent fire hazards. Goal 3: Provide prompt emergency medical attention.</p> <p>Police: Goal 1: Maintain an environment safe from crime against persons and property. Goal 3: Ensure that police services are provided in a manner that reflects and is sensitive to the characteristics and needs of the City, its residents, businesses, and visitors.</p> <p>Schools: Objective CS.16 Maximize use of school facilities.</p> <p>Parks and Recreation: Natural Resources Chapter Element Goal 1: Preserve Lacy Park as open space. Goal 2. Retain a public place within the community that feels like a refuge from the city around it.</p>	<p>Municipal codes related to public service resources relevant to the Plan Area can be found in Article 12 (Fire Code), Section 25.12.01 (Fire Code Adopted).</p> <p>Under Article 12 (Fire Code), Section 25.12.01 (Fire Code Adopted), the 2022 California Fire Code, including all appendices with errata, based on the 2021 International Fire Code, is hereby adopted by reference and incorporated herein as though fully set forth herein and shall constitute the Fire Code of the City. (Ord. 0-19-1357, 11-13-2019; amd. Ord. 0-22-1400, 1-11-2023)</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City			
	<p>Objective NR.1 Maintain the park’s infrastructure and ensure that it meets the needs of residents.</p> <p>Libraries:</p> <p>Community Services Chapter Element</p> <p>Goal 1: 1. To maintain a San Marino Public Library that provides a high-quality service in a high-quality setting to San Marino residents.</p> <p>Objective CS.6 Foster a close relationship with San Marino school library services.</p>		
South El Monte	<p>Fire:</p> <p>Health, Safety, and Environmental Justice Element</p> <p>Goal 5: Design emergency response to serve a range of community needs. Policy 5.1: Strengthen Emergency Services Preparedness and Response. Action 5.1a: Review the City of South El Monte’s contract with the Los Angeles County Fire Department annually to ensure that adequate fire protection services are provided.</p> <p>Police:</p> <p>Health, Safety, and Environmental Justice Element</p> <p>Goal 5: Design emergency response to serve a range of community needs.</p> <p>Schools:</p> <p>No applicable plan goals or policies were identified for schools.</p> <p>Parks and Recreation:</p> <p>Public Health, Safety, and Environmental Justice Element</p> <p>Goal 6: Provide public facilities that promote health and hazard preparedness.</p> <p>Policy 6.1: Improve the Health and Well-Being of All Ages through Improvements in Mobility. Action 6.1a: Consider the development and implementation of Bicycle and Pedestrian Safety Guidelines that also include streetscape standards that emphasize pedestrian and cyclist safety (e.g., lighting, trees, greenery, traffic-calming measures). Action 6.1b: Prioritize safety improvements and maintenance on walking and biking routes to public facilities.</p> <p>Policy 6.2: Increase Access to Open Space</p> <p>Resources Element</p> <p>Goal 1: Provide local public park space at a ratio of 2 acres of park land per 1,000 City residents.</p> <p>Policy 1.1: Maintain joint-use agreements with local public school districts to allow school grounds to be used as public park land during non-school hours.</p> <p>Policy 1.2: Investigate opportunities to create small neighborhood or “pocket” parks in the north half of the City.</p> <p>Policy 1.3: Continue to provide South El Monte residents with access to regional recreational resources.</p>	<p>Municipal codes related to public service resources relevant to the Plan Area can be found in Chapter 17.20 Public Facilities Zone (P-F), and Chapter 15.14 (Fire Code) which adopts the 2022 Los Angeles Fire Code by reference. No applicable sections of municipal code were identified for police or other public services (i.e. libraries).</p> <p>Under Chapter 17.20 (P-F), the public facilities zone (P-F) is established to provide areas throughout the city for the location of a variety of public, quasi-public and institutional facilities. Such areas shall be developed in a manner designed to enhance the neighborhood and to protect the surrounding areas from unnecessary noise, traffic or other disturbance.</p> <p>(Ord. 822 §1, 1989).</p> <p>Title 17.20.030 provides principal permitted uses are in the P-F zone as follows:</p> <ul style="list-style-type: none">• Public buildings, including, but not limited to, City Hall, public libraries, police and fire facilities and public parks and associated structures;• Quasi-public facilities such as public utility facilities, water wells, city yards and similar uses;• Institutional uses such as public schools;• Private schools; Churches and church related facilities. <p>(Ord. 963 §16, 1995; Ord. 822 §1, 1989)</p> <p>Under Chapter 15.14 (Fire Code), the Los Angeles County Fire Code, Title 32, the Los Angeles County Fire Code, as amended and in effect on or before January 1, 2023, adopting the 2022 California Fire Code, is hereby adopted by reference pursuant to the provisions of Sections 50022.1 through 50022.10 of the Government Code of the State of California as though fully set forth herein, and made a part of the South El Monte Municipal Code with the same force and effect as though set out herein in full, including all of the regulations, revisions, conditions and terms contained therein. (Ord. 1261 §2, 2022)</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 2: Provide a comprehensive recreation program, adequate facilities, and proper maintenance of the parks and recreational facilities in the City.</p> <p>Policy 2.2: Explore opportunities to operate joint recreation programs with the City of El Monte.</p> <p>Libraries:</p> <p>No General Plan goals were identified for libraries or other public services.</p>		
Temple City	<p>Fire:</p> <p>Community Services Element</p> <p>Goal CS 7: Fire Protection. Fire protection and emergency medical services that enhance and maintain the safety of Temple City’s residents and property.</p> <p>CS 7.1 Support Fire Service Provider. Continue to work with and support the Los Angeles County Fire Department (LACoFD) to ensure adequate personnel, facilities, and infrastructure to maintain an acceptable level of fire protection and emergency services in Temple City.</p> <p>CS 7.2 Response Time. Work with the LACoFD to maintain optimal response times for all call priority levels that ensure the safety of all Temple City residents, businesses, and visitors.</p> <p>CS 7.4 Enforcement of Codes to Reduce the Risk of Fire. Continue to enforce all relevant federal, state, county, and local codes and ordinances to proactively increase fire protection, reduce the risk of fire hazards, and implement into the design of all new developments fire prevention measures.</p> <p>CS 7.5 Review of Development Projects. Continue to include the LACoFD in the review of development proposals to ensure projects adequately address safe design and on-site fire protection and comply with applicable fire and building codes.</p> <p>Police:</p> <p>Goal CS 6. Law Enforcement. Responsive and efficient law enforcement services that protect residents, visitors, and businesses and provide for a safe and secure community.</p> <p>CS 6.1 Response Time. Work with the Los Angeles County Sheriff’s Department (LASD) to maintain optimal response times for all call priority levels that ensure the safety of all Temple City residents, businesses, and visitors.</p> <p>Schools:</p> <p>Goal CS 4: High Quality Education. A network of high quality and accessible educational institutions that allow Temple City’s youth to excel.</p> <p>CS 4.1 School Facilities. Coordinate with the Temple City Unified School District (TCUSD), Arcadia Unified School District, El Monte City School District, San Gabriel Unified School District, Rosemead School District (other school districts), and private schools to ensure adequate and high quality school facilities and programs for all Temple City residents.</p> <p>CS 4.3 Joint Uses. Encourage TCUSD, other school districts, and private schools to participate in joint-use agreements with the City and other institutions and organizations to expand the facilities and resources available to the community, including parks, libraries, community centers, and daycare facilities.</p>	<p>Municipal codes related to public service resources relevant to the Plan Area can be found in Article K, Institutional and Open Space Zone of the Temple City Code of Ordinances, and Title 3 (Public Safety), Chapter 1 (Fire Code).</p> <p>The Institutional Zone and Open Space Zone is intended to accommodate public, semi-public, and institutional uses, including but not limited to offices and facilities used by federal, state, and local government; special districts; public schools; hospitals; and other public agencies and public utilities. This zone implements the General Plan Institutional designations. It also is intended to be used to accommodate active and passive recreational activities, such as parks and trails, as well as areas used for detention basins, conservation, sensitive habitat areas, and groundwater recharge basins. This zone implements the General Plan Open Space designation.</p> <p>(Ord. 19-1036)</p> <p>Under Chapter 1, Fire Code, Section 3-1-0, the city of Temple City hereby adopts the consolidated fire protection district of Los Angeles County (district) fire code as the fire code for the city of Temple City. Said district fire code is codified in title 32 of the Los Angeles County code. (Ord. 11-946)</p> <p>Under Chapter 1, Fire Code, Section 3-1-1, the city hereby adopts the Los Angeles County fire department as the city fire department and the county fire chief as the city fire chief. (1960 Code)</p>	<p>Additional applicable ordinances/plans can be found in the Parks and Open Spaces Master Plan, Temple City Park Master Plan, and Temple City Bicycle Master Plan.</p> <p>Parks and Open Space Master Plan Facilities / Amenities (0-2 years):</p> <p>Goal 1: Complete development and construction of trails in Eaton Wash and Arcadia Wash.</p> <p>Goal 2: Continue implementation of Bicycle Master Plan improvements (bike lanes, etc).</p> <p>Goal 7: Develop a use agreement with Los Angeles Flood Control for development of trails.</p> <p>Goal 18: Incorporate Parklets into the Las Tunas Avenue improvements plans. Facilities / Amenities (3-7 years):</p> <p>Bicycle Master Plan</p> <p>Goal 1: Bikeway System</p> <p>Policy 1.1 Construct the bikeways proposed in 2011 Temple City Bicycle Master Plan over the next 10 years.</p> <p>1.1.1 Propose bikeways that connect to transit stations, commercial centers, schools, libraries, cultural centers, parks and other important activity centers and promote bicycling to these destinations.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Parks and Recreation:</p> <p>Goal CS 8: Recreation and Open Space Facilities. Comprehensive recreation, open space, and community facilities that enhance livability, improve mental and physical health, provide opportunities for gathering and social interaction, and are funded and maintained to benefit all members of the community.</p> <p>Policy CS 8.1 Parkland Standard. Establish a parkland standard of 3.0 acres per 1,000 residents and monitor and adjust the standard over time based on community recreational needs and opportunities.</p> <p>Policy CS 8.5 Park Types. Maintain an integrated hierarchy of recreation and open space facilities including pocket parks, neighborhood parks, community parks, and linear parks or greenbelts that meet the needs of all users, regardless of age, ability, or income.</p> <p>Policy CS 8.7 Infill Development. Promote the development of parklets, plazas, and streetscapes that provide active and passive recreational opportunities for residents in areas targeted for moderate and higher density residential or mixed-use development such as the downtown core and the intersection of Rosemead Boulevard and Las Tunas Drive.</p> <p>Policy CS 8.11 Sustainable Parks. Require that new parks are designed and existing parks are retrofitted over time to incorporate sustainable development and landscape practices that reduce water and energy consumption.</p> <p>Policy CS 8.12 Physical Activity. Ensure that Temple City’s recreation and open space areas provide opportunities for residents of all ages, abilities, and incomes to achieve recommended levels of daily physical activity.</p> <p>Policy CS 8.13 Mental Well-Being. Ensure that Temple City’s recreation and open space areas provide ample opportunities for relaxation, reflection, calming, and respite from the stresses of daily life.</p> <p>Policy CS 8.15 Accessible Facilities. Ensure accessibility standards are met as specified in state and federal laws such as the American with Disabilities Act (ADA) when establishing new or retrofitting existing recreation and open space facilities.</p> <p>Policy CS 8.17 Park Maintenance. Conduct regular park maintenance and facility inspections on park buildings, playground equipment, and recreational fields to allow for their continued public use and enjoyment.</p> <p>Libraries:</p> <p>Goal CS 1: Libraries. Adequate library facilities, resources, and programs that enhance Temple City’s quality of life and provide opportunities for self-learning, community involvement, and educational and cultural enrichment.</p> <p>Policy CS 1.1 Adequate Facilities, Resources, and Programs. Encourage the County of Los Angeles Public Library (CoLAPL) to continue to provide library services, resources, and programs that meet the needs of all Temple City residents.</p>		
West Covina	<p>Fire</p> <p>Our Healthy and Safe Community Element</p> <p>Policy 6.13: Optimize firefighting and emergency response capabilities.</p> <p>P6.14 Address fire-prevention during development review process.</p> <p>Police</p>	<p>Municipal codes related to public service resources relevant to the Plan Area can be found in Section 26-545, Open space (O-S) zone, and Chapter 10 (Fire Prevention and Protection), Article II (Fire Code), which adopts the 2022 California Fire Code.</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Our Healthy and Safe Community Element</p> <p>P6.11 Provide community safety through enhanced police services.</p> <p>P6.12 Address safety during development review process.</p> <p>P8.8 Increase safety in public parks.</p> <p>Parks and Recreation</p> <p>Our Active Community Element</p> <p>P6.5 Seek to increase its amounts of parks and trails to support physical activity and reduce the incidence of chronic illness.</p> <p>Policy 8.2 Encourage the development of non-traditional park types, including green belts, linear parks, urban trails, and pocket parks.</p> <p>Action 8.2b Work with the County to initiate efforts to create a linear park public trail system along the Walnut Creek.</p> <p>Policy 8.4 Small and frequent open spaces should be dispersed throughout the neighborhood.</p> <p>Policy 8.5: Develop and improve access to parks.</p> <p>Action 8.5: Identify and eliminate barriers, safety issues along walkways, and gaps in pedestrian and bike networks, and improve bike facilities that encourage access to parks.</p> <p>Policy 8.6: Develop a network of open spaces.</p> <p>3. Access to Nature</p> <p>P1.6 Preserve, conserve, and add to public open space.</p> <p>A 1.6b Continue to add public open spaces through developer dedication, in-lieu fees, or conservation easements.</p> <p>Our Resilient Community Element</p> <p>3. Public Realm</p> <p>P5.3 Parks and other public open spaces will be connected to, informed by, and in a hierarchical relationship with the surrounding physical context and development intensities. Natural and landscaped parcels should also be configured for place-making and food production. Multifunction, multimodal, transportation corridors with transit, motor vehicles, bike, and pedestrian facilities, spatially enclosed by buildings and trees.</p> <p>A5.3a Adjust development regulations and review processes to incorporate pedestrian scale place-making in the design of streets and open spaces.</p> <p>P8.1 Encourage the distribution of a variety of park types and sizes throughout the City.</p> <p>P 8.2 Encourage the development of non-traditional park types, including green belts, linear parks, urban trails, and pocket parks.</p> <p>P8.5 Develop and improve access to parks.</p> <p>Schools</p> <p>Our Active Community Element</p> <p>P8.3 Reinforce existing joint use agreements with schools to fill in service gaps.</p> <p>Other Public Services, Libraries</p> <p>No General Plan goals were identified for libraries or other public services.</p>	<p>Sec. 26-558 requires a demonstrated public need to be established within the area, and Sec. 26-559 states the existing utilities systems (water, sewer, drainage, electrical, gas and communications facilities) are adequate or new systems shall be constructed to adequately serve the land use.</p> <p>The purpose of the open space zone is to identify and set forth permitted uses, and standards of development within open space lands. Open space zoned land may be located anywhere in the city provided it is consistent with the city's adopted policies and plans. The section defines open space land as any parcel or area of land or water which is primarily unimproved and devoted to an open space use as defined in section 26-597, and which is designated in the city's environmental quality element and general plan as any of the following:</p> <ul style="list-style-type: none">• 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 specific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.• 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 ground water basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.• 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 which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic corridors.• Open space for public health and safety, including, but not limited to, areas which 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. (Code 1960, § 10901.10; Ord. No. 1333, § 1, 4-25-77; Ord. No. 2204, § 3(Exh. A), 2-16-10) <p>Under Chapter 10 (Fire Prevention and Protection), Article II (Fire Code), except as otherwise provided in this article, the city council of the City of West Covina has adopted by reference for the purpose of prescribing regulations governing conditions hazardous to life and property from fire or explosion, that certain code known as the 2022 California Fire Code, which adopts by reference the 2021 International Fire Code, published by the International Code Council, with errata, including Appendices A, B, BB, C, CC, D, E, F, G, H, I, K, M, N, O, and Appendix Dchapter 4.</p> <p>(Ord. No. 2503 , § 2, 11-15-22)</p>	

3.15.3 Impact Assessment

3.15.3.1 Significance Criteria

Appendix G of the State CEQA Guidelines was reviewed to determine whether the Plan would result in significant impacts related to public service resources. The criteria listed below consider if the Plan would:

15(a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?

i. Fire protection?

ii. Police protection?

iii. Schools?

iv. Parks?

v. Other public facilities?

3.15.3.2 Methodology

This analysis qualitatively evaluates the impacts of the Plan on existing public services as a result of both construction and operations of future projects implemented under the Plan, which include a range of recreational features.

Assessment of potential impacts are based on determining if the proposed facilities would displace, disrupt, or restrict any governmental facilities or emergency responder operations. A significant impact would occur if the construction or operation of the proposed facilities would 1) inhibit emergency responders from meeting operational goals, service ratios, response times, or other performance levels of service; or 2) require the development of new facilities to meet operational goals and maintain service levels.

3.15.3.3 Plan Impacts

3.15.3.3.1 15(a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services?

i. Fire Protection?

ii. Police Protection?

iii. Schools?

iv. Parks?

v. Other Public Facilities?

3.15.3.3.1.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings
+ Stormwater Management

Construction

Less Than Significant with Mitigation. Construction activities for projects implemented under the Plan would occur within District ROWs and adjacent parcels. No fire protection facilities, police protection facilities, schools, parks, libraries, or other public facilities are located within the District ROW. However, such facilities may exist on an adjacent parcel. The Plan does not propose to demolish, relocate, or retire any existing public facilities on adjacent parcels and therefore would not physically impact a public facility.

Fire Protection and Police Protection

While the Plan does not propose to demolish, relocate, or retire any existing public facilities on adjacent parcels, construction activities would occur within densely populated areas and could temporarily disrupt the provision of fire response and police response services by restricting access to construction areas, resulting in potentially significant impacts such as delayed response times. Implementation of **MM TR-4: Notify Emergency Personnel of Road Closures** would require project proponents to coordinate with police/fire/emergency responders prior to any temporary road closures during construction in order to proactively address and prevent potential delays in response times. Therefore, potentially significant impacts would be mitigated with site-specific plans to less than significant levels.

Schools, Libraries, Other Public Facilities

With regard to schools, libraries and other public facilities, construction activities for individual projects developed under the Plan would occur within the District ROWs and adjacent parcels. While some school, libraries, and other public facility properties neighbor the Plan Area, the Plan does not propose to alter or demolish any such facilities. Any nuisance impacts from construction activity near school grounds, libraries, or other public facilities would be limited to the construction phase (as discussed in Sections 3.1, Aesthetics, 3.3, Air Quality, and 3.13, Noise) and not require the development of new facilities during construction. Therefore, impacts would be less than significant.

Parks

With regard to potential impacts to existing parks, construction activities for the proposed developments would occur within the District ROWs or adjacent parcels, including at/near existing parks, as is the intent of the greenway to connect open space and parks throughout the SGV. By design, a park may experience physical alteration to include enhanced or new recreational/public facilities. Construction activities related to greenway paths and proposed developments would expand recreational opportunity and access to public facilities throughout the SGV, and any closures or partial closure of park facilities during construction would be temporary. However, as described in Section 3.16, Recreation, temporary closures of some park facilities could lead to increased visitation of other park facilities, which could result in potentially significant impacts. Implementation of **MM REC-1: Coordinate With Parks Departments/Agencies** would ensure advance coordination with other nearby parks prior to

temporary closures such that municipalities are able to plan for temporary increases in maintenance operations during construction activities. Therefore, impacts are considered less than significant with mitigation.

Operations

Less Than Significant. Projects implemented under the Plan would not include any habitable structures (i.e., offices, residences, businesses) and would not require any fire hazards or flammable materials for construction. Furthermore, the Plan does not propose any physical changes to any fire protection or first responder facilities. While individual projects developed across the Plan Area would result in increased recreational use and visitors within the District ROW and adjacent parcels, the development of a dedicated greenway network would improve public safety by providing an active transportation network off public roadways, thereby reducing the number of pedestrian/cyclist and vehicle collisions.

Further, the demand for fire protection and emergency response services would be generally shared across the various jurisdictions that future projects would traverse and would not necessitate the development of new fire or police protection facilities to maintain operational goals and response times. Police, fire, and other emergency response services are based on the communities' needs as local departments conduct ongoing evaluations, as well as annual budgeting processes. If ongoing evaluations indicate increased response time, then the acquisition of equipment, personnel, and new stations is considered. A proposed project would have the potential to attract a large number of people on a daily basis (e.g., a 25-acre park in addition to a greenway path may attract up to 4,292 visitors per day), which may result in additional demand for fire protection services because a higher density of visitors to the area could result in more incidents requiring fire intervention. However, the visitors are anticipated to be primarily existing residents of Los Angeles County, not new residents to the area. Fire and police staffing ratios are typically based on a per-1,000-permanent-residents ratio, and the increase in visitors is not expected to be substantial so as to affect that ratio. Accordingly, it is not expected that operation of any individual projects developed under the Plan would require new or physically altered government facilities in order to maintain acceptable service ratios for fire or police protection services, the construction of which could cause significant environmental impacts. Impacts would be less than significant.

Furthermore, as discussed in detail in Section 3.14, Population and Housing, the Plan would not create housing or lead to population growth that could require the development of new public facilities, schools, or parks to maintain operational goals, service ratios, and response times. The Plan and all projects implemented under the Plan would contribute to meeting the demand for local recreational opportunities, which would be a beneficial effect. The proposed developments would increase visitation along the District ROW but are expected to consist primarily of existing residents in the region. Operation of the greenway paths and proposed developments under the Plan may result in increased usership of existing parks, as the greenway paths would provide new transportation access to existing recreational facilities throughout the SGV. Projects developed under the Plan would potentially open up areas of the District ROW currently inaccessible to the public, which could result in increased demand for police and fire services in these areas. However, all projects would be constructed in accordance with current building and safety ordinances and codes, including all applicable County and local jurisdiction code requirements related to construction and access. Therefore, impacts would be less than significant.

Mitigation Measures

MM TR-4: Notify Emergency Personnel of Road Closures.

MM REC-1: Coordinate With Parks Departments/Agencies.

Significance After Mitigation

With the implementation of **MM TR-4: Notify Emergency Personnel of Road Closures** potential impacts related to delayed response times if temporary road closures are required for construction of individual projects developed under the Plan would be mitigated to less than significant levels. Similarly, implementation of **MM REC-1: Coordinate With Parks Departments/Agencies** would ensure coordination between recreational facilities in advance of any construction activities that would require temporary or partial closure of an existing park facility so that other nearby facilities may plan in advance for temporary increases in recreational users and necessary temporary increases in maintenance activities.

Operational impacts would be less than significant. No mitigation is required.

3.15.3.4 Impacts of Conceptual Design Projects

This section discusses potential impacts from the 10 conceptual designs discussed in Section 2.4 above.

3.15.3.4.1 15(a). Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?

- i. Fire Protection?
- ii. Police Protection?
- iii. Schools?
- iv. Parks?

Construction

Less Than Significant with Mitigation. Construction impacts for all 10 conceptual projects would be the same as the impacts for the Plan discussed above in Section 3.15.3.3.1. None of the conceptual design projects would result in the physical alteration of any government buildings/facilities or require alterations to other public facilities, with the exception of existing parks which would be improved through the implementation of projects under the Plan by design. However, most of the conceptual design examples are illustrated to connect the greenway path with existing recreational facilities which could require potential partial closures of these existing parks during construction activity. However, any potential partial or full closures of an existing park would be mitigated with **MM-REC-1: Coordinate With Parks Departments/Agencies** which requires proponents/contracts to notify and coordinate park agencies in advance of the nature, extent, and duration of construction activities that may affect parks, trails and other recreational facilities. In addition, while construction activity for those conceptual design examples that would connect the greenway paths to existing schools, temporary nuisance impacts from

increased noise and dust near the schools would result (as described above for the Plan) but would not necessitate the alteration or construction of alternative school sites.

Construction could result in the need for temporary road closures or detours, particularly those conceptual design projects incorporating safe crossings into the design. This may adversely impact response times for fire and police projects, which could result in potentially significant impacts. Implementation of **MM TR-4: Notify Emergency Personnel of Road Closures** would ensure that project proponents coordinate any temporary road closures with emergency service providers in advance and ensure adequate emergency access or alternate routes for emergency access during construction activity. Implementation of the mitigation measure would reduce impacts to less than significant levels.

Operations

Less than Significant. Potential operational impacts on governmental buildings/facilities would result from increased public use of the proposed developments throughout the region. As described in the project description, the greenway and amenities may attract up to 1,000 visitors per day to each new segment installed, while safe crossings and pocket parks would attract additional visitors above and beyond the 1,000 estimated for greenway paths.

As described in the Plan impacts above in Section 3.15.3.3.1 above, new segments of greenway paths and amenities and associated pocket parks would be likely to provide public access to areas of the District ROW and adjacent parcels previously inaccessible to the public which may increase the demand for fire and police protection in these areas. However, none of the conceptual design projects would create a habitable structure or induce any population growth which would affect the service ratios of any government facilities, and none would result in any physical impacts to any government ratios. Therefore, impacts would be less than significant. Table 3.15-4 provides a brief description of potential impacts of each individual conceptual design project.

Table 3.15-4. Analysis of Potential Operational Impacts of Conceptual Design Examples to Public Service Resources

Conceptual Design Project	<p><i>15(a). Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?</i></p> <p><i>Fire protection?</i></p> <p><i>Police protection?</i></p> <p><i>Schools?</i></p> <p><i>Parks?</i></p> <p><i>Other public facilities?</i></p>
<p>Alhambra Wash at Vincent Lugo Park</p> <p><i>City of Alhambra and City of San Gabriel</i></p>	<p>Less Than Significant. The proposed facilities do not propose any habitable structures (i.e., offices, residences, businesses) or any physical changes to fire, police, or emergency response provider facilities. The conceptual design project includes approximately 1.3 miles of greenway path and amenities, as well as safe crossings, to connect Vincent Lugo Park and Alhambra Municipal Golf Course via the active</p>

<p>Conceptual Design Project</p>	<p>15(a). Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?</p> <p>Fire protection?</p> <p>Police protection?</p> <p>Schools?</p> <p>Parks?</p> <p>Other public facilities?</p>
<p><i>Greenway, lighting, pollinator garden, seating, safe crossing, linear stormwater management</i></p>	<p>transportation network. The conceptual design project would also provide a greenway network access to McKinley Elementary School and San Gabriel High School. Accordingly, the conceptual design project may result in beneficial impacts to fire and police protection through reductions in potential for vehicle/pedestrian or cyclist collisions. Impacts would be less than significant.</p>
<p>Big Dalton Wash at Hilda L. Solis Park</p> <p><i>Cities of Baldwin Park and Irwindale</i></p> <p><i>Greenway, bike service station, pollinator garden, seating, safe crossing, stormwater management</i></p>	<p>Less Than Significant. The conceptual design project includes approximately two miles of greenway path and amenities, as well as safe crossings, to connect existing greenway path along Big Dalton Wash to the existing Hilda L. Solis Park. The conceptual design also includes opportunities for passive stormwater BMPs to be installed beneath the greenway path and adjacent planters. Operation of the greenway path and associated components would require no physical changes to fire, police, or emergency response provider facilities, or other government facilities to maintain service ratios or existing operations. The conceptual design project would likely increase the number of daily visitors using active transportation network to access the existing park, but would require no physical changes to the park to accommodate the additional users. Impacts would be less than significant.</p>
<p>Eaton Wash Greenway at Spreading Ground Site</p> <p><i>City of Pasadena</i></p> <p><i>Greenway, bike service station, park ribbon, shade structures, stormwater BMPs, educational signage, outdoor classroom</i></p>	<p>Less Than Significant. The conceptual design project includes approximately two miles of greenway path and amenities, as well as pocket park components at the existing spreading ground. The conceived location for the conceptual design project would provide active transportation access to Pasadena High School, an elementary school, and several existing parks. The conceptual design project does not propose any habitable structures (i.e., offices, residences, businesses) that would require any physical changes to fire, police, or emergency response provider facilities to maintain service ratios or existing operations. The conceptual design project may result in beneficial impacts to fire and police protection through reductions in potential for vehicle/pedestrian or cyclist collisions for those visitors that use the greenway to access the existing public facilities (e.g., schools and parks). Impacts would be less than significant.</p>
<p>Eaton Wash at Eaton Blanche Park</p> <p><i>City of Pasadena</i></p> <p><i>Greenway, safe crossing, landscaping</i></p>	<p>Less Than Significant. This conceptual design project would include approximately three miles of greenway path with safe crossing, as well as functional improvements to the existing Eaton Blanche Park. The proposed changes to the existing park would be designed to improve stormwater controls at the park, and once construction is completed, there would be no impacts to operation of the park. The proposed facilities do not propose any habitable structures (i.e., offices, residences, businesses) that would require any physical changes to fire, police, or</p>

Conceptual Design Project	<p>15(a). Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?</p> <p>Fire protection?</p> <p>Police protection?</p> <p>Schools?</p> <p>Parks?</p> <p>Other public facilities?</p>
	<p>emergency response provider facilities, or other public facilities. Impacts would be less than significant.</p>
<p>San Dimas Wash at Arrow High School</p> <p><i>City of Glendora</i></p> <p><i>Greenway, safe crossing, landscaping, shade structure, outdoor classroom, picnic area, seating</i></p>	<p>Less Than Significant. This conceptual design project would provide greenway path connecting three segments of existing greenway path alignment and provide a safe crossing in front of Arrow High School at Gladstone Street and Sunflower Avenue, to build a connection to the school yard, and potentially create an education amenity within the school yard itself. The proposed facilities do not include any habitable structures (i.e., offices, residences, businesses) or any physical changes to fire, police, or emergency response provider facilities, but would involve a physical change to an existing school to provide improvements to school operation, as well as safe access to the school. Accordingly, the project would provide beneficial impacts at the existing school site and could result in beneficial impacts in reduction in vehicle/pedestrian and cycling collisions for those residents accessing the school via the greenway network. The project would have no impact on the operation of any other public facilities. Impacts would be less than significant.</p>
<p>San Dimas Wash at Hollenbeck Park</p> <p><i>City of Covina</i></p> <p><i>Greenway, safe crossing, seating, river overlook, community garden</i></p>	<p>Less Than Significant. This conceptual design project would include approximately 1.5 miles of greenway path and amenities, including potential opportunities to pocket park connecting the greenway to the existing Hollenbeck Park, along with new crosswalks in segments of the greenway path that cross an existing road. The proposed facilities do not propose any habitable structures (i.e., offices, residences, businesses) that would require any physical changes to fire, police, or emergency response provider facilities. The conceptual design project would not involve any physical changes to schools, parks, or other public facilities, but would provide safe access to the existing facilities for pedestrians and cyclists. The project may result in beneficial impacts to fire, police, and emergency responders through reductions vehicle/pedestrian and cyclist collisions. Impacts would be less than significant.</p>
<p>San Jose Creek at Pocket Park</p> <p><i>City of Industry and the unincorporated Los Angeles County community of Avocado Heights</i></p> <p><i>Greenway, pocket park, overlook, stair climb</i></p>	<p>Less Than Significant. This conceptual design project would include approximately 2.3 miles of greenway network and amenities, along with a new pocket park. The proposed facilities do not propose any habitable structures (i.e., offices, residences, businesses) that would require any physical changes to fire, police, or emergency response provider facilities, or schools, parks or other public facilities to maintain service ratios or current operations. While the operation of the greenway path and pocket park would make available to the public portions of the ROW that are not currently accessible for up to 1,000 to 1,500 visitors per day, it is anticipated that the visitors would be current residents of the area since the project does not involve any new housing or other features to induce population growth. Thus, the</p>

<p>Conceptual Design Project</p>	<p>15(a). Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?</p> <p><i>Fire protection?</i></p> <p><i>Police protection?</i></p> <p><i>Schools?</i></p> <p><i>Parks?</i></p> <p><i>Other public facilities?</i></p>
	<p>increased visitors are not anticipated to adversely affect response times or operations of any public services. Therefore, impacts would be less than significant.</p>
<p>Thompson Creek at the Fairplex</p> <p><i>Cities of Pomona, La Verne, and Claremont</i></p> <p><i>Greenway, pollinator garden, permeable pavement, flexible greenspace</i></p>	<p>Less Than Significant. This conceptual design project would include approximately 3.3 miles of greenway network and amenities, along with installation of stormwater management BMPs such as vegetated basins for bioretention in the existing Fairplex parking lot. The proposed facilities do not propose any habitable structures (i.e., offices, residences, businesses) that would require any physical changes to fire, police, or emergency response provider facilities or schools, parks, or other public facilities to maintain service ratios or current operations. While the operation of the greenway path and pocket park would make available to the public portions of the ROW that are not currently accessible for up to 1,000 visitors per day, it is anticipated that the visitors would be current residents of the area since the project does not involve any new housing or other features to induce population growth. Thus, the increased visitors are not anticipated to adversely affect response times or operations of any public services. Therefore, impacts would be less than significant.</p>
<p>Walnut Creek at Syhre Park</p> <p><i>Cities of Baldwin Park and West Covina</i></p> <p><i>Greenway, plaza, shade trees</i></p>	<p>Less Than Significant. This conceptual design project would include approximately three miles of greenway network and amenities that would connect two other existing segments of the greenway network. The proposed facilities do not propose any habitable structures (i.e., offices, residences, businesses) that would require any physical changes to fire, police, or emergency response provider facilities or schools, parks, or other public facilities to maintain service ratios or current operations. While the operation of the greenway path and pocket park would make available to the public portions of the ROW that are not currently accessible for up to 1,000 visitors per day, it is anticipated that the visitors would be current residents of the area since the project does not involve any new housing or other features to induce population growth. Thus, the increased visitors are not anticipated to adversely affect response times or operations of any public services. Therefore, impacts would be less than significant.</p>
<p>Walnut Creek at Pocket Park</p> <p><i>City of West Covina</i></p> <p><i>Greenway, gateway, bike service station, picnic area, landscaping, pollinator garden, public art</i></p>	<p>Less Than Significant. This conceptual design project includes approximately 2.2 miles of greenway path and amenities connecting an existing equestrian center and Cortez Park to an existing bike path segment. The conceptual design also includes potential opportunities to development of a new pocket park. The proposed greenway segment would also provide active transportation network access to West Covina High School and a nearby elementary school. The proposed facilities do not propose any habitable structures (i.e., offices, residences, businesses) that would require any physical changes to fire, police, or emergency response provider</p>

<p>Conceptual Design Project</p>	<p><i>15(a). Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?</i></p> <p><i>Fire protection?</i></p> <p><i>Police protection?</i></p> <p><i>Schools?</i></p> <p><i>Parks?</i></p> <p><i>Other public facilities?</i></p>
	<p>facilities or schools, parks, or other public facilities to maintain service ratios or current operations. While the operation of the greenway path and pocket park would make available to the public portions of the ROW that are not currently accessible for up to 1,500 visitors per day, it is anticipated that the visitors would be current residents of the area since the project does not involve any new housing or other features to induce population growth. Thus, the increased visitors are not anticipated to adversely affect response times or operations of any public services. The conceptual design project would also provide safe access to the existing facilities for pedestrians and cyclists and may result in beneficial impacts to fire, police, and emergency responders through reductions vehicle/pedestrian and cyclist collisions. Impacts would be less than significant.</p>

3.16 Recreation

This section describes the existing conditions and applicable regulations pertaining to recreation in the Plan Area and describes the potential impacts associated with recreation that could result from implementation of the Plan.

Table 3.16-1. Summary of Potential Impacts of the Plan on Recreation.

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
Would the Plan:			
16 (a). 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?			
Greenway Paths + Greenway Amenities	Less than Significant with Mitigation	Less than Significant	Construction: MM REC-1: Coordinate With Parks Departments/Agencies Operations: No mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant with Mitigation	Less than Significant	
Greenway Paths + Safe Crossings	Less than Significant with Mitigation	Less than Significant	
Greenway Paths + Stormwater Management	Less than Significant with Mitigation	Less than Significant	
16 (b). Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			
Greenway Paths + Greenway Amenities	Significant and Unavoidable	Significant and Unavoidable	Construction: All Mitigation Measures as described in Sections 3.1, Aesthetics, 3.3 Air Quality, 3.4 Biological Resources, 3.5 Cultural Resources, 3.7 Geology and Soils, 3.10 Hydrology and Water Quality, 3.12, Mineral Resources, and 3.13 Noise

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
<i>Would the Plan:</i>			
Greenway Paths + Pocket Parks and Greenspaces	Significant and Unavoidable	Significant and Unavoidable	Operations: All Mitigation Measures as described in Sections 3.1, Aesthetics, 3.3 Air Quality, 3.4 Biological Resources, 3.5 Cultural Resources, 3.7 Geology and Soils, 3.10 Hydrology and Water Quality, 3.12, Mineral Resources, and 3.13 Noise
Greenway Paths + Safe Crossings	Significant and Unavoidable	Significant and Unavoidable	
Greenway Paths + Stormwater Management	Significant and Unavoidable	Significant and Unavoidable	

3.16.1 Environmental Setting

The LA County Department of Parks and Recreation maintains and manages 182 parks and recreational facilities properties in both unincorporated areas and cities within Los Angeles County (Los Angeles County Department of Parks and Recreation 2023). These facilities serve local needs of communities in the unincorporated areas, as well as regional needs countywide (LA County Department of Regional Planning 2022). Park facilities maintained and managed by LA County Department of Parks and Recreation, including local and regional parks, golf courses, natural areas, sanctuaries, and special use facilities as well as multi-use trails within Los Angeles County are shown on Figure 3.16-1 (County of Los Angeles 2023).

The General Plan establishes a goal of four acres of local parkland per 1,000 residents of the population in the unincorporated areas and a goal of six acres of regional parkland per 1,000 residents of the total population of Los Angeles County. In addition, pursuant to the Quimby Act and to the County's Subdivision Code, new residential subdivisions must dedicate parkland or pay in-lieu fees (or both, in some circumstances) to enable the County to maintain a ratio of three acres of local parkland for every 1,000 residents.

According to the Los Angeles Countywide Comprehensive Park Needs Assessment completed in 2016, there are 3.3 acres of local and regional recreation parkland per 1,000 residents and 86.2 acres of regional open space and natural areas per 1,000 residents countywide (LA County Department of Parks and Recreation 2016). However, there are still unmet park needs in the County, with 14 unincorporated communities having either "Very High or High" park need (LA County Department of Parks and Recreation 2016). Areas with a "Very High and High" park need currently have much less than the Countywide average of 3.3 acres of parkland per 1,000 residents, and approximately 53 percent of the County's population live in an area with a "Very High or High" park need.

The Plan Area is located within the East and West SGV Planning Areas, as described in the Parks and Recreation Element of the General Plan. Both these planning areas have deficits in parkland acreage for

both the unincorporated population and the countywide population. The East SGV planning area has a local parkland deficit of 717 acres and a regional parkland deficit of 2,159 acres. The West SGV planning area has a local parkland deficit of 435 acres and a regional parkland deficit of 2026 acres (LA County Department of Regional Planning 2022). The Plan Area traverses both of these Planning Areas.

The LA County Department of Parks and Recreation completed a Parks Needs Assessment Plus for both these planning areas in 2022 (LACDPR 2022). The East and West SGV Planning Areas include a variety of regional facilities, which consist of parks, nature-based recreation areas, regional specialized recreation areas, conservation areas, and other public and semi-public open space. Table 3.16-2 provides a breakdown of the total acres for each of these recreational facilities as well as the total acres per 1,000 residents.

In the West SGV Planning Area, the highest rates of visitation are to the Angeles National Forest, Santa Fe Dam Recreational Area, and Whittier Narrows Recreation Area. Regional site visitation was tracked at five locations within the West SGV Planning Area (Eaton Canyon Natural Area and Nature Center, Arcadia Community Regional Park, Hahamongna Watershed Park, Santa Fe Dam Recreational Area, and Whittier Narrows Recreation Area). In 2019, annual visitorship at these regional sites ranged from 188,761 visitors to 1.3 million visitors, with totals variable throughout the year with peaks in April, July, and October (LA County Department of Parks and Recreation 2022). The highest rates of visitation in the East SGV Planning Area are at various park facilities in the Puente Hills (e.g., the Puente Hills Landfill Park and Master Plan area), Frank G. Bonelli Regional Park, and the entries to the Angeles National Forest in Claremont (LA County Department of Parks and Recreation 2022). Regional site visitation was tracked at four locations within the East SGV Planning Area (San Dimas Canyon Community Regional Park, Frank G. Bonelli Regional Park, Peter F. Schabarum Regional County Park, and Marshall Canyon Regional Park). In 2019, annual visitorship at these regional sites ranged from 97,142 visitors to 1.25 million visitors, with totals variable throughout the year with peaks from May to July and September. Peak season for visitation varied across all these sites, and no peak time of day for public use was identified (LA County Department of Parks and Recreation 2022). A park use study at 83 neighborhood parks located in the City of Los Angeles between 2003 and 2014 defined peak hours as 4 to 8 pm during weekdays, and for weekends it was the late morning and early evening (Han et al. 2014).

Both the West and East SGV Planning Areas have a limited number of trails. There is a total of 149 miles of regional trails within the West and a total of 179 miles of regional trails within the East, which results in 0.16 miles and 0.19 miles of regional trails per 1,000 residents, respectively, which are below the countywide average of 0.33 miles (LA County Department of Parks and Recreation 2022). Lack of connectivity was noted by the community as a barrier to using regional parks and facilities, specifically that bike paths along waterways are not always open for use and there are not enough trail networks or safe biking and pedestrian options. Another community theme identified to increase and improve visits to regional parks was to create more recreation facilities, enhance connectivity, and to provide more pedestrian, biking, and equestrian trails near other facilities and activities (LA County Department of Parks and Recreation 2022). However, as described in Section 2.2 of the Plan, there are 15 planned greenway and bikeway projects within the SGV that have advanced into design, construction, or have been recently completed within the Plan Area, including the San Jose Creek Trail, the San Dimas Bikeway, the Big Dalton Wash Trail Greening Project, and the East-West Bikeway project.

Table 3.16-2. Existing Regional Recreation Areas

Regional Facility Type	West SGV Planning Area		East SGV Planning Area	
	Total acres	Total acres per 1,000 residents	Total acres	Total acres per 1,000 residents
Recreational parkland	3,484	4	2,611	3
Nature-based recreation areas	9,663	11	13,829	15
Specialized recreation areas	1,755	Not provided	2,001	Not provided
Conservation areas	1,672	Not provided	1,131	Not provided
Other public and semi-public open space	985	Not provided	1,266	Not provided
Total Regional Facility Land	17,558	19	20,839	22

Source: LACDPR 2022

3.16.2 Regulatory Setting

No federal or state regulations are applicable to recreation associated with the Plan.

3.16.2.1 Los Angeles County

3.16.2.1.1 Los Angeles County General Plan

The Parks and Recreation Element of the General Plan (Los Angeles County Department of Regional Planning 2022) includes the following goals and policies:

- Goal P/R 1: Enhanced active and passive park and recreation opportunities for all users.
 - Policy P/R 1.2: Provide additional active and passive recreation opportunities based on a community's setting, and recreational needs and preferences.
 - Policy P/R 1.4: Promote efficiency by building on existing recreation programs.
 - Policy P/R 1.5: Ensure that County parks and recreational facilities are clean, safe, inviting, usable and accessible.
 - Policy P/R 1.11: Provide access to parks by creating pedestrian and bicycle-friendly paths and signage regarding park locations and distances.
- Goal P/R 2: Enhanced multi-agency collaboration to leverage resources.
 - Policy P/R 2.5: Support the development of multi-benefit parks and open spaces through collaborative efforts among entities such as cities, the County, state, and federal agencies, private groups, schools, private landowners, and other organizations.
- Goal P/R 3: Acquisition and development of additional parkland.
 - Policy P/R 3.1: Acquire and develop local and regional parkland to meet the following County goals: 4 acres of local parkland per 1,000 residents in the unincorporated areas and 6 acres of regional parkland per 1,000 residents of the total population of Los Angeles County.

- Policy P/R 3.4: Expand the supply of regional parks by acquiring land that would: 1) provide a buffer from potential threats that would diminish the quality of the recreational experience; 2) protect watersheds; and 3) offer linkages that enhance wildlife movements and biodiversity.
- Goal P/R 4: Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages.
 - Policy P/R 4.1: Create multi-use trails to accommodate all users.
 - Policy P/R 4.6: Create new multi-use trails that link community destinations including parks, schools and libraries.

3.16.2.1.2 2016 Los Angeles Countywide Parks Needs Assessment

Adopted by the LA County Board of Supervisors on July 5, 2016, the Parks Needs Assessment is a comprehensive study of the diverse park and recreation needs in cities and unincorporated communities across the county. Prepared by LA County Department of Parks and Recreation, the Parks Needs Assessment gathered data to determine the scope, scale, and location of park need in Los Angeles County. Since its completion in 2016, the Parks Needs Assessment has been invaluable in informing planning, decision-making, and resource allocation for parks and recreation. The primary goal of the Parks Needs Assessment was to quantify the magnitude of need for parks and recreational facilities and determine the potential costs of meeting that need. This goal has been accomplished, as evidenced by the final report, which uses a transparent, best-practices approach to evaluate park and recreation needs and is the product of an engagement process that involved the public, cities, unincorporated communities, community-based organizations, and other stakeholders. Specifically, the Parks Needs Assessment:

- Uses a set of metrics to measure and document park needs for each study area;
- Establishes a framework to determine the overall level of park need for each study area;
- Offers a list of priority park projects for each study area;
- Details estimated costs for the priority park projects by study area;
- Builds a constituency of support and understanding of the park and recreational needs and opportunities; and
- Informs future decision-making regarding planning and funding for parks and recreation.

3.16.2.1.3 2022 Los Angeles Countywide Parks Needs Assessment Plus

Adopted by the LA County Board of Supervisors on December 6, 2022, the Parks Needs Assessment Plus complements and offers new information not previously included in the 2016 Parks Needs Assessment. Specifically, Parks Needs Assessment Plus includes data about access to regional parks, open space, trails, beaches and lakes, and local parks in rural areas, as well as mapping and analyses related to population vulnerability, environmental benefits, environmental burdens, and priority areas for environmental conservation and restoration.

3.16.2.1.4 County of Los Angeles Park Design Guidelines and Standards

The County of Los Angeles Park Design Guidelines and Standards are intended to guide County staff, design professionals, and other agencies on how to design and develop parks that meet County standards and expectations. The manual provides offers input from DPR staff, other departments, and outside partners such as nonprofit organizations and private developers with an interest in park design. The guidelines and standards address topics for recreational facilities such as spatial organization, circulation, landscaping, utilities, and sustainable products and plants.

3.16.2.1.5 County of Los Angeles Trails Manual

The County of Los Angeles Trails Manual (Trails Manual) provides guidance to County departments that interface with trail planning, design, development and maintenance of hiking, equestrian, and mountain biking trails. The Trails Manual was adopted by the LA County Board of Supervisors on May 17, 2011, and was revised in June 2013 (County of Los Angeles 2013). The Trails Manual provides guidelines for implementation of multi-use trails within the unincorporated communities of Los Angeles County and recognizes the existence of the broader regional trail network in the County and surrounding counties that provides access to recreational resources operated by federal, State, and local agencies. The Trails Manual sets the guidelines for reviewing plans and specifications for trails that are provided in conjunction with land use planning and the entitlement process for projects proposed for development within the County. Proposed developments are reviewed for consistency with the Trails Manual. The goal of the Trails Manual is to establish well-defined trail types, guidelines, and priorities to facilitate the development of high-quality trails that benefit the public.

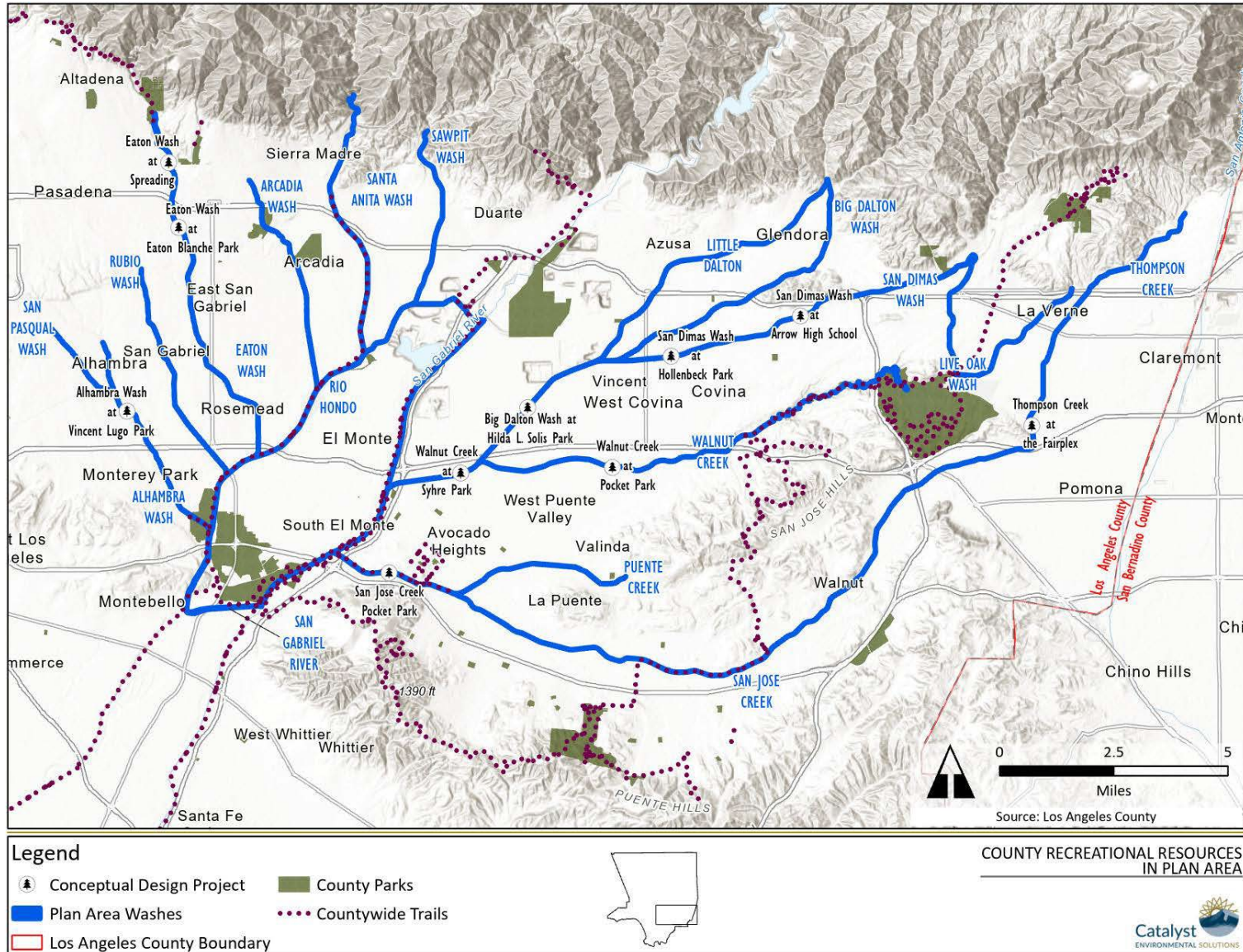


Figure 3.46-1. County Park Facilities and Multi-use Trails within the Plan Area



3.16.2.2 Incorporated Cities Within the Plan Area

The table below presents the policies related to recreation from each of the incorporated cities within the Plan Area that would be applicable to projects implemented under the Plan within the boundaries of any incorporated city.

Table 3.16-3. Applicable Local City Policies Related to Recreation

Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Alhambra	<p>Quality of Life Chapter:</p> <p>Goal QL-6: Provision of adequate and accessible recreation and open space amenities.</p> <p>Policy QL-6A: Where feasible and desirable, add new recreation facilities such as dog parks and fitness courses.</p> <p>Policy QL-6B: Investigate the feasibility of a new regional park in the I-710 right-of-way.</p> <p>Policy QL-6C: Connect existing open spaces to the population with the greatest need for these open spaces.</p> <p>Policy QL-6G: Where feasible and desirable, utilize vacant properties to provide new open space and passive recreation opportunities in the form of pocket parks and/or community gardens.</p>	<p>Municipal codes related to recreation resources relevant to the Plan Area can be found in Chapter 23.34: OS (Open Space) Zone. Section 23.34.020 Permitted uses include:</p> <ul style="list-style-type: none">• Public recreational uses such as parks, playgrounds and recreation areas, excepting buildings and structures thereon;• Golf courses and country clubs, excepting buildings and structures thereon;• Flood-control channels;• Public utility rights-of-way;• Creeks rivers, spreading grounds and other similar water courses. ('86 Code, § 23.34.020) (Ord. 4110). <p>Section 23.34.040 Applicable Regulations describes chapters of the City Municipal code require the following:</p> <p>All uses shall be subject to the applicable regulations of this title, including standards which are located in the following chapters:</p> <p>(A) Chapter 23.42 Property Development Standards;</p> <p>(B) Chapter 23.44 Design Standards;</p> <p>(C) Chapter 23.48 Landscaping Standards;</p> <p>(D) Chapter 23.50 Sign Standards;</p> <p>(E) Chapter 23.52 Off-street Parking and Loading Standards;</p> <p>(F) Chapter 23.60 Temporary Use Permits;</p> <p>(G) Chapter 23.62 Planned Development Permit</p>	<p>No other applicable ordinances were identified.</p>
Arcadia	<p>Parks, Recreation, and Community Resources Element:</p> <p>Goal PR-1: Providing superior parks, public spaces, and recreation facilities to meet the community’s evolving needs.</p> <p>Policy PR-1.2: Strive to provide a minimum of 2.43 acres of parkland per 1,000 residents.</p> <p>Policy PR-1.6: Prioritize acquisition of land for parks in neighborhoods that are underserved.</p> <p>Policy PR-1.7: Locate new community facilities in neighborhoods and centers where they will serve populations of the greatest needs.</p> <p>Policy PR-1.10: Explore the conversion of marginal lands, such as street corridors, parkways, and public property between buildings to serve as recreation and green spaces.</p> <p>Policy PR-1.12: Maintain and enhance pedestrian, bicycle, and transit linkages to provide better access to parks, recreation, and public spaces and meet the needs of Arcadia residents.</p> <p>Goal PR-2: Preserving open space resources to meet the City’s recreation and conservation needs.</p>	<p>Municipal codes related to recreational resources relevant to the Plan Area can be found in Article IX (Division and Use of Land) of the City of Arcadia Municipal Code, Chapter 1, Development Code).” This section of the Development Code is intended to regulate the use and development of land within the City consistent with the City of Arcadia General Plan.</p> <p>Article IX (Division and Use of Land), Chapter 1 – (Development Code) Section 9101.03.020 establishes zones related to recreational uses under Special Zones in Table 1-1 of the City code.</p> <p>Section 9102.09.020 Land Use Regulations and Allowable Uses in PF, OS-OR, OS-RP, and RR Zones Determines allowable uses within the zoning regulation as described in Table 2-13 of the City code.</p> <p>Section 9102.09.040 (Site Plan and Design Review) requires the following:</p> <p>Structures erected or modified to accommodate the land use activities listed in Division 2 (Zones, Allowable Uses, and Development Standards) shall require the approval of a Site Plan and Design Review subject to the requirements of Section 9107.19 (Site Plan and Design Review) of this Development Code.</p> <p>Section 9102.09.050 - Other Applicable Regulations.</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy PR-2.2: Coordinate with Los Angeles County to investigate the long-term possibility of multi-use functions for the Santa Anita sediment basins.</p> <p>Policy PR-2.3: Maintain and enhance the trail system in Wilderness Park to provide connections to lands and open space resources in adjacent jurisdictions.</p>	<p>In addition to the requirements contained in this Section 9102.09 (Public Facilities, Open Space, and Rail Right-of-Way Zones), regulations contained in the following Divisions may apply to development in PF, OS-OR, OS-RP, and RR zones.</p> <p>Division 2 - Zones, Allowable Uses, and Development Standards (Section 9102.11 Overlay Zones).</p> <p>Division 3 - Regulations Applicable to All Zones - Site Panning and General Development Standards.</p> <p>Division 4 - Regulations for Specific Land Uses and Activities.</p>	
Azusa	<p>Natural Environment Chapter:</p> <p>Goal 1: Provide constructive and creative leisure opportunities for all Azusans.</p> <p>Policy 1.3 Enhance the river and canyon trailheads to function as “hubs” of regional recreational and community activity.</p> <p>Goal 2: Provide adequately sized and located parklands and recreational facilities to meet local needs, and to preserve the natural resources within and adjacent to Azusa.</p> <p>Policy 2.1 Maintain the current park per capita ratio of 1.14 acre per 1,000 persons.</p> <p>Policy 2.2 Strive to achieve the National Parks and Recreation Associations recommended per capita ratio of 3.0 acres per 1,000 persons. When the City has met the 3.0 ratio strive to achieve the NPRA’s suggested per capital ratio of 5.0 acres per 1,000 persons.</p> <p>Policy 2.7 Provide for the inclusion of recreational trails, staging signage, and access in new and existing neighborhoods, commercial, and industrial developments, along the river, into the foothills, and along the rails that link with existing or planned trails.</p> <p>Goal 3: Develop new park sites and renovate existing park sites to provide diverse recreational and sports activities.</p> <p>Policy 3.3 Develop park and recreation facilities that link trails and existing recreation facilities.</p> <p>Goal 5: Provide a foothill and river recreation environment that enhances the enjoyment of the natural resources without resulting degradation.</p> <p>Policy 5.2 Conduct an inventory of trail and other foothill and river recreation facilities on a periodic basis to determine renovation needs and/or capital improvements, prepare a capital improvements programs and adopt a prioritization schedule for improvement.</p> <p>The Build Environment Element:</p> <p>Goal 8: Preserve and provide open spaces for city’s residents that provide visual amenity, recreational opportunities, protect environmental resources, and protect the population from natural hazards.</p> <p>Policy 8.8: Seek the introduction of natural habitat and pocket parks into neighborhoods. (LU1, OS1, and OS12)</p> <p>Policy 8.9: Require developers of any use whose scale may significantly impact existing open space resources to allocate sufficient lands as permanent open space for recreation, visual amenity, and/or environmental resources protection (by dedication, easement, or other City approved technique.) (LU5, LU6, and LU7).</p> <p>Policy 8.10 Provide for the development of additional open spaces for recreational purposes in accordance with the Parks Master Plan. (LU 1 and REC3)</p>	<p>Municipal codes related to recreation resources relevant to the Plan Area can be found in Chapter 88.28—Special Purpose Zones, Chapter 50 (Parks and Recreation) Article I. (In General), Section 50-1. (Night closure).</p> <p>Chapter 88 Development Code Section 88.28.020. - Intent of Special Purpose Zones. (Special Purpose Zones) determines the following:</p> <p>OS (Open Space) Zone allowable land uses are: public recreation; limited residential development on legal lots of record with adequate access, buildable areas, and infrastructure; limited agricultural uses; and, where authorized by the general plan lodging, resort, and conference center facilities and related activities.</p> <p>The REC (Recreation) Zone is applied to public park and recreation sites and areas within the city. The REC zoning district is consistent with and implements the recreation land use classification of the general plan. (Ord. No. 11-O16, § 3, 10-24-11)</p> <p>Chapter 50 (Parks and Recreation) Article I. (In General), Section 50-1. (Night closure) regulates park hours as follows:</p> <p>d) Posting required. Any municipal park or recreational facility subject to this ordinance shall be posted with the following notice:</p> <p>"Hours of Closure - This facility is closed between the hours of 10:00 pm at night and 5:00 am in the morning.</p> <p>Any person entering, remaining, staying, or loitering upon these premises during hours of closure is guilty of an infraction Ref. §50-1 (b) A.M.C."</p> <p>Posting of the notice shall be made at all parking lot entrances if the facility is equipped with an off-street parking area, and upon the perimeter of the park adjoining any public street at not more than 150-foot intervals. All signs shall be not less than 17 inches wide by 22 inches in height with one-inch lettering.</p> <p>(Code 1971, §§ 8.55.010, 8.55.020; Ord. No. 02-05, § 1, 4-1-02)</p> <p>(Code 1971, § 8.52.010)</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 8.11 Provide for the acquisition and development of parks and recreational lands and facilities in accordance with the Parks Master Plan. (LU1 and REC3)</p> <p>Policy 8.12 Protect the canyons, foothills, and river as open space and environmental resources. (LU1)</p>		
Baldwin Park	<p>Land Use element:</p> <p>Goal 6: Expand and upgrade existing neighborhood-serving commercial uses.</p> <p>Policy 6.5: Pursue alternative uses for vacant or underutilized parcels such as parks or open space.</p> <p>Health and Sustainability Element:</p> <p>Goal HS-13. Provide residents of all ages with a range of safe and accessible opportunities for recreation and physical activities.</p> <p>Policy 13.01: Prioritize the maintenance and expansion of existing parks, recreation facilities, and open space amenities.</p> <p>Policy 13.02: Build new park spaces and recreational facilities that respond to the community’s changing demographics.</p> <p>Policy 13.03: Facilitate pedestrian, bicycle, and transit connections to new and existing parks and recreational facilities to enhance use and access.</p> <p>Action HS-13.6: Continue to identify new opportunities to increase access to open spaces by creating pocket parks, greenways, and tot lots as new developments are proposed.</p> <p>Action HS-13.7: When programming new parks and improvements to existing parks, consider installing flexible facilities that include informal natural play areas and opportunities to interact with the natural environment.</p> <p>Goal HS-18. Baldwin Park will have land use and development patterns and recreational programs that encourage healthy, active living for all ages.</p> <p>Policy 18.01: Promote development patterns that prioritize the location of grocery stores, banks, restaurants, retail outlets, parks, and recreational fields near residential neighborhoods.</p> <p>Open Space and Conservation Element:</p> <p>Goal 1: Provide and maintain adequate parks and open space.</p> <p>Policy 1.1 Preserve all existing park space, and provide improvements to enhance utilization.</p> <p>Goal 2.0 Provide a diversity of recreational programs to meet the needs of all individuals and groups in Baldwin Park.</p> <p>Policy 2.3 Incorporate areas for both active and passive recreation in parks and facilities, and ensure that these are accessible to all age groups, as practical.</p> <p>Goal 4: Ensure that the costs of park and recreation facilities and programs are borne by those who benefit and contribute to additional demands.</p> <p>Policy 4.1: Require that developers contribute to provide parks and recreational facilities to offset additional demands brought about by new development.</p> <p>Policy 4.2: Pursue the utilization of various state and county funding mechanisms to provide additional funding resources.</p>	<p>Municipal codes related to recreation resources relevant to the Plan Area can be found in the Title XV (Land Usage) Chapter 153 (Zoning Code), Section 153.060 (Open Space Zone).</p> <p>As described in Section 153.060 (Open Space Zone) The Open Space Zone is established to maintain open space areas in the city for recreational opportunities and to prevent incompatible development in areas that should be preserved or regulated for scenic, recreational, conservation, aesthetic or health and safety purposes. (A) Permitted uses. The following uses are permitted within the Open Space Zone:</p> <ul style="list-style-type: none">(1) Public school buildings and associated facilities;(2) Public recreational uses;(3) Public utility rights-of-way;(4) Flood control channels and similar flood control structures; and(5) Creeks, rivers, spreading grounds and other similar water courses. <p>(B) Conditional uses. The following uses may be permitted within the Open Space Zone upon issuance of a conditional use permit obtained pursuant to subchapter 153.210, Administrative Procedures:</p> <ul style="list-style-type: none">(1) Agricultural and horticultural cultivation;(2) Private recreational uses; and(3) Off-street parking in conjunction with an adjacent commercial or industrial use. <p>(Ord. 1346)</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	Policy 4.4: Encourage the development of recreation programs by non-City public and private sports organizations to involve more children and adults in outdoor recreation activity. Use volunteers to operate and maintain programs whenever possible.		
Claremont	<p>Land Use, Community Character, and Heritage Preservation Element.</p> <p>Goal 2-4 Protect, preserve, and manage the City's diverse and valuable open space, water, air, and habitat resources.</p> <p>Policy 2-4.2: Continue to place a high priority on acquiring and preserving open space lands in Claremont's hillside areas for purposes of recreation, habitat protection and enhancement, fire hazard management, public safety purposes, water resource protection, and overall community benefit.</p> <p>Policy 2-4.4: Provide a high standard of maintenance and quality of construction of facilities and grounds in public parks and City-maintained landscaped areas, taking into account the need to conserve water and energy.</p> <p>Human Services, Recreational Programs, and Community Facilities Element:</p> <p>Goal 7-4: Provide a diverse range of recreation services, programs, and activities that respond to the present and future needs of all Claremont residents.</p> <p>Policy 7-4.8 Build and maintain parks and community facilities in a manner that is environmentally responsible.</p>	<p>Municipal codes related to recreation resources relevant to the Plan Area can be found in Title 16 Chapter 16.072 (P/RC Park/Resource Conservation District) of the Claremont Municipal Code. The purpose of the Parks/Resource Conservation (P/RC) District is intended to assure open space areas for uses such as public parks, outdoor recreation, cemetery uses, protection of natural habitat, preservation of cultural resources, management of groundwater resources, protection and conservation of mineral resources, and the protection of the public health and safety due to hazardous or special condition. B. No building, structure, or land shall be used, and no building or structure shall be erected, altered, or enlarged, in the P/RC District except in accordance with the provision of this chapter. (08-05)</p> <p>Section 16.072.010 (Uses and development) determines only the following uses and development shall be permitted as a matter of right in the P/RC District:</p> <p>A. Parks and outdoor recreation facilities such as playgrounds, playing fields, and trails, open to the public and for which no admission fee is charged.</p> <p>B. Community, senior and youth activity centers.</p> <p>C. Cemetery uses.</p> <p>D. Highway and freeway landscaping.</p> <p>E. Water recharge facilities, settling basins, and drainage channels.</p> <p>F. Natural habitat protection.</p> <p>G. Preservation of architectural, historic, cultural and natural resources.</p> <p>H. The growing of plants, provided no sales occur at the site.</p> <p>I. Facilities for use by the public such as benches, picnic tables, shade structures, paved walkways, parking lots, fencing, restroom buildings, other minor buildings, and ancillary improvements such as lighting related to permitted uses.</p> <p>J. Commercial antenna/wireless telecommunication facilities pursuant to Chapter 16.100.</p> <p>(08-05; 12-01)</p> <p>Section 16.072.040 (Development standards) Identifies standards that shall apply to all privately owned land and structures in the P/RC District:</p> <p>A. Height. The maximum height of a building or structure is 30 feet unless otherwise permitted by this title. No building may exceed two stories. The maximum wall or fence height is eight feet.</p> <p>B. Setbacks. Any building or structure with a height of more than eight feet shall be set back a minimum of 25 feet from any street and 10 feet from any interior lot abutting a residential district boundary.</p> <p>C. Parking spaces for private uses shall be provided as required by the Planning Commission. An applicant may be required to submit a parking study to demonstrate the appropriate amount of parking for a proposed use of property. Parking areas shall be subject to the standards of Chapter 16.136.</p> <p>(08-05)</p>	<p>Claremont Hills Wilderness Park Master Plan</p> <p>The primary goals of this Master Plan are to:</p> <p>Preserve the park as an environmental resource;</p> <p>Manage the park as a passive recreational1 opportunity; and</p> <p>Minimize the impact park attendance has on surrounding residential neighborhoods.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Covina	<p>Natural Resources and Open Space Element:</p> <p>Goal, Open Space Lands:</p> <p>A complete, well-balanced, and functional system of parks, open space facilities, and trails and appurtenant thorough, viable programs and services that meet the diverse active and passive recreational needs of current and future Covina residents.</p> <p>Summary of Key Policies, Open Space Lands:</p> <p>1. Preserve, protect, and maintain all existing local parks, ball fields, trail facilities, and bicycle ways through appropriate measures, procedures, and funding sources to best sustain recreational opportunities as well as community appearance and image and keep joint-use agreements with public schools to provide Covina residents with open space lands that supplement the City’s park system;</p> <p>2. Whenever possible and feasible, enhance existing parks and attempt to acquire and improve additional recreational facilities, considering creative, practical approaches, such as developing mini parks or converting vacated institutional properties, to address current deficiencies;</p> <p>3. In augmenting existing or developing new parks and recreational facilities, ensure that all appropriate site design, accessibility, landscaping, equipment safety, and security requirements and standards are met and that viable, cost-effective funding sources and mechanisms for construction and maintenance are attained; and</p> <p>4. Continue to offer quality and diverse park/recreational programs, activities, and services to address local needs, particularly those of the generally less mobile segments of the City’s population, to best maintain community image and vitality.</p> <p>Covina General Plan Natural Resources and Open Space Element</p> <p>1. Policy Area 1</p> <p>Retention, Development, and Enhancement of Park and Recreational Facilities.</p> <p>b. To the greatest degree possible, encourage land uses adjacent to parks and recreational facilities to consist of residential, school, institutional, and/or other appropriate, compatible categories to prevent unreasonable encroachments thereon.</p> <p>g. Encourage optimum usage of available green space and recreational facilities.</p> <p>h. Endeavor to provide for its citizens a total park acreage equal to 2.0 acres for every 1,000 population at the time of General Plan buildout.</p> <p>i. Whenever possible and feasible, attempt to acquire and improve land for park and recreational uses.</p> <p>j. Consider to emphasize locating new parklands in the western and eastern portions of the community, in neighborhoods in and around apartments and condominiums/townhomes, and in other areas that are markedly deficient in open space.</p> <p>3. Policy Area 3</p> <p>Trail Facilities</p> <p>b. Support County efforts to preserve, provide for, and, where appropriate, expand and improve local- and regional-oriented equestrian/hiking trails and reasonable linkages thereto that run through southeastern Covina, notably the Peter F. Scharabum or Walnut Creek Trail that generally abuts Walnut Creek, for both recreational and leisure activities.</p>	<p>Municipal codes related to recreation resources relevant to the Plan Area can be found in Title 17 (Zoning) under Chapter 17.32 R-R Residential Recreation Zone and Chapter 17.48 C-R Commercial Zone (Recreation).</p> <p>Chapter 17.32 (R-R Residential Recreation Zone) is for small neighborhood recreation centers, noncommercial in nature, which fit into the residential pattern. (1964 Code Appx. A § 6.00.)</p> <p>Section 17.32.020 (Permitted uses) determines buildings, structures and land shall be used, and buildings and structures shall hereafter be erected, structurally altered or enlarged only for the following uses, plus such other uses as the commission and council may deem (pursuant to Chapter 17.60 CMC) to be similar and not more obnoxious or detrimental to the public health, safety and welfare, and equally related to the neighborhood recreation function of this zone. All uses shall be subject to the property development standards in CMC 17.32.050 through 17.32.180:</p> <p>A. Clubhouse or cabana;</p> <p>B. Lawn and court games;</p> <p>C. Nursery school or child care center; provided it is operated in conjunction with the recreation facilities;</p> <p>D. Picnic and barbecue facilities;</p> <p>E. Playground;</p> <p>F. Swimming pool, spray pool;</p> <p>G. Tennis courts;</p> <p>H. Vending machines for the sale of cigarettes, soft drinks and food. (1964 Code Appx. A § 6.01.)</p> <p>Chapter 17.48 C-R Commercial Zone (Recreation) is intended to group commercial recreation uses into a planned, integrated recreation center, including related service and commercial uses. (1964 Code Appx. A § 8.00.)</p> <p>Section 17.48.020 Permitted uses.</p> <p>Buildings, structures and land shall be used, and buildings and structures shall hereafter be erected, structurally altered or enlarged only for the following uses, plus such other uses as the commission and council may deem (pursuant to Chapter 17.60 CMC) to be similar and not more obnoxious or detrimental to the public health, safety and welfare. All uses shall be subject to the property development standards in the C-2 zone, CMC 17.38.050 through 17.38.210:</p> <p>A. Recreational Uses.</p> <p>1. Archery range;</p> <p>2. Batting cages;</p> <p>3. Billiard parlor;</p> <p>4. Bowling alleys;</p> <p>5. Fishing and fly-casting ponds;</p> <p>6. Golf driving range;</p> <p>7. Golf pitch and putt courses;</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>c. Because of their greater usage and simpler development, regard improving and expanding the network of bicycle ways as a higher priority than enhancing the equestrian/hiking trails.</p> <p>4. Policy Area 4</p> <p>Design and Landscaping of Parks, Trails, and Recreational Facilities</p> <p>a. Follow the park classification system listed in Table 1 of this Element in categorizing, preserving, expanding, and enhancing the City’s park system.</p> <p>b. In developing new or enhancing existing parks and recreational facilities, to the greatest extent possible, ensure that all buildings, amenities, open air facilities, and landscaping are unified, functionally related to improve efficiency, architecturally coordinated, and consistent with all applicable City and other standards as well as provide a high level of public safety to maintain and bolster the park system’s overall purposes.</p> <p>c. Design parks and recreational facilities such that appurtenant buildings, outdoor amenities, people-gathering areas, lighting, parking lots, and other elements do not adversely affect adjacent uses, to the greatest degree possible.</p> <p>d. Follow appropriate security measures in future park development and enhancement, including, but not limited to, adequate lighting, sufficient walkways, and safety-based site design principles, to discourage and combat graffiti, vandalism, and illicit activities.</p> <p>e. Follow the restroom facility standards listed in the Covina Park System Master Plan and ensure that new or remodeled restrooms are reasonably accessible to park patrons, located in safe, highly visible areas, and constructed of the most durable and vandal-resistant materials.</p> <p>f. Encourage variety in the design of park facilities to enhance the lifestyle of residents to be served.</p> <p>g. Prioritize the aesthetic aspects of facility development or enhancement on a park-by-park basis and, to the greatest extent feasible, attempt to achieve complementary color schemes in each facility.</p> <p>h. Ensure that new landscape and irrigation systems in City recreational facilities comply with the Covina Water-Efficient Landscaping Ordinance and any related measures, as applicable.</p> <p>i. Install new or replace existing landscaping, where severely deteriorating, inappropriately located for park activities, and/or incompatible with other facility landscape materials.</p> <p>j. Follow the park signage guidelines of the Covina Park System Master Plan.</p> <p>k. Observe the requirements imposed by the California Environmental Quality Act (CEQA) when undertaking the development or acquisition of new and the improvement or redevelopment of existing parks and open space lands to address all applicable potential impacts, such as land use, circulation, noise, and aesthetics.</p> <p>l. Consider to require minimum building setback standards along the unchanneled portions of Walnut Creek and Charter Oak Wash to maintain the riparian habitat, natural contours, and full functionalism of the stream channels.</p> <p>m. Attempt to preserve the stream flow in the riparian woodland communities of the unchanneled portions of Walnut Creek and Charter Oak Wash by minimizing alteration of their drainage patterns.</p> <p>n. Ensure that all new and modified bicycle ways, equestrian/hiking trails, and related facilities plus appurtenant amenities and entry points conform to all applicable design and access requirements and standards.</p>	<p>8. Lawn and court games;</p> <p>9. Miniature golf courses;</p> <p>10. Nursery school or day nursery; provided it is operated in conjunction with the recreation facilities;</p> <p>11. Picnic and barbecue facilities;</p> <p>12. Playground;</p> <p>13. Skating rinks;</p> <p>14. Swim parks, natatoriums;</p> <p>15. Tennis courts;</p> <p>B. Related commercial uses including, but not limited to, the following, when operated in connection with those uses listed in subsection (A) of this section:</p> <p>1. Barber and/or beauty shop;</p> <p>2. Electric distribution and public utility substations;</p> <p>3. Off-street parking lot;</p> <p>4. Restaurants;</p> <p>5. Sporting goods stores;</p> <p>6. Sports equipment rental and incidental maintenance;</p> <p>7. Vending machines for sales of cigarettes, soft drinks and food. (Ord. 19-01 § 33, 2019; Ord. 11-1997 § 15, 2011; Ord. 1535 §§ 16, 17, 1983; 1964 Code Appx. A § 8.01.)</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>o. Seek the maximum community input feasible in locating, conceptualizing, and designing new and enhanced park and recreational facilities.</p> <p>Policy Area 5</p> <p>Maintenance of Parks, Trails, and Recreational Facilities</p> <p>c. Consider the inclusion of low-maintenance facilities in the development or acquisition of new and improvement or redevelopment of existing parks or recreational facilities.</p>		
El Monte	<p>Community Design Element:</p> <p>Goal CD-3: A green City with beautifully landscaped corridors, residential streets, commercial areas, developments, and public areas that are symbolically and physically encircled by an Emerald Necklace of parks and open space.</p> <p>Policy CD-9.6 Parks and Open Space. Consistent with policy direction set forth in the Parks and Recreation Element, provide adequate parks and open space within each neighborhood planning area, with an emphasis on placing parks near to residences through implementation of:</p> <ul style="list-style-type: none">– Joint-use park and school facilities– Greenways along key streets– Emerald Necklace improvements– Community forest along public rights-of-way– Community gardens where possible <p>Parks and Recreation Element:</p> <p>Goal PR-1: Sufficient quality, number, and distribution of parks that are well maintained, safe, and attractive, and that meet the full active and passive recreational needs of residents of all ages and abilities.</p> <p>Policy PR-1.7 Funding. Dedicate and raise sufficient funds to finance regular and adequate levels of maintenance, rehabilitation, and modernization of all park and recreation facilities, including the community forest.</p> <p>Goal PR-4: A lush network of greenways, linear parks, and a community forest that enhances property values, public health, aesthetics, and quality of life.</p> <p>Policy PR-4.4 Miniparks. Create miniparks that offer passive recreation opportunities, situated along the major arterials and linked by the network of major greenways and the community forest.</p> <p>Policy PR-4.6 New Construction. Where green infrastructure is proposed on the community forest plan, condition the construction or substantial rehabilitation of properties on the dedication of easements or fees.</p> <p>Cultural Resources Element:</p> <p>Goal CR-3: A community that respects and re-creates its natural environmental and cultural legacy through a comprehensive program to restore the natural environment.</p> <p>Policy CR-3.1 Community Forest. Develop a community forest program that balances indigenous trees and plants and modern requirements for maintenance, water conservation, and aesthetics, as a visual reminder of the City’s heritage and natural environment.</p>	<p>Municipal codes related to recreational resources relevant to the Plan Area can be found in Chapter 17.44 Public and Quasi-Public Zoning Districts.</p> <p>Under Chapter 17.44 (Public and Quasi-Public Zoning districts) the Open Space (OS) Zoning District is consistent with the General Plan Land Use Designation of Open Space and refers to areas designated for parks, open space, linear parks, trails, and other similar recreational uses. Development standards within this zoning district include setback rules as follows:</p> <ul style="list-style-type: none">• Street Yard. There shall be a minimum setback of 10 (10) feet for all structures and parking areas. The setback shall be landscaped and maintained with an underground irrigation system. <p>Public Facilities. Structures associated with a public facility shall comply with the variable height requirements as outlined in Section 17.40.010 (Height Exceptions and Restrictions) of this title. (Ord. No. 3011 , § 3(Exh. B), 6-21-2022; Ord. No. 3023 , § 4.B(Exh. B), 5-2-2023)</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Public Health and Safety Element:</p> <p>Goal PHS-2: A healthy and safe watershed exemplified by the implementation of flood control measures, protection of water resources, and the restoration of the beneficial uses of the San Gabriel and Rio Hondo Rivers watersheds.</p> <p>Policy PHS-2.5 Green Infrastructure. Implement green infrastructure projects (e.g., greenways, community forest, linear parks, vegetated swales, miniparks) to help filter stormwater runoff, improve water resources, and restore the health of our watershed.</p>		
Glendora	<p>Land Use Element</p> <p>Goal LU-1: Balanced open space, residential and commercial development Citywide.</p> <p>Policy LU-1.4: Establish open space conservation areas and identify compatible uses such as natural resource conservation, hiking and passive recreation.</p> <p>Goal LU-20: Appropriate scale and character of development</p> <p>LU-20.3: Encourage the development of usable pedestrian space within future developments, including urban plazas, pocket parks and other pedestrian amenities.</p> <p>Open Space and Recreation Element</p> <p>Goal OSR-4 Diversified range of park and recreation facilities and programs for all Glendora residents.</p> <p>Policies OSR-4.1 Investigate opportunities to enhance and expand existing park and recreation facilities.</p> <p>OSR-4.2 Create an implementation strategy to link land use decisions with the Parks Master Plan in coordination with the Conservation and Open Space Elements.</p> <p>OSR-4.5 Encourage the use of open space resources through the provision of passive amenities.</p> <p>Goal OSR-5: Improved community access to recreation facilities.</p> <p>Policy OSR-5.1: Create access trails to link open space and recreational areas within the City.</p> <p>OSR-5.3 Encourage the development of park and recreation facilities in areas of the City where existing supplies are limited.</p> <p>Goal OSR-7 Enhanced trail system in and throughout the community. Policies OSR-7.1 Prepare and implement a Trails Master Plan evaluating the potential for creation of a variety of trail types to serve all residents. The Master Plan should include topics such as trail restoration, enhancements, amenities, and safety.</p> <p>OSR-7.4 Improve and create more connections, and increase the safety of the pedestrian, bicycling, and equestrian trail system in the City.</p>	<p>Municipal codes related to recreation resources relevant to the Plan Area can be found in the City of Glendale Code Open space—Natural zone (§ 21.06.050). The purpose of the open space—natural zone is to:</p> <p>(1) conserve and manage natural resources which may include biological resources, watercourses, hills, canyons, major rock outcroppings, etc.;</p> <p>(2) protect the public health and safety by including areas requiring management due to hazardous or special conditions such as fire, flood and earthquake fault; and</p> <p>(3) provide outdoor recreation including areas of scenic, historic or cultural value. The OSN zoning designation shall only be applied to public and quasi-public property; provided, however, that a private property owner may request and be considered for a change of zone to OSN. All property located in an OSN zone shall be left in its natural, wilderness state except for the following uses: riding and hiking trails, picnic and playground areas, flood control structures and facilities, and utility substations and related equipment and structures. (Ord. 1637 § 3, 1995)</p>	<p>Other applicable ordinances include Ordinance 2084, under Chapter 13.18 Safe Streets Program Chapter 13.18.010 A “Safe Street” shall be defined as a non-arterial roadway as defined in the General Plan with connections to (i) citywide bicycle networks, (ii) destinations that are within walking distance, (iii) or green space; in accordance with state law. the City seeks to offer children, families, and constituents the opportunity to play, exercise, and socialize through safer and more accessible streets that promote healthy neighborhood recreation.</p>
Industry	<p>Open Space and Recreation resources:</p> <p>Goal</p> <p>RM3 Open space areas that are well maintained, serve the target population, and function as a citywide amenity.</p> <p>Policies</p> <p>RM3-1 Cooperate with regional efforts to upgrade the resource and recreational value of the San Gabriel River.</p>	<p>Municipal codes related to recreation resources relevant to the Plam Area can be found in the City of Industry Code of Ordinances, Chapter 17.26, (Recreation and Open Space Zone), and Chapter 17.24, (Planned Development Overlay Zone). Permitted uses can be found in Section 17.26.020 (Uses permitted) as follows:</p> <p>A. Property zoned ROS may be used for the following uses subject to the issuance of a conditional use permit pursuant to Chapter 17.48, Conditional Use Permits/Exceptions:</p> <p>1. Golf courses, driving ranges, course maintenance facilities, golf club houses;</p> <p>2. Parks, public and private;</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	RM3-3 Explore opportunities to maximize the recreational value, use, and access of the areas designated for recreation and open space on the land use plan.	<p>3. Resorts, including spas, dining facilities, restaurants, gyms, pro-shops, conference facilities, recreational amenities, and other similar uses;</p> <p>4. Equestrian facilities;</p> <p>5. Indoor and outdoor recreational facilities;</p> <p>6. Exposition centers;</p> <p>7. Commercial nurseries;</p> <p>8. Interpretive centers;</p> <p>9. Reservoir.</p> <p>Approval of a development plan pursuant to Section 17.36.020, Development plan review required, will be required for any structures and physical improvements deemed significant by the planning director.</p> <p>C. Trails, bikeways, and similar minor improvements do not require separate planning approvals but, if included, will be reviewed as part of the conditional use permit and/or development plan application process. Stand-alone proposals for trails and bikeways require approval by the city engineer.</p> <p>D. New hotels are not permitted except as allowed pursuant to Chapter 17.24, Planned Development Overlay Zone (P-D Overlay).</p> <p>E. Housing units existing as of the effective date of the ordinance codified in this chapter (February 21, 2015) are permitted and considered legal conforming uses. The like-for-like replacement of, enlargement of, and improvements/modifications to existing housing may be permitted with approval of a development plan short-form application.</p> <p>(Ord. 786 § 3, 2015)</p>	
Irwindale	<p>Resource Management Element</p> <p>Issue Area – Open Space Resources. The City of Irwindale will strive to enhance the recreational and open space resources for the benefit and enjoyment of the existing and future residents.</p> <p>Resource Management Element Policy 5. The City of Irwindale will maintain and improve the existing park facilities in the City for the benefit and enjoyment of future generations.</p>	<p>Municipal codes related to recreation resources relevant to the Plan Area can be found in Chapter 17.18 (Open Space Zone) and in Chapter 17.80 (Zone Variances and Conditional Use Permits) Section 17.8030 (Conditional Use permits – Required when).</p> <p>Under Chapter 17.18 (Open Space Zone): The OS open space zone provides zoning standards and requirements to regulate open space areas in the city that are consistent with the open space/easements land use that is designated by the general plan.</p> <p>Permitted uses include parks and open space. (Ord. No. 663, § 2, 11-14-12)</p> <p>Under Chapter 17.80 (Zone Variances and Conditional Use Permits) Section 17.8030 (Conditional Use permits – Required when) it is the policy of the city that:</p> <p>The purpose of any conditional use permit shall be to insure that the proposed use will be rendered compatible with other existing and permitted uses located in the general area of the proposed use. The following uses, having unique and unusual characteristics, shall be permitted, provided that a conditional use permit is first issued:</p> <p>15. Parks, playgrounds and other public or private recreational facilities;</p> <p>(Ord. 605 § 5, 2006; Ord. 571 §§ 1, 14, 2003; Ord. 485 § 7, 1994; Ord. 452 § 2, 1991; Ord. 439 § 1, 1989; Ord. 417 § 2, 1987; Ord. 347 § 1, 1980; Ord. 230 § 2, 1969; Ord. 207 § 1, 1967; Ord. 205 § 1, 1967; Ord. 199 § 1, 1967; Ord. 177 § 2(part), 1966: prior code § 9340).</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
La Puente	<p>Community Development Element:</p> <p>Goal 5: Safe and attractive neighborhoods providing a range of quality housing, parks, community services, and public facilities.</p> <p>Policy 5.5: Pursue the creation of additional pocket parks through lot consolidation, recycling of underutilized parcels, and City financial assistance as available.</p> <p>Community Resources Element:</p> <p>Goal 1: A flexible system of parks and recreational programs that addresses the needs of La Puente residents.</p> <p>Policy 1.1: Maintain La Puente Park as an important community resource by providing regular investments in landscaping, equipment, recreational and community facilities, and playground equipment. Intensify the recreational uses at the park to allow for a more efficient use of the facilities.</p> <p>Policy 1.3: Identify vacant and underutilized sites for purchase, donation, or consolidation with adjacent vacant or underutilized sites for the potential development of neighborhood parks.</p> <p>Action CR-9: Identify Potential Pocket Park Sites Create a database of potential pocket park and passive recreation sites within the City to facilitate the creation of new park and recreational resources. Identify the types of opportunities that may be feasible on a specific site and the type of funding/investment levels needed. Identify State, federal and private funding opportunities.</p> <p>Policy 1.5: Ensure and expand opportunities for equal access to recreational facilities and programs by making accessibility improvements and subsidizing recreational activities, as feasible, for those in need.</p>	<p>Municipal codes related to recreation resources relevant to the Plan Area can be found in Chapter 10.18 (Open Space Zone, of the La Puente Code of Ordinances) and Chapter 3.68 (Public Parks).</p> <p>Under Chapter 10.18 (Open Space Zone, of the La Puente Code of Ordinance) the Open Space Zone (OS) implements the General Plan Public Open Space and Private Open Space land use categories, and is established to allow uses that provide active and passive recreation areas and facilities, including parks, sports fields and courts, and golf courses. Also allowed are plant nurseries. (Ord. 935 § 3 (part), 2015). Development standards for any structures developed in the OS zone can be found in (Ord. 935 § 3 (part), 2015).</p> <p>Under Chapter 3.68 (Public Parks) Section 3.68.055 (Posting of park regulations and rules) requires the following:</p> <p>The city manager is directed to post and prominently display signs with park hours and regulations and rules at the major pedestrian entrances to city parks.</p> <p>(Ord. 827 § 1 (part) 2004)</p>	<p>No other applicable ordinances were identified.</p> <p>Park master plan</p>
La Verne	<p>Resource management element:</p> <p>Goal 1: An attractive, safe and accessible parks and recreation system.</p> <p>Policy 1.1: Provide ample and accessible parks throughout our community.</p> <p>Implementation measures:</p> <p>a. Ensure that all of the existing and future residential neighborhoods are served by at least one neighborhood park.</p> <p>d. Focus future park site acquisition on the development of mini-parks along the designated hiking/bikeway trails, small neighborhood parks (five acres or less).</p> <p>f. Ensure major park developments are reviewed by the Development Review Committee, the Planning Commission and/or the City Council for the project's impacts on existing parks. The level of review will be determined by the scope of the project.</p> <p>i. Develop and maintain parks and recreation facilities at a minimum standard of four (4.0) acres per 1,000 persons. This standard does not include open space areas used for recreational purposes, sensitive habitats, and other natural resource preserves.</p> <p>Policy 1.2: Develop a connecting trail system.</p> <p>Implementation measures:</p> <p>a. Develop trails to connect our parks and open space.</p> <p>b. Encourage multiple trail use for biking, jogging and equestrian use.</p> <p>c. Focus future park site acquisition on open space easements for trails.</p> <p>d. Design trails to connect with regional trails.</p>	<p>Municipal codes related to recreation resources relevant to the Plan Area can be found in Chapter 3.20 (Parks and Recreation Charges) Section 3.20.010 (Purpose—Intent) and Chapter 18.64 (SP Specific Plan Zone)</p> <p>Under Chapter 3.20 (Parks and Recreation Charges) Section 3.20.010 (Purpose—Intent) identifies the following goals:</p> <p>A. One of the amenities that makes a city a desirable place to live and work and that contributes to the quality of life is having adequate parks, open space and recreational facilities within the city.</p> <p>B. The resource management element of the La Verne general plan identifies the following as goals, policies and implementation measures: providing a variety of recreational facilities and activities for all age groups; and maintaining open space requirements of 10 acres per one thousand population (including public and private recreation and open spaces).</p> <p>C. The city council desires to make sure that the city has adequate open space, park and recreational facilities to serve its existing and future population.</p> <p>The purpose of Chapter 18.64 (SP Specific Plan Zone) requires the following for the zone:</p> <p>- To respond sensitively to the natural and built environment and increase amenities to serve the inhabitants and surrounding community areas;</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>e. Encourage the county to complete the development of the Marshall Canyon Trail and the San Dimas/Live Oak Trail.</p> <p>Policy 1.3: Provide a variety of recreation facilities and activities for all age groups</p> <p>Implementation measures:</p> <p>a. Adopt the park master plan recommendations regarding deficiencies in specific uses and types and of facilities.</p> <p>Goal 2: Preserve and protect our open space</p> <p>Policy 2.2 Develop a natural buffer zone</p> <p>Implementation measures:</p> <p>d. Maintain the minimum open space requirement as stated in the preservation standard of 10 acres per 1,000 population (including public and private recreation and open spaces).</p> <p>Community design element:</p> <p>Goal 4. Develop in deference to our natural setting</p> <p>Policy 4.1 Design sensitive and subtle hillside development.</p> <p>Implementation measures:</p> <p>Required the following measures for all hillside development</p> <p>5. Natural Recreational</p> <p>Open space shall be maintained and connected to existing natural resources through: Hiking and equestrian trail system improvement.</p> <p>Siting and design hillside parks and recreational open space to take advantage of valley views.</p> <p>Community Health and Wellness element:</p> <p>Resource Management</p> <p>Goal 1: An Attractive, Safe, & Accessible Parks & Recreation System</p> <p>Policy OSP-1.1: Provide ample and accessible parks throughout our community.</p> <p>Policy OSP-1.2: Develop a connecting trail system.</p> <p>Policy OSP-1.3: Provide a variety of recreational facilities and activities for all age groups.</p> <p>Policy OSP-1.4: Design safe parks.</p>	<p>-to provide an enriched environment with aesthetic cohesiveness and harmonious massing of structures within a framework of natural and landscaped open space through the utilization of superior land planning and architectural design</p> <p>-To minimize the intrusion of new development into environmentally sensitive areas;</p> <p>-To protect new development from adverse visual impacts and excessive noise from nearby off-site structures and transportation corridors. (Ord. 852 § 2, 1993)</p>	
Monrovia	<p>Open Space Element:</p> <p>Goal 1: Expand the physical and social connections linking the City together and bridging to its neighbors.</p> <p>Policy 1.1: Encourage and support active and ongoing participation by diverse community members in the planning and decision-making for parks and recreational opportunities.</p> <p>Policy 1.2: Develop a network of shared-use recreational, pedestrian and bicycle trails to enable connections within parks and between parks, neighborhoods, public amenities and regional trail corridors, to include washes</p> <p>Goal 2: Provide a comprehensive system of parks, open space and recreation facilities that serves current and future needs.</p>	<p>Municipal codes related to recreation resources relevant to the Plan Area can be found in Title 17.08 Permitted Uses of Title 17 Zoning and are subject to the provisions of the Land Use Element of the General Plan, under Open-space zoning (Cal. Gov't. Code §§ 65910 et seq.)</p> <p>Chapter 12.32 (Parks) designates the following areas within the city as public parks for the recreational use of the public:</p> <p>(A) Monrovia Canyon Park, on North Canyon Boulevard;</p> <p>(B) Grand Avenue Park, on North Grand Avenue and Prospect Avenue;</p> <p>(C) Julian Fisher Park, on South California Avenue and Almond Avenue;</p> <p>(D) Olive Avenue Park, on West Olive Avenue and Mayflower Avenue;</p> <p>(E) Recreation Park, on South Shamrock Avenue and Lemon Avenue;</p>	<p>Parks Master Plan (PMP)</p> <p>Strategic Direction 1: Encourage Connectedness</p> <p>Goal: Monrovia’s Public Services Department fosters and expands the physical and social connections linking the City together and bridging to its neighbors.</p> <p>Policies</p> <p>2.1 Develop a network of shared-use recreational, pedestrian and bicycle trails to enable connections within parks and between parks, neighborhoods, public amenities and regional trail corridors.</p> <p>2.2 Design and construct trails to serve a variety of users at varying skill levels.</p> <p>2.3 Support other City departments in the implementation of the MultiChoice Transportation System Plan.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 2.1 Continue to maintain and improve a high standard of operations and management for both quantity and quality of park facilities to serve the community and stay current with changing recreational trends.</p> <p>Policy 2.2 Acquire additional parklands when feasible to equitably provide access to all residents by seeking additional park facilities in the proximity of underserved neighborhoods and/or high-density developments.</p> <p>Goal 3: Ensure Monrovia’s parks and open spaces meet local needs for active and passive recreation, enhance the environmental and visual quality of the community, and healthy living.</p> <p>Policy 3.1 Design and develop park sites and facilities to maximize recreational value and experience, while minimizing maintenance and operational costs and negative environmental and community impacts.</p> <p>Policy 3.2 Reduce barriers to participation and improve safety to provide universal access to facilities and programs. Implement an ADA Transition Plan to inform, guide and prioritize the removal of existing barriers.</p> <p>Policy 3.3 Establish and operate specialized recreational facilities (e.g. sport facilities, off leash dog areas, skateparks, community gardens) to respond to identified public needs, as appropriate.</p> <p>Policy 3.4 Conserve significant natural areas to meet habitat and hillside protection needs and to provide opportunities for residents to recreate and connect with nature, as appropriate.</p> <p>Goal 5: Allocate available resources and seek out additional funding to upgrade and maintain Monrovia’s existing parkland and open space infrastructure needs to maintain and expand recreational opportunities for residents.</p> <p>Policy 5.5 Continue to implement the strategies of the Parks Master Plan (PMP) and amend/update the Open Space Element and the PMP as needed to reflect community growth and changing needs.</p>	<p>(F) Monrovia Library Park, on South Myrtle Avenue and Lime Avenue;</p> <p>(G) Rotary Park, on South California Avenue and Lime Avenue; and</p> <p>(H) Station Square Park on South Myrtle Avenue and Pomona Avenue.</p> <p>(Ord. 2010-17 § 1, 2010; Ord. 2016-05 § 1, 2016)</p>	<p>2.4 Develop additional nonmotorized trails outside of parks to meet a targeted walkability score and promote Monrovia as a “walkable city.”</p> <p>Actions:</p> <p>1.2.2 Implement trail signage standards, route and wayfinding signage for trails and associated facilities and informational maps and materials identifying existing and planned trail facilities.</p> <p>1.2.5 Implement the goals and projects noted in the Bicycle Master Plan to strengthen the connections between the on-street infrastructure to existing and planned recreational trails.</p> <p>Strategic Direction 2: Secure Lands for The Future</p> <p>Goal: Monrovia provides a comprehensive system of parks, open space and recreation facilities that serves current and future needs</p> <p>Policies:</p> <p>3.1 Acquire additional parklands necessary to adequately serve the City’s current and future population based on adopted service levels. 3.2 Plan for the location of parks in the proximity of underserved neighborhoods and/or high-density developments.</p> <p>Actions:</p> <p>2.3.1 Provide a city-specific acreage standard for urban parks of 1.10 acres per 1,000 people to reinforce the importance of active-use urban parklands and provide for a land base to accommodate a variety of recreational uses.</p> <p>Strategic Direction 3: Create Great Parks and Public Spaces</p> <p>Goal: Monrovia’s parks and open spaces meet local needs for active and passive recreation, enhance the environmental and visual quality of the community, and healthy living.</p> <p>4.1 Design and develop park sites and facilities to maximize recreational value and experience, while minimizing maintenance and operational costs and negative environmental and community impacts. 4.2 Strive to reduce barriers to participation and improve safety to provide universal access to facilities and programs. 4.3 Establish and operate specialized recreational facilities (e.g. sport facilities, off leash dog areas, skateparks, community gardens) to respond to identified public needs, as appropriate.</p> <p>4.4 Conserve significant natural areas to meet habitat and hillside protection needs and to provide opportunities for residents to recreate and connect with nature, as appropriate.</p> <p>Action:</p> <p>3.4.1 Design new parks and provide improvements to existing parks which promote public safety and security, and provide accessibility to all in accordance with Americans with Disabilities Act standards.</p> <p>3.4.4 Incorporate sustainable development and low impact design practices into the design, planning and rehabilitation of new and existing facilities; consider the use of native or drought tolerant vegetation for landscaping in parks and reductions in irrigated turf to minimize maintenance requirements and reduce water demands.</p>
Montebello	<p>Our Well Planned Community Element:</p> <p>Action A3.1b Encourage parkland dedication and conservation easements for trails that support the City’s Parks Master Plan and the Green Infrastructure Plan.</p>	<p>Municipal codes related to recreation resources relevant to the Plan Area can be found in Title 17 Chapter 17.10 Development Standards - Open Space – Minimum. These requirements refer to Exhibit 17.10.020, Residential Development Standards, which details minimum open space area requirements for residential zoning designations.</p>	<p>City’s Parks Master Plan</p> <p>Parks and Recreation Element</p> <p>Goals:</p>



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	<p>Action 3.1c: Capture the inherent value of parks, open spaces, and trails by providing more opportunities for people to live and work on properties with direct frontage on these investments.</p> <p>Our Accessible Community Element:</p> <p>Action 4.1e: Improve access to the Rio Hondo River Trail by opening additional access points and positioning wayfinding between the trail and key destinations in Montebello.</p> <p>Our Healthy Community Element:</p> <p>Policy 5.1: Create and enhance equitable access to spaces that will foster positive interactions and encourage healthy lifestyles.</p> <p>A5.1a: Create public spaces with seating, art, and play features near shopping and business areas of the City (partner with restaurants to create sidewalk outdoor seating areas to activate the sidewalk).</p> <p>Action 5.1b: Ensure that parks, recreation facilities, and other community services are equitably distributed and accessible throughout the community.</p> <p>Policy 5.6: Promote opportunities for people to build connections with their peers, neighbors, and the greater community supporting inter-generational and inter-cultural programs, activities, and events.</p> <p>Action 5.7b: Remove barriers and enhance access to existing parks.</p> <p>Our Active community:</p> <p>Policy 7.1: Expand park inventory to strive for the standard of 5 acres per 1000 residents.</p> <p>To encourage maximum use, the open space circulation system should integrate and connect with the circulation patterns of the neighborhood. The entrances and exits should be easy to locate from inside and outside the open space. Primary access route through the open space should be clearly identifiable, well maintained, and well lit.</p> <p>Action 7.1b: Provide parks, open spaces, and trails at Montebello Hills.</p> <p>Action 7.1c: Provide parks, open spaces, and trails along the Edison Easement.</p> <p>Policy 7.2: Ensure the maximum distance between residents’ homes and the nearest public park is 1/2 mile.</p> <p>Invest in the acquisition of new parkland that can make parks a part of everyday life in existing and future underserved areas. The City should introduce and develop a collection of smaller pocket parks that can be woven into existing urban areas with insufficient access to parks. Additionally, areas in the Downtown and along the Corridors where the city is focusing future transportation investments will help improve, increase, and expand access to future parkland.</p> <p>Policy 7.3: Promote, expand, and protect a green infrastructure that links the natural habitat</p> <p>Action 7.3b Use parks as functional landscapes that perform green stormwater infrastructure and flood mitigation roles to enhance resiliency, recreational use, and beauty. New parks will be designed with resiliency in mind with multi-benefit landscapes that protect against flooding, clean and filter stormwater, produce shade and prevent heat island effects, and promote not just environmental resiliency, but also social resiliency.</p> <p>Action 7.3c: Encourage simple, small, and low-cost demonstration green infrastructure projects both in the public and private realm. Parks can be everywhere humans can</p>	<p>(Prior code § 9230.2 (D))</p>	<p>1. To provide a full range of park and recreational facilities and programs which are easily accessible to all residents of the community.</p> <p>2. To provide 4.0 acres of parks and recreational use per 1,000 residents. Objectives:</p> <p>1. Provide neighborhood parks and recreational facilities wherever possible within walking distance of all residents.</p> <p>3. Establish park and recreational space in utility easements where open land is available.</p> <p>4. Channel area.</p> <p>5. Establish park and recreational facilities in the hill area.</p> <p>7.Add park facilities in the South Montebello area.</p> <p>Policies:</p> <p>3. City to meet the standard of 4.0 acres of per and recreational use per 1,000 residents.</p> <p>4. Pursue the goals and objectives for parks and recreation.</p> <p>Conservation Element:</p> <p>Goals:</p> <p>2. To ensure the preservation and conservation of and welfare needs of the residents.</p> <p>Objectives:</p> <p>3. In addition to obtaining new open space areas, the City should seek to make more use or multiuse of the existing open space areas of the community. This program would include recreation use of school playground facilities during non-school hours.</p> <p>Chapter 6: Recommendations</p> <p>Strategy 2:</p> <p>Linear Parks & Urban Spaces</p> <p>6.3.1 Develop Linear Parks</p> <ul style="list-style-type: none">Expand and explore opportunities for linear parks.Find areas where linear parks may occur.Reclaim underutilized streets and or infrastructure within the City. <p>6.3.2 Create A Unique Linear Trail at the Rio Hondo</p> <ul style="list-style-type: none">Expand the Rio Hondo Trail SystemIncorporate trails within the northern hills in Montebello and in new development areasInclude an urban trails signage program that connects corridors and trails within the city to other regional trails. <p>6.3.4 Connect to Urban Trails Outside of the City</p> <ul style="list-style-type: none">Look into connection along Rio Hondo that can connect green space in Pico Rivera and South El Monte



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	<p>find a spot for peaceful reflection. The advent of green roofs is offering new opportunities to site innovative parks on roof tops.</p> <p>Action 7.3d: Include an urban trails signage program that connects corridors and trails within the City to other regional trails.</p> <p>Policy 7.4: Identify and remove barriers to access parks. Encourage walking and biking as preferred way to get to and from parks.</p> <p>Action 7.4b: Proactively plan entrances and access points for new parks to ensure the greatest number of residents are within walking distance.</p> <p>Action 7.4c: Prioritize new access or entry points near existing mobility networks, including sidewalks, bike routes, trails, and transit. A welcome change during the pandemic was streets transformed to be people-centered — from walking and biking to outdoor dining and street games. In downtown core and select neighborhoods, streets should be designed for people while accommodating cars.</p> <p>Policy 7.5: Make parks safer. Visibility is an important design criteria for enhancing people’s comfort and security. Dense, visually impenetrable planting creates the opportunity for crime.</p> <p>Action 7.5a: Design parks to be in the line of sight of adjacent land uses and activities to ensure visibility. The frontages of the buildings should have active edges such as front doors, windows, and storefronts.</p> <p>Action 7.5b: Lighting should direct movement between destinations.</p> <p>Action 7.5c: Increase presence of security officers in parks of concern.</p> <p>Open Space Element:</p> <p>Policy 4.1</p> <p>Support and promote walking, biking, and other nonvehicular modes as an alternative to driving within Montebello.</p> <p>Goals:</p> <p>1. To insure the preservation and conservation of sufficient open space to introduce relief from the otherwise uninterrupted urban development of the Southern California region.</p> <p>2. To insure the preservation and conservation of sufficient open space to serve the recreational, health, and welfare needs of the residents.</p> <p>Objectives:</p> <p>3. Provide open space and a full range of recreation facilities and programs which are easily accessible to all residents.</p>		
Pasadena	<p>Land Use Element:</p> <p>Goal 2. Land Use Diversity. A mix of land uses meeting the diverse needs of Pasadena’s residents and businesses, fostering improved housing conditions, offering a variety of employment and recreation opportunities, and supporting a healthy population while protecting the environment. Policy 2.8 Equitable Distribution of Community Devices and Amenities. Ensure that parks and recreation facilities, community services, and amenities are equitably distributed and accessible throughout the City.</p> <p>Policy 2.13 Parks. Maintain existing and develop new parks and recreational facilities within walking distance of residents, supporting healthy lifestyles.</p> <p>Goal 4. Elements Contributing to Urban Form. A safe, well-designed, accessible City with a diversity of uses and forms. These diverse forms include distinct, walkable</p>	<p>Municipal codes related to recreation resources relevant to the Plan Area can be found in Title 17 (Zoning Code) Article 2 (Zoning Districts, Allowable Land Uses, and Zone - Specific Standards) Chapter 17.26 – Special Purpose Zoning Districts which identifies the following:</p> <p>A. OS (Open Space) District. The OS district is applied to sites with open space, parks, and recreational facilities of a landscaped, open character having a minimum contiguous site area of two acres. The OS zoning district is consistent with and implements the Open Space land- use designation of the General Plan.</p> <p>Section 17.26.040 (Special Purpose District General Development Standards) requires that subdivisions, new land uses and structures, and alterations to existing land uses and structures in all special purpose districts except PD (Planned Development), shall</p>	<p>Green Space, Recreation and Parks Element and Master Plan:</p> <p>Objective 1 – Stewardship of the natural environment: encourage and promote the stewardship of Pasadena’s natural environment, including water conservation, clean air, natural open space protection, and recycling.</p> <p>Policy 1.2 – Protect Open Spaces: Protect natural open areas, watersheds, and environmentally sensitive areas such as Hahamongna, Eaton Canyon, riparian areas, and other open spaces.</p> <p>Objective 2 – Preservation and protection of the Arroyo Seco and adjacent open space areas: recognize the importance to Pasadena of the history, cultural resources, and unique character of the Arroyo Seco, and conserve and enhance these assets.</p>



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	<p>districts, corridors, and transit and neighborhood villages and cohesive, unique single and multi-family residential neighborhoods and open spaces where people of all ages can live, work, shop and recreate.</p> <p>Goal 21. Desirable Neighborhoods. A City composed of neighborhoods with a variety of housing types that are desirable places to live, contribute to the quality of life, and are well maintained.</p> <p>Policy 21.10 Neighborhood Parks and Open Space Amenities. Ensure that existing neighborhoods contain a diverse mix of parks and open spaces that are connected by trails, pathways, and bikeways and are within easy walking distance of residents.</p> <p>Green Space, Recreation and Parks Element</p> <p>Objective 2 – Preservation and Protection of the Arroyo Seco and Adjacent Open Space Areas: Recognize the importance to Pasadena of the history, cultural resources, and unique character of the Arroyo Seco, and conserve and enhance these assets.</p> <p>Policy 2.1 – Arroyo Seco Planning: Fully implement all master plans and design guidelines for the Arroyo. This includes the Lower Arroyo Master Plan, the Hahamongna Watershed Park Master Plan, and the Central Arroyo Master Plan. (LUE Policy 9.2)</p> <p>Policy 2.2 – Balance of Interests in the Lower Arroyo Seco: Improve the aesthetics and preserve the historical elements and unique natural character of the Lower Arroyo. Manage and maintain the area to balance the natural habitat, recreational needs and public health and safety.</p> <p>Policy 2.3 – Balance Recreation with Environmental Protection: Implement the Arroyo Seco Master Plans by balancing recreational opportunities with protection and restoration of the ecosystem, while recognizing the important existing water resources and flood management functions of the area.</p> <p>Objective 3 – Preservation And Protection of Eaton Canyon, Eaton Wash, and Adjacent Open Space Areas: Recognize the importance to Pasadena of the history, cultural resources, and unique character of Eaton Canyon and Eaton Wash, and conserve and enhance these assets.</p> <p>Policy 3.1 – Eaton Canyon: Continue protection of Eaton Canyon as an open space and recreation area, and as a nature center. Explore master planning opportunities in the existing OS (Open Space) zoned area associated with the civil defense site and flood control areas. (LUE Policy 9.3)</p> <p>Policy 3.2 – Eaton Wash: Pursue improvements to Eaton Wash and a proposed north/south trail element that would link Pasadena to natural open space to the north.</p> <p>Objective 5: Trails and Open Space Connectivity: Acknowledge and enhance Pasadena’s important relationship with the Angeles National Forest and other regional trail systems.</p> <p>Policy 5.1 – Open Space Corridors: Develop open space corridors, easement and acquisition programs and trails. This is especially relevant for hillside areas and ridgelines. (from LUE Policy 9.1)</p> <p>Policy 5.2 – Trails for Bicyclists and Pedestrians: Review the OS (Open Space) zoned areas and city rights-of-way for opportunities to develop bike path and/or walking path connectivity.</p>	<p>be designed, constructed, and/or established in compliance with the following requirements, the development standards (e.g., landscaping, parking and loading, etc.) in Article 4 (Site Planning and General Development Standards), and all other applicable requirements of this Zoning Code. Principal and accessory structures shall meet the same development standards unless otherwise modified in this Zoning Ordinance.</p> <p>A. Master Plan requirement.</p> <p>1.The Planning Director may require any use within the OS and PS districts to submit a Master Plan, in compliance with Section 17.61.050.</p> <p>2.The Planning Director may require any public or semi-public use to submit a Master Plan, in compliance with Section 17.61.050.</p> <p>B.OS and PS district development standards. 1.Development standards shall be as specified by a Conditional Use Permit or Master Plan.</p> <p>2.Prior to the approval of a Conditional Use Permit or Master Plan, properties within the OS and PS districts shall be subject to the development standards of the most restrictive abutting zoning district.</p> <p>3.Development consistent with an approved Master Plan shall not be subject to Conditional Use Permit review.</p> <p>4.City projects shall comply with the public art design standards of Section 17.40.100.</p>	<p>Policy 2.3 – Balance recreation with environmental protection: Implement the Arroyo Seco Master Plans by balancing recreational opportunities with protection and restoration of the ecosystem, while recognizing the important existing water resources and flood management functions of the area.</p> <p>Policy 2.4 – Promote multi-faceted use of the Arroyo: Through implementation of the Arroyo Seco Master Plans, continue to maintain and enhance the area as a prime resource for quality of life of Pasadena residents.</p> <p>Objective 7 – Provide access to Parks: New projects should be planned so that neighborhood recreational needs of its future citizens are largely met on site or nearby and so that future facilities are integrated with, provide support for, and enhance the effectiveness of the overall recreation system in Pasadena. Growth and expansion in a particular area should be accompanied by commensurate growth and expansion in recreation facility, programming capacity, and natural open space capacity.</p> <p>Policy 7.2 – Access to open spaces within projects: Projects should be connected to the public realm through vistas, physical access, and/or sightlines. Provide an adequate total quantity and equitable distribution of public or publicly accessible open spaces throughout the City.</p> <p>Objective 17 – Facilitate ongoing community dialogue to ensure that residents’ open space, parkland, and recreation needs are met.</p> <p>Policy 17.1 - Community Input and Feedback: Provide methods for community members to offer ongoing information on their experiences with recreation and parks management, programs, and facilities. Surveys, questionnaires, website forms, and targeted outreach methods will provide feedback on areas in need of improvement and areas where goals are being met.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Objective 8 – Neighborhood Park Distribution and Planning: Preserve, enhance, and acquire parks in residential areas, within reasonable walking distance of all neighborhoods.</p> <p>Policy 8.1 – Service Area Radius: Provide neighborhood park facilities or other green space area within reasonable walking distance of the majority of residential areas. The City’s goal is to have a neighborhood park or facility within a ½ mile walk from anywhere in the City, taking into consideration natural and manmade barriers such as the I-210 Freeway and Eaton Wash.</p> <p>Objective 12 – Improve Access To Park And Recreation Facilities: The interface between all modes of travel (i.e. public transit, walking, bicycling) and recreation facilities is key in promoting the Citywide mobility policy that Pasadena will be a City where people can circulate without cars.</p> <p>Policy 12.1 – Pedestrian and Bicycle Connectivity: Parks and open spaces should be planned to be accessible to pedestrians and bicyclists through public sidewalks and bike routes.</p> <p>Policy 12.2 – Pedestrian and Bicycle Amenities: Benches, drinking fountains, and bicycle racks should be available at all park and recreation facilities. Buses routed to parks and open space areas should be equipped with bike racks.</p> <p>Policy 12.3 – Transit Connections: The ARTS bus program shall continue to plan routes to provide access to key recreation and park facilities throughout the City. This is especially true to connect senior living facilities with recreation facilities.</p>		
Pico Rivera	<p>Healthy Communities Element:</p> <p>Goal 10.7</p> <p>A complete system of parks and recreational facilities and programs that provide diverse opportunities for active recreation, passive recreation, and social interaction, meeting the needs of the community.</p> <p>Policy 10.7-2 Existing Facility Improvement. Continue to improve, rehabilitate, and expand existing park and recreation facilities, as funding is available, to meet the needs of Pico Rivera residents, employees, and visitors.</p> <p>Land Use Element:</p> <p>Goal 3.5</p> <p>Recognize the importance of the Whittier Narrows Dam, Rio Hondo and San Gabriel River channels in shaping the character, identity and physical structure of the community by protecting and enhancing these features.</p> <p>Policy 3.5-3 Recreation. Identify opportunities for passive recreation areas within and along the Whittier Narrows Dam, Rio Hondo and San Gabriel River channels.</p> <p>Goal 3.10</p> <p>A mix of governmental, educational, recreational and open space facilities that conveniently support the needs of Pico Rivera’s residents and businesses.</p> <p>Policy 3.10-1 Adequate Facilities. Ensure that community facilities and parks are distributed equitably throughout the city to provide efficient services to the broadest number of residents.</p> <p>Policy 3.10-4 Parks and Open Spaces. Seek to expand the city’s parklands, greenways and open spaces as land and funding become available, encouraging the redevelopment of vacant sites and coordinate with the appropriate regional agencies</p>	<p>Municipal codes related to recreation resources relevant to the Plan Area can be found in Chapter 18.10 O-S Open Space Zone, and are zoned under Public Uses of Parks and Playgrounds.</p> <p>Section 18.10.030 (Applicability – Criteria) determine:</p> <p>A. The O-S zone is a land use classification which, in part, assists in the implementation of the environmental and public facilities elements of the general plan. It is a zone classification designed to be applied on land as a separational transition between heavy and light land use intensities, and for the purpose of providing permanent open-space lands such as public schools, parks, recreational facilities, and other publicly oriented uses.</p> <p>B. Application of the O-S zone must be clearly defined within the scope and purpose qualifying land for an open-space function, and must be protected from the encroachment of land uses and development not performing such overall function and purpose.</p> <p>C. Uses of land which do not qualify and which are not specifically permitted in the O-S zone are hereby expressly prohibited.</p> <p>(Prior code § 9205.02(B))</p> <p>Section 18.10.040 (Permitted Uses) Regulations governing permitted uses of land in the O-S zone are specifically set forth in Chapter 18.40 of this title, which designates particular zones for Open Space uses including public parks, open spaces, and recreational facilities. Refer to Table 18.40.040 Land Use Chart. (Prior code § 9205.02(C))</p>	No other applicable ordinances were identified



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	<p>for future planning related to the river corridors, the Bicentennial Park Campground and the Sports Arena area.</p> <p>Environmental Resources Element:</p> <p>Goal 8.1: A sustainable community where land use and transportation improvements are consistent with regional planning efforts and adopted plans to reduce dependence on the use of fossil fuels and decrease greenhouse gas emissions.</p> <p>Policy 8.1-5 Energy Conservation. Promote energy conservation through:</p> <ul style="list-style-type: none">Improving energy efficiency of outdoor lighting, including upgrading of city owned street lights, as well as outdoor lighting within parks and municipal parking lots to more energy efficient models; <p>Policy 8.4-11 Recycled Water. Continue to use, and expand opportunities to increase the use of, recycled water in the city parks, landscaped areas along roadways, and the municipal golf course, if supplies are available.</p> <p>Implementation Programs for Policy 8.4-11: Develop measures that would require the use of recycled water within the community parks and roadway landscape areas in the city.</p>		
Pomona	<p>7C-Open Space Network Component</p> <p>Parks, Recreation and Open Space</p> <p>Goals</p> <p>7C.G1 Establish a more comprehensive and integrated network of parks and open space, within 1/4 mile radius at all neighborhoods, while enhancing existing facilities where feasible.</p> <p>7C.G3 Develop additional parkland in the City, particularly in areas lacking these facilities and where new growth is proposed.</p> <p>7C.G4 Improve access to public open space and recreation facilities.</p> <p>7C.G2 Provide land for public parks at a ratio of three (3) acres per 1,000 residents.</p> <p>Policy</p> <p>7C.P1 Develop a master community parks layout that promotes well distributed parks accessible to all neighborhoods:</p> <ul style="list-style-type: none">Identify parks requiring improved accessibility and connectivity to neighborhoods.Require individual developments to contribute to the network by including open space in their site design.Require new development to explore opportunities for links across the rail corridor to Palomares Park. <p>7C.P2 Require that at least one public park be located within one-quarter mile, via a direct pedestrian</p> <p>7C.P3 Adopt a park standard of 3.0 acres of publicly accessible open space per 1,000 new residents.</p> <p>7C.P8 Explore creative opportunities for new park locations, such as:</p> <ul style="list-style-type: none">Unused cemetery landRiverfront trailsDe-channelizing portions of San Antonio Creek	<p>Municipal codes related to recreation resources relevant to the Plan Area can be found in Part II, Sec. .220. of the Pomona Zoning Ordinance, Chapter 17.24 Special Purpose Zoning Districts. The purpose of individual zoning districts for Open Space (O-S) District is intended to provide for urban relief, recreation and environmental preservation. This zoning district is applied to parks, streams, urban forestry areas and other similar features to enhance the quality of the environment consistent with the General Plan. (Ord. No. 931, § 5(Exh. A), 10-22-13)</p> <p>The "O-S" Open Space District is intended to provide permanent open spaces and governmental facilities in the community; and the primary permitted use is for recreational use owned and/or controlled by a governmental or quasi-public agency. (Ord. No. 2508, § 1.)</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>7C.P9 Strive to provide parks within ¼-mile (approximately five minute walking distance) of all urban (low and high density) neighborhoods.</p> <p>7C.P17 Explore opportunities to add linear pathways along rail corridors and/or to redevelop the San Antonio Creek channel into a naturalistic linear park with a walking path.</p> <p>7D Mobility and Access Component</p> <p>Bicycle Circulation:</p> <p>Goals</p> <p>7D.G21 Develop a comprehensive bicycle network that connects local and regional commuter and recreation routes.</p> <p>Policy</p> <p>7D.P51 Create pedestrian- and bicycle-only cut-throughs to supplement shorter blocks and enhance neighborhood interconnectivity where street connections are limited due to existing cul-de-sac or dead-end conditions, grade separation, property ownership or topographical challenges.</p>		
Rosemead	<p>Resource Management Element:</p> <p>Goal 1: Provide high-quality parks, recreation, and open space facilities to meet the needs of all Rosemead residents.</p> <p>Policy 1.1: Maintain current parks within the City to ensure they continue to provide Rosemead residents the best possible recreational opportunities.</p> <p>Policy 1.2: Develop pedestrian/bicycle trail systems in the City.</p> <p>Policy 1.3: Look for opportunities to establish public parks and other useable open space areas in those parts of Rosemead underserved by such facilities.</p> <p>Goal 2: Increased greenspace throughout Rosemead to improve community aesthetics, encourage pedestrian activity, and provide passive cooling benefits.</p> <p>Action 2.8 Connect parks and publicly accessible open space through shared pedestrian/bike paths and trails to encourage walking and bicycling.</p>	<p>Municipal codes related to recreation resources relevant to the Plan Area can be found in Chapter 17.24, Special Purpose Zoning Districts, and Chapter 17.28 Overlay Zones—under the Residential/commercial mixed use development overlay (RC-MUDO) zone.</p> <p>The purpose of the individual Open Space (O-S) is intended to provide for urban relief, recreation and environmental preservation. This zoning district is applied to parks, streams, urban forestry areas and other similar features to enhance the quality of the environment consistent with the General Plan. (Ord. No. 931, § 5(Exh. A), 10-22-13)</p> <p>The intent of the latter overlay zone is to accomplish the following objectives:</p> <ul style="list-style-type: none">• Create a viable, walkable, urban environment that encourages pedestrian activity and reduces dependence on the automobile through a streetscape that is connected, attractive, safe and engaging.• Provide complementary residential and commercial uses within walking distance of each other.• Develop an overall urban design framework to ensure that the quality, appearance and effects of buildings, improvements and uses are compatible with the City design criteria and goals.• Create quality residential/commercial Mixed-Use development that maintains value through buildings with architectural qualities that create attractive street scenes and enhance the public realm. <p>Provide a variety of open space, including private, recreation areas and public open space and parks.</p>	<p>No other applicable ordinances were identified.</p>
San Dimas	<p>Open Space Element:</p> <p>Goals Statement OS-3: Provide park and recreation facilities to adequately serve the residents of the City.</p> <p>Objective 3.1: Develop and maintain pedestrian/bicycle/equestrian trails which provide connections with the major activity areas.</p> <p>Objective 3.2: Develop new parks in areas which are now being inadequately served relative to current standards.</p> <p>Goal 3.3: Provide a circulation network that accommodates the safe and efficient movement of equestrians.</p>	<p>Municipal codes related to recreation resources relevant to the Plan Area can be found in Chapter 18.32 (SF-H Single-Family Hillside Zone). Chapter 18.32 SF-H Single-Family Hillside Zone:</p> <p>18.32.030 lists Primary Uses that are permissible:</p> <ul style="list-style-type: none">• Single-family residential units;• Watershed and flood-control facilities;• Grazing;• Public parks and open areas;• Public and private trails.	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	Policy 3.3.1 The City shall create a system of recreational trails to meet the needs of both the recreational and commuter equestrian. The trails shall be safe and easily maintained.	<ul style="list-style-type: none">Incidental Uses include home occupations, per the provisions of Section 18.184.010;Household pets as describe and regulated in Chapter 18.20 Residential Zones Generally. (Ord. 1226 § 1, 2014; Ord. 1062 § 1, 1996; Ord. 969 § 2 (A), 1992; Ord. 609 § 1, 1981; Ord. 37 § 223.54, 1961)	
San Gabriel	<p>Land Use chapter:</p> <p>Goal 1.13: Think and act creatively to maximize and increase public open space and greenery in our community.</p> <p>Target 1.13.1: Identify opportunity sites for increasing community open space and greenery by 2005.</p> <p>Target 1.13.2: Fund and develop at least two (2) major open space projects in conjunction with the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy.</p> <p>Community Facilities Chapter:</p> <p>Goal 6.6 Update and expand the City’s park system in order to provide the residents of San Gabriel with ample open space for recreation.</p> <p>Target 6.6.4 Work with the San Gabriel River and Mountains Conservancy to explore possible means of better integrating San Gabriel parks with the two flood control channels that run through the City.</p> <p>Open Space and Recreation Chapter:</p> <p>Goal 7.1 Increase the City’s open space resources.</p> <p>Target 7.1.1 Develop miniparks, medians, and other green spaces to offset the impacts of denser population and more intense development.</p> <p>Target 7.1.2 Adopt a Citywide park standard of 4.0 acres for every 1,000 residents to include community, neighborhood and vest-pocket parks.</p> <p>Goal 7.3 Develop a system of bicycle and pedestrian trails that are sustainable.</p> <p>Target 7.3.2 Develop new bicycle and pedestrian trails in commercial and residential neighborhoods, parks, or rail corridors that create “walkable” close-knit neighborhoods that will reduce air pollution and energy consumption.</p>	<p>Municipal codes related to recreation resources relevant to the Plan Area can be found in § 153.141 Open Space and Public Facilities District of the San Gabriel Municipal Code. A new zoning district, Open Space and Public Facilities District, is hereby established and designated on the official zoning map of the city. The following primary uses shall be permitted:</p> <ul style="list-style-type: none">Public or quasi-public uses such as parks, schools, churches, libraries, museums, auditoriums, community facilities, child care centers, government facilities, hospitals, congregate care facilities, convalescent homes, residence care facilities, senior housing, community gardens, open air markets, nurseries, and public parking lots/structures. <p>Unspecified uses. Such other uses that are not specified in this ordinance but that are determined by the Planning Commission, or on appeal, by the City Council to be substantially similar to a specifically enumerated permitted use. In determining whether a proposed use is substantially similar to a permitted use, the conditional use permit process and criteria shall be utilized. (Ord. 425-C.S., passed 6-7-94; Am. Ord. 608-C.S., passed 5-10-14) Penalty, see § 153.999</p>	No other applicable ordinances identified
San Marino	<p>Community Services Chapter</p> <p>Objective CS.1 Provide quality recreation, leisure, and social programs and facilities that meet the expectations of the residents.</p> <p>Natural Resources Chapter</p> <p>Objective NR.1 Maintain the park’s infrastructure and ensure that it meets the needs of residents.</p> <p>Objective NR.2 Sustain turf areas within the park while conserving water resources.</p> <p>Objective NR.4 Preserve trees.</p> <p>Implement a tree pruning and maintenance schedule.</p> <p>Replace dead trees with new trees of appropriate species.</p> <p>Objective NR.5 Retain “natural” areas within the park.</p> <p>Policy: Keep certain areas of the park natural – without turf and active uses.</p>	<p>Municipal codes related to recreation resources relevant to the Plan Area can be found in Chapter 23 (Zoning and development, Advertising an Signs, Fences and Walls) Article 4 (P&R Park and Recreational Zone) Section 23.04.01 (Uses Permitted) establishes:</p> <p>The following uses, and no other uses, are permitted in the P&R Park and Recreational (P&R) Zone:</p> <ul style="list-style-type: none">A. Parks and parkways.B. Playground and recreational.C. Beautification and planting.D. The construction and installation of all facilities necessary or convenient for any of the aforementioned uses. (Ord. 096-1093, 7-10-1996)	No other applicable ordinances identified



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Objective NR.6 Visually separate the interior of the park from the surrounding neighborhoods and provide the sense of natural grandeur within the interior area.</p> <p>Policies: Maintain mature trees and landscaping around the edges of the park.</p> <p>Retain the open expanse in the center of the park at its current size and scale.</p>		
South El Monte	<p>Public Health, Safety, and Environmental Justice Element</p> <p>Goal 6: Provide public facilities that promote health and hazard preparedness</p> <p>Policy 6.1: Improve the Health and Well-Being of All Ages through Improvements in Mobility.</p> <p>Action 6.1a: Consider the development and implementation of Bicycle and Pedestrian Safety Guidelines that also include streetscape standards that emphasize pedestrian and cyclist safety (e.g., lighting, trees, greenery, traffic-calming measures).</p> <p>Action 6.1b: Prioritize safety improvements and maintenance on walking and biking routes to public facilities.</p> <p>Policy 6.2: Increase Access to Open Space.</p> <p>Action 6.2a: Improve existing park quality by providing amenities and programs for play, exercise, and enhanced safety. Prioritize efforts that should be deployed quickly in under-parked communities.</p> <p>Circulation Element:</p> <p>Goal 4.0 Accommodate alternative modes of transit in land use and circulation system planning.</p> <p>Policy 4.2 Provide a local bicycle path link to the Whittier Narrows Recreation Area.</p> <p>Resources element Public Parks and Recreation</p> <p>Goal 1.0 Provide local public park space at a ratio of 2 acres of park land per 1,000 City residents.</p> <p>Policy 1.2 Investigate opportunities to create small neighborhood or "pocket" parks in the north half of the City</p>	<p>Municipal codes related to recreation resources relevant to the Plan Area can be found in Chapter 17.20 Public Facilities Zone (P-F). The public facilities zone (P-F) is established to provide areas throughout the city for the location of a variety of public, quasi-public and institutional facilities. Such areas shall be developed in a manner designed to enhance the neighborhood and to protect the surrounding areas from unnecessary noise, traffic or other disturbance. (Ord. 822 §1, 1989).</p> <p>Title 17.20.030 provides principal permitted uses are in the P-F zone as follows:</p> <ul style="list-style-type: none">• Public buildings, including, but not limited to, City Hall, public libraries, police and fire facilities and public parks and associated structures;• Quasi-public facilities such as public utility facilities, water wells, city yards and similar uses;• Institutional uses such as public schools;• Private schools; <p>Churches and church related facilities. (Ord. 963 §16, 1995; Ord. 822 §1, 1989)</p>	<p>No other applicable ordinances identified</p>
Temple City	<p>Parks and Open Space Master Plan</p> <p>Facilities / Amenities (0-2 years):</p> <p>Goal 2. Continue implementation of Bicycle Master Plan improvements (bike lanes, etc).</p> <p>Goal 7. Develop a use agreement with Los Angeles Flood Control for development of trails.</p> <p>Goal 18. Incorporate Parklets into the Las Tunas Avenue improvements plans.</p> <p>Facilities / Amenities (3-7 years):</p> <p>Goal 1. Complete development and construction of trails in Eaton Wash and Arcadia Wash.</p> <p>Bicycle Master Plan</p> <p>Goal 1 – Bikeway System</p> <p>Policy 1.1 Construct the bikeways proposed in 2011 Temple City Bicycle Master Plan over the next 10 years.</p>	<p>Municipal codes related to recreation resources relevant to the Plan Area can be found in Article K, Institutional and Open Space Zone of the Temple City Code of Ordinances.</p> <p>The Institutional Zone and Open Space Zone is intended to accommodate public, semi-public, and institutional uses, including but not limited to offices and facilities used by federal, state, and local government; special districts; public schools; hospitals; and other public agencies and public utilities. This zone implements the General Plan Institutional designations.</p> <p>It also is intended to be used to accommodate active and passive recreational activities, such as parks and trails, as well as areas used for detention basins, conservation, sensitive habitat areas, and groundwater recharge basins. This zone implements the General Plan Open Space designation. (Ord. 19-1036)</p>	<p>No other applicable ordinances identified</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>1.1.1 Propose bikeways that connect to transit stations, commercial centers, schools, libraries, cultural centers, parks and other important activity centers and promote bicycling to these destinations.</p> <p>Land Use Element:</p> <p>Goal LU 2: Land Use Mix. A complete community that is balanced with places for living, working, shopping, recreation, education, and arts and culture that reflect Temple City’s history, tradition, and diversity.</p> <p>Policy LU 2.7 Places for Recreation and Celebration.</p> <p>Provide parks, open spaces, venues for community events, and similar uses enabling residents to participate in healthy lifestyles and celebrate the community.</p> <p>Goal LU 3: Neighborhoods, Centers, and Corridors. An urban pattern of distinct, compact, and walkable neighborhoods and districts that preserve Temple City’s small-town, friendly atmosphere; and contribute to residents’ health and quality of life, economic vitality, environmental sustainability, and reduction of greenhouse gas emissions.</p> <p>Policy LU 3.7 Connected Greenways Network. Explore opportunities to develop trails along Eaton and Arcadia Wash to serve as the backbone of a citywide greenway network incorporating greenbelts, parklands, bicycle and pedestrian paths, and trails. Encourage properties that are redeveloped along their length to incorporate setbacks and landscape amenities that extend the open space character and recreational amenity into their sites.</p> <p>Community Services Element:</p> <p>Goal CS 8: Recreation and Open Space Facilities. Comprehensive recreation, open space, and community facilities that enhance livability, improve mental and physical health, provide opportunities for gathering and social interaction, and are funded and maintained to benefit all members of the community.</p> <p>Policy CS 8.1 Parkland Standard. Establish a parkland standard of 3.0 acres per 1,000 residents and monitor and adjust the standard over time based on community recreational needs and opportunities.</p> <p>Policy CS 8.5 Park Types. Maintain an integrated hierarchy of recreation and open space facilities including pocket parks, neighborhood parks, community parks, and linear parks or greenbelts that meet the needs of all users, regardless of age, ability, or income.</p> <p>Policy CS 8.11 Sustainable Parks. Require that new parks are designed and existing parks are retrofitted over time to incorporate sustainable development and landscape practices that reduce water and energy consumption.</p> <p>Policy CS 8.12 Physical Activity. Ensure that Temple City’s recreation and open space areas provide opportunities for residents of all ages, abilities, and incomes to achieve recommended levels of daily physical activity.</p> <p>Policy CS 8.13 Mental Well-Being. Ensure that Temple City’s recreation and open space areas provide ample opportunities for relaxation, reflection, calming, and respite from the stresses of daily life.</p> <p>CS 8.15 Accessible Facilities. Ensure accessibility standards are met as specified in state and federal laws such as the American with Disabilities Act (ADA) when establishing new or retrofitting existing recreation and open space facilities.</p>		



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal CS 10: Trails. An accessible and connected trail system that provides recreational opportunities throughout Temple City.</p> <p>Policy CS 10.1 Connections. Connect residential neighborhoods, schools, recreational and open space areas, and key commercial and activity centers to the extent feasible, with trails, walking paths, and bikeways.</p> <p>CS 10.3 Linear Park/Greenbelt. Strive towards the development of a linear park/greenbelt system that includes trails along the Eaton Wash and Arcadia Wash that is linked with neighborhoods, recreation and open spaces, and adjoining communities.</p>		
West Covina	<p>Our Natural Community element:</p> <p>Access to Nature</p> <p>Policy P1.7: Develop a multi-use integrated trail system that supports recreational and mobility needs.</p> <p>Action A1.7a: Prioritize a phased program for the planning and design, funding and implementation of a citywide trail program.</p> <p>A1.7b Convert the east-west Walnut Creek Wash into a walking and biking trail.</p> <p>A1.7c Identify and provide additional access points adjacent to the Walnut Creek Wash and existing and planned trails.</p> <p>A1.7d Update the downtown development regulations to develop standards for trails and development of frontages along the Walnut Creek Wash.</p> <p>Our Healthy and Safe Community element:</p> <p>Policy P6.5: Seek to increase its amounts of parks and trails to support physical activity and reduce the incidence of chronic illness.</p> <p>Action A6.5: Continue to work with the local school districts to maintain and expand after school use of school facilities for playing fields, park spaces, and other activities.</p> <p>Our Active Community element:</p> <p>Policy P8.1: Encourage the distribution of a variety of park types and sizes throughout the City.</p> <p>Action A8.1: Develop variety of new park types of different sizes and require them in new development.</p> <p>Policy P8.2: Encourage the development of non-traditional park types, including green belts, linear parks, urban trails, and pocket parks.</p> <p>Action A8.2a: Require dedication of land identified as linear park in conjunction with new development.</p> <p>A8.2b Work with the County to initiate efforts to create a linear park public trail system along the Walnut Creek.</p> <p>Policy P8.4: Small and frequent open spaces should be dispersed throughout the neighborhood.</p> <p>Action A8.4: Develop new neighborhood parks, pocket parks, and community gardens as feasible and appropriate to meet citizen needs and require them in new development.</p> <p>Policy P8.5: Develop and improve access to parks.</p>	<p>Municipal codes related to recreation resources relevant to the Plan Area can be found in Section 26-545, Open space (O-S) zone. The purpose of the open space zone is to identify and set forth permitted uses, and standards of development within open space lands.</p> <p>Sec. 26-558 requires a demonstrated public need shall be established within the area, and Sec. 26-559. the existing utilities systems (water, sewer, drainage, electrical, gas and communications facilities) are adequate or new systems shall be constructed to adequately serve the land use.</p> <p>Open space zoned land may be located anywhere in the city provided it is consistent with the city's adopted policies and plans.</p> <p>Environmental quality element is the adopted element of the city combining the city's open space, conservation, scenic highways and recreation elements.</p> <p>The section defines open space land as any parcel or area of land or water which is primarily unimproved and devoted to an open space use as defined in section 26-597, and which is designated in the city's environmental quality element and general plan as any of the following:</p> <ul style="list-style-type: none">• 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 specific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.• 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 ground water basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.• 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 which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic corridors.• Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas flood plains, watersheds,	No other applicable ordinances identified



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Action A8.5: Identify and eliminate barriers, safety issues along walkways, and gaps in pedestrian and bike networks, and improve bike facilities that encourage access to parks.</p> <p>Policy P8.6 Develop a network of open spaces.</p> <p>Action A8.6a Connect the open spaces to neighborhoods through a series of landscaped streets that provide green links to the Walnut Creek as well as stormwater drainage.</p> <p>Policy P8.11: Ensure equal access to facilities and programs.</p> <p>Action A8.11a: Improve facilities at City Parks to respond to the requirements of special needs groups.</p>	<p>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. (Code 1960, § 10901.10; Ord. No. 1333, § 1, 4-25-77; Ord. No. 2204, § 3(Exh. A), 2-16-10)</p>	

3.16.3 Impact Assessment

3.16.3.1 Significance Criteria

Appendix G of the State CEQA Guidelines was reviewed to determine whether the Plan would result in significant impacts related to recreation. The criteria listed below consider if the Plan would:

- 16(a) 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?*
- 16(b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

3.16.3.2 Methodology

Construction and operation impacts of the Plan on recreation are evaluated based on a literature review of conditions within and adjacent to the Plan Area. Where feasible, maps have been prepared to visualize these conditions.

The analysis focuses on issues related to the current and future use of the Plan Area for recreation. The key construction-related impacts were identified and evaluated qualitatively based on the physical characteristics of the Plan Area and the magnitude, intensity, location, and duration of activities that could occur under the Plan. Section 21060.5 of the State CEQA Guidelines defines environment as “the physical conditions that exist within the area which will be affected by the proposed project, including land, air, water, minerals, flora, fauna, noise, or objects of historic or aesthetic significance.” Therefore, the evaluation of potential for adverse physical effects on the environment draws from the analyses presented in Sections 3.1, Aesthetics, 3.3, Air Quality, 3.4, Biological Resources, 3.5 Cultural Resources, 3.7 Geology and Soils, 3.10 Hydrology and Water Quality, 3.12, Mineral Resources, and 3.13 Noise.

3.16.3.3 Plan Impacts

- 3.16.3.3.1 16(a) 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?

- 3.16.3.3.1.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant with Mitigation. Portions of the Plan Area have limited available park land based on current standards (see Section 3.16.1, Environmental Setting). One of the primary goals of the Plan is to connect existing recreation areas via greenways. Therefore, it is anticipated that construction of greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities may occur near and/or adjacent to existing regional parks or recreational facilities.

Construction of projects implemented under the Plan could result in partial closures of existing recreational areas or facilities at the points of connection where the Plan components would connect to those existing recreational facilities; however, the details would be highly dependent on the size and final configuration of a proposed project. Construction activity for individual projects would be limited to the permitted hours within the jurisdiction in which it is located. If an existing park or recreational facility needs to close temporarily for construction, users may disperse to other parks or recreational facilities in the region, resulting in increased usage, waste generation, noise, traffic, and additional maintenance of these alternate facilities during construction. However, this dispersal is not anticipated to lead to direct overuse and subsequent deterioration of any individual facilities given the broad geographic extent of the Plan Area in which projects may be located. Further, these temporary displacements would occur during the construction window or a portion of the construction window which involves direct construction activity at an existing recreational facility (see Section 2 for estimates of construction timelines for Plan components). Implementation of **MM REC-1: Coordinate with Parks Departments/Agencies** would allow recreational facilities to plan for potential temporary disruptions, as needed, and to plan for additional maintenance at nearby recreational facilities to ensure any increases in use do not result in physical deterioration of the facility. Therefore, potential impacts to the deterioration of existing neighborhood and regional parks or other recreational facilities would be less than significant with mitigation.

Operations

Less than Significant. Implementation of projects under the Plan would provide new and additional recreational opportunities and facilities throughout the Plan Area. This would increase and enhance recreation opportunities available to the public as well as potentially increase access to existing recreational areas, a key goal of the Plan. This would have a beneficial impact with regard to recreation in the Plan Area by providing additional recreational facilities and alleviating potential overuse of existing parks and recreational areas, thereby reducing rates of deterioration at existing recreational facilities. Implementation of the Plan would promote recreation and increase users to existing recreation areas and the improved connection to recreation areas would help meet the park needs within the Plan Area. Because these existing recreational facilities are operated by various jurisdictions in the Plan Area which already have existing operations and maintenance requirements, it is not anticipated that increased use would result in substantial physical deterioration of these facilities. Therefore, impacts would be less than significant.

Mitigation Measures

MM REC-1: Coordinate with Parks Departments/Agencies. Project proponents shall notify park agencies in advance of the nature, extent, and duration of construction activities that may affect parks, trails and other recreational facilities in order to minimize disruptions of recreational uses during construction activity and ensure adequate planning with regard to any needs for temporary increased levels of maintenance activity.

Significance After Mitigation

The application of **MM REC-1: Coordinate with Parks Departments/Agencies** would ensure that potential impacts to the deterioration of parks and/or recreational facilities would be less than significant.

3.16.3.3.2 16(b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

3.16.3.3.2.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Significant and Unavoidable. The objective of the Plan is to facilitate the construction of recreational facilities and supporting infrastructure within the Plan Area. Some future projects may also include the expansion of existing recreational facilities. Construction of Plan components would result in temporary, localized impacts to the physical environment, including from construction-related emissions and noise. These effects to the physical environment are described in detail within the respective chapters for each resource. Refer to Sections 3.1, Aesthetics, 3.3 Air Quality, 3.4 Biological Resources, 3.5 Cultural Resources, 3.7 Geology and Soils, 3.10 Hydrology and Water Quality, 3.12, Mineral Resources, and 3.13 Noise.

Impacts from construction or expansion of recreational facilities may be potentially significant and unavoidable or have mitigation measures assigned that reduce impacts to less than significant, as discussed in each of these resource analyses in the PEIR. The majority of potentially significant construction impacts for individual projects implemented under the Plan would be mitigated to less than significant; however, depending on the location of an individual project in relation to the presence of sensitive receptors, there remains the potential that for some projects implemented under the Plan, impacts to the physical environment would be significant and unavoidable.

Operations

Significant and Unavoidable. Operation of projects implemented under the Plan would result in operation of new recreational facilities that would be designed to attract recreational users. These projects would be designed to accommodate use by up to 1,000 visitors per day for greenway paths and amenities to as many as 3,292 visitors per day to a 25-acre greenspace. Operation of the new facilities would fill an identified need for additional recreational facilities in the SGV, as described in the LA County Park Needs Assessment and would likely result in reduced deterioration and adverse physical impacts at existing facilities that may be currently operating above capacity. This would result in a beneficial impact to recreational facilities throughout the SGV. Operation of projects under the Plan would require regular maintenance as described for each Plan component in Section 2.3. Maintenance activities may result in an adverse physical effect on the environment through noise and air emissions of maintenance equipment and use of chemicals to control weeds and pests. The effects are described in detail within the respective chapters for each resource and could be potentially significant, depending on the size and location of an individual project developed under the Plan relative to the location of nearby sensitive receptors. Refer to Sections 3.1, Aesthetics, 3.3 Air Quality, 3.4 Biological Resources, 3.5 Cultural Resources, 3.7 Geology and Soils, 3.10 Hydrology and Water Quality, 3.12, Mineral Resources, and 3.13 Noise.

Mitigation Measures

For construction, refer to all mitigation measures identified for construction impacts in Sections 3.1, Aesthetics, 3.3 Air Quality, 3.4 Biological Resources, 3.5 Cultural Resources, 3.7 Geology and Soils, 3.10 Hydrology and Water Quality, 3.12, Mineral Resources, and 3.13 Noise.

For operations, refer to all mitigation measures identified for operational impacts in Sections 3.1, Aesthetics, 3.3 Air Quality, 3.4 Biological Resources, 3.5 Cultural Resources, 3.7 Geology and Soils, 3.10 Hydrology and Water Quality, 3.12, Mineral Resources, and 3.13 Noise.

Significance After Mitigation

For both construction and operation, application of mitigation measures would reduce the impacts of most projects implemented under the Plan to less than significant levels; however, depending on individual project location and size, the potential exists for significant and unavoidable impacts to the physical environment to result from operation of new recreational facilities and/or expansion of existing recreational facilities under the Plan. Impacts would remain significant and unavoidable.

3.16.3.4 Impacts of Conceptual Design Projects

This section discusses potential impacts from the 10 conceptual designs discussed in Section 2, Project Description.

- 3.16.3.4.1 16(a) 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?

Construction

Less than Significant. Construction of the conceptual design projects would not result in additional impacts or impacts of greater severity related to existing parks or other recreational facilities than the program impacts discussed in Section 3.16.3.3.1, Impact 16(a). Partial closures of existing recreation areas or facilities could occur at the points of connection, depending on the size and final configuration of a proposed project. For each of the conceptual design projects which illustrate connection of the greenway path to an existing recreational facility, the potential exists that construction would result closure of a portion of that recreational facility where the interconnection is illustrated. Accordingly, the existing recreational users of these facilities would either move to a different area of the existing facility or disperse to other parks/recreational facilities in the region. While this would potentially result in increased use of these other facilities, recreational users would only be displaced for a short/temporary amount of time during the construction phase (i.e., only the phase of construction that directly impacts the existing recreational facility. Construction phases for the conceptual design projects that are not within the existing facilities would have no impact). Construction activities for all 10 conceptual design projects are within the limits of the Plan as described in Section 2, therefore, none are anticipated to result in more severe impacts or different impacts than as described above for the Plan. The application of **MM REC-1: Coordinate with Parks Departments/Agencies** would ensure that potential impacts to regional parks and recreational facilities are minimized and/or avoided to the extent feasible. Therefore, potential impacts to the deterioration of existing neighborhood and regional parks or other recreational facilities would be less than significant with mitigation.

Operations

Less than Significant. As discussed in Table 3.16-4 below, impacts of operation of the 10 conceptual design projects on nearby parks and recreational facilities would be similar as the program impacts described in Section 3.16.3.3.1.1 above.

Table 3.16-4. Analysis of Operations Impacts of Conceptual Design Examples to Recreational Resources

Conceptual Design Project	<i>16(a) 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?</i>
Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i> <i>Greenway, lighting, pollinator garden, seating, safe crossing, linear stormwater management</i>	Less Than Significant with Mitigation. The Project would connect the greenway to the existing Vincent Lugo Park. Operation of the proposed facilities would introduce additional users to Vincent Lugo Park but also provide additional facilities and amenities. Therefore, potential impacts to this existing recreational facility would be less than significant with implementation of MM REC-1: Coordinate with Parks Departments/Agencies.
Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i> <i>Greenway, bike service station, pollinator garden, seating, safe crossing, stormwater management</i>	Less Than Significant with Mitigation. The Project would connect the greenway to the existing Hilda L. Solis Park. Operation of the proposed facilities may introduce additional users to Hilda L. Solis Park but would also provide additional facilities and amenities. Therefore, potential impacts to this existing recreational facility would be less than significant with implementation of MM REC-1: Coordinate with Parks Departments/Agencies.
Eaton Wash Greenway at Spreading Ground Site <i>City of Pasadena</i> <i>Greenway, bike service station, park ribbon, shade structures, stormwater BMPs, educational signage, outdoor classroom</i>	Less Than Significant with Mitigation. The Project would connect the greenway to the existing Victory Park, Sunnyslope Park, Gwinn Park, and Alice's Dog Park. Operation of the proposed facilities may introduce additional users to these parks but also provide additional facilities and amenities. Therefore, potential impacts to this existing recreational facility would be less than significant with implementation of MM REC-1: Coordinate with Parks Departments/Agencies.
Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i> <i>Greenway, safe crossing, landscaping</i>	Less Than Significant with Mitigation. The Project would connect the greenway to the existing Eaton Blanche Park. Operation of the proposed facilities may introduce additional users to Eaton Blanche Park but also provide additional facilities and amenities. Therefore, potential impacts to this existing recreational facility would be less than significant with implementation of MM REC-1: Coordinate with Parks Departments/Agencies.
San Dimas Wash at Arrow High School <i>City of Glendora</i> <i>Greenway, safe crossing, landscaping, shade structure, outdoor classroom, picnic area, seating</i>	Less Than Significant with Mitigation. The Project would connect the greenway to the Arrow High School, providing pedestrian access and thoroughfare to the school. The greenway would pass through the existing Gladstone Park. Operation of the proposed facilities may introduce additional users to Gladstone Park but also provide additional facilities and amenities. Therefore, potential impacts to this existing recreational facility would be less than significant with implementation of MM REC-1: Coordinate with Parks Departments/Agencies.

Conceptual Design Project	16(a) 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?
San Dimas Wash at Hollenbeck Park <i>City of Covina</i> <i>Greenway, safe crossing, seating, river overlook, community garden</i>	Less Than Significant with Mitigation. The Project would connect the greenway to the existing Hollenbeck Park. Operation of the proposed facilities may introduce additional users to these parks but also provide additional facilities and amenities. Therefore, potential impacts to this existing recreational facility would be less than significant with implementation of MM REC-1: Coordinate with Parks Departments/Agencies.
San Jose Creek at Pocket Park <i>City of Industry and the unincorporated Los Angeles County community of Avocado Heights</i> <i>Greenway, pocket park, overlook, stair climb</i>	Less Than Significant. The Project would connect the greenway to a new pocket park along the San Jose Creek drainage canal. Operation of the proposed facilities would create a new recreational opportunity (i.e., the Pocket Park), providing additional recreational facilities and assets to the area. Because this project would not be connecting to an existing recreational facility, no coordination with existing parks or recreation facilities would be needed. Therefore, potential impacts to other facilities would be less than significant.
Thompson Creek at the Fairplex <i>Cities of Pomona, La Verne, and Claremont</i> <i>Greenway, pollinator garden, permeable pavement, flexible greenspace</i>	Less Than Significant with Mitigation. The Project would connect the greenway to the existing Ganesha Park. Operation of the proposed facilities may introduce additional users to Ganesha Park but also provide additional facilities and amenities. Therefore, potential impacts to this existing recreational facility would be less than significant with implementation of MM REC-1: Coordinate with Parks Departments/Agencies.
Walnut Creek at Syhre Park <i>Cities of Baldwin Park and West Covina</i> <i>Greenway, plaza, shade trees</i>	Less Than Significant. The Project would connect the greenway to a new open space area along the Walnut Creek drainage canal. Operation of the proposed facilities would create a new recreational opportunity (i.e., the open space/habitat), providing additional recreational facilities and assets to the area. Because this project would not be connecting to an existing recreational facility, no coordination with existing parks or recreation facilities would be needed. Therefore, potential impacts to other facilities would be less than significant.
Walnut Creek at Pocket Park <i>City of West Covina</i> <i>Greenway, gateway, bike service station, picnic area, landscaping, pollinator garden, public art</i>	Less Than Significant with Mitigation. The Project would connect the greenway to a new open space area along the Walnut Creek drainage canal. Operation of the proposed facilities would create a new recreational opportunity (i.e., the open space/habitat), providing additional recreational facilities and assets to the area. Therefore, potential impacts may be potentially beneficial and less than significant.

3.16.3.4.2 16(b). Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Construction

Significant and Unavoidable. Potential construction impacts for the conceptual projects would be the same as the Plan impacts discussed in Section 3.16.3.3.2 above. Construction of greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management would result in temporary, localized impacts to air quality (dust), traffic/transportation, noise, and visual/aesthetic resources. These impacts may be potentially significant and have mitigation assigned, as

discussed in each of these resource analyses in the PEIR. However, all 10 of the conceptual design projects are located within 50 feet of residences and sensitive receptors, therefore, as discussed in Section 3.13, Noise, there is potential for groundborne vibration during construction to exceed significance thresholds and result in adverse physical impacts to nearby structures. Therefore, the construction of all 10 conceptual design projects would potentially result in significant and unavoidable adverse physical impacts to the environment.

Operations

Less than Significant with Mitigation. The components proposed for all 10 conceptual design projects are within the maximum extent limits as described for the Plan in Section 2.3.1, Components of the Plan and CEQA Organization. Construction and operations of the conceptual design projects would not result in additional impacts or impacts of greater severity related to existing parks or other recreational facilities than those already addressed in Section 3.16.3.3.2, Impact 16(b). Impacts of operations would be the same as described above.

Table 3.16-5. Analysis of Operations Impacts of Conceptual Design Examples to Recreational Resources

Conceptual Design Project	16(b). Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?
Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i> <i>Greenway, lighting, pollinator garden, seating, safe crossing, linear stormwater management</i>	<p>Significant and Unavoidable. This conceptual design project would include construction of new recreation facilities as well as connect the greenway to the existing Vincent Lugo Park and is approximately 50 feet from the nearest sensitive receptors. Construction of these new recreational facilities could have the following impacts on the physical environment, as described in respective resource categories and summarized below:</p> <p>Potential impacts to scenic vistas (Aesthetic Resources), air quality, biological resources, cultural resources, paleontological resources, mineral resources, and noise would all be less than significant with mitigation. However, as described in Section 3.13, Noise, based on the location of the conceptual design in close proximity to sensitive receptors, groundborne vibration during construction of this recreational facility would be potentially significant and unavoidable.</p>
Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i> <i>Greenway, bike service station, pollinator garden, seating, safe crossing, stormwater management</i>	<p>Significant and Unavoidable. The Project would connect the greenway to the existing Hilda L. Solis Park. This conceptual design projects is located within 50 feet of nearby residences and close proximity to three elementary schools. Construction of these new recreational facilities could have the following impacts on the physical environment, as described in respective resource categories and summarized below:</p> <p>Potential impacts to scenic vistas (Aesthetic Resources), air quality, biological resources, cultural resources, paleontological resources, mineral resources, and noise would all be less than significant with mitigation. However, as described in Section 3.13, Noise, based on the location of the conceptual design in close proximity to sensitive receptors, groundborne vibration during construction of this recreational facility would be potentially significant and unavoidable.</p>
Eaton Wash Greenway at Spreading Ground Site <i>City of Pasadena</i>	<p>Significant and Unavoidable. The Project would connect the greenway to the existing Victory Park, Sunnyslope Park, Gwinn Park, and Alice's Dog Park. This conceptual design project would be within 50 feet of residences and Pasadena High School. Construction of these new recreational facilities could have the following impacts on the physical environment, as described in respective resource categories and summarized below:</p>

Conceptual Design Project	16(b). Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?
<i>Greenway, bike service station, park ribbon, shade structures, stormwater BMPs, educational signage, outdoor classroom</i>	Potential impacts to scenic vistas (Aesthetic Resources), air quality, biological resources, cultural resources, paleontological resources, mineral resources, and noise would all be less than significant with mitigation. However, as described in Section 3.13, Noise, based on the location of the conceptual design in close proximity to sensitive receptors, groundborne vibration during construction of this recreational facility would be potentially significant and unavoidable.
Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i> <i>Greenway, safe crossing, landscaping</i>	Significant and Unavoidable. The Project would connect the greenway to the existing Eaton Blanche Park. This conceptual design project would be within 50 feet of residences and a nearby elementary school. Construction of these new recreational facilities could have the following impacts on the physical environment, as described in respective resource categories and summarized below: Potential impacts to scenic vistas (Aesthetic Resources), air quality, biological resources, cultural resources, paleontological resources, mineral resources, and noise would all be less than significant with mitigation. However, as described in Section 3.13, Noise, based on the location of the conceptual design in close proximity to sensitive receptors, groundborne vibration during construction of this recreational facility would be potentially significant and unavoidable.
San Dimas Wash at Arrow High School <i>City of Glendora</i> <i>Greenway, safe crossing, landscaping, shade structure, outdoor classroom, picnic area, seating</i>	Significant and Unavoidable. The Project would connect the greenway to the Arrow High School, providing pedestrian access and thoroughfare to the school. This conceptual design project would be within 50 feet of residences and Arrow High School. Construction of these new recreational facilities could have the following impacts on the physical environment, as described in respective resource categories and summarized below: Potential impacts to scenic vistas (Aesthetic Resources), air quality, biological resources, cultural resources, paleontological resources, mineral resources, and noise would all be less than significant with mitigation. However, as described in Section 3.13, Noise, based on the location of the conceptual design in close proximity to sensitive receptors, groundborne vibration during construction of this recreational facility would be potentially significant and unavoidable.
San Dimas Wash at Hollenbeck Park <i>City of Covina</i> <i>Greenway, safe crossing, seating, river overlook, community garden</i>	Significant and Unavoidable. The Project would connect the greenway to the existing Hollenbeck Park. This conceptual design project would be within 50 feet of residences. Construction of these new recreational facilities could have the following impacts on the physical environment, as described in respective resource categories and summarized below: Potential impacts to scenic vistas (Aesthetic Resources), air quality, biological resources, cultural resources, paleontological resources, mineral resources, and noise would all be less than significant with mitigation. However, as described in Section 3.13, Noise, based on the location of the conceptual design in close proximity to sensitive receptors, groundborne vibration during construction of this recreational facility would be potentially significant and unavoidable.
San Jose Creek at Pocket Park <i>City of Industry and the unincorporated Los Angeles County community of Avocado Heights</i>	Significant and Unavoidable. The Project would connect the greenway to a new pocket park along the San Jose Creek drainage canal. This conceptual design project would be within 50 feet of residences and Pasadena High School. Construction of these new recreational facilities could have the following impacts on the physical environment, as described in respective resource categories and summarized below: Potential impacts to scenic vistas (Aesthetic Resources), air quality, biological resources, cultural resources, paleontological resources, mineral resources, and noise would all be less than significant with mitigation. However, as described in Section 3.13, Noise, based on the location of

Conceptual Design Project	16(b). Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?
<i>Greenway, pocket park, overlook, stair climb</i>	the conceptual design in close proximity to sensitive receptors, groundborne vibration during construction of this recreational facility would be potentially significant and unavoidable.
Thompson Creek at the Fairplex <i>Cities of Pomona, La Verne, and Claremont</i> <i>Greenway, pollinator garden, permeable pavement, flexible greenspace</i>	<p>Significant and Unavoidable. The Project would connect the greenway to the existing Ganesha Park. This conceptual design project would be within 50 feet of residences. Construction of these new recreational facilities could have the following impacts on the physical environment, as described in respective resource categories and summarized below:</p> <p>Potential impacts to scenic vistas (Aesthetic Resources), air quality, biological resources, cultural resources, paleontological resources, mineral resources, and noise would all be less than significant with mitigation. However, as described in Section 3.13, Noise, based on the location of the conceptual design in close proximity to sensitive receptors, groundborne vibration during construction of this recreational facility would be potentially significant and unavoidable.</p>
Walnut Creek at Syhre Park <i>Cities of Baldwin Park and West Covina</i> <i>Greenway, plaza, shade trees</i>	<p>Significant and Unavoidable. The Project would connect the greenway to a new open space area along the Walnut Creek drainage canal. This conceptual design project would be within 50 feet of residences. Construction of these new recreational facilities could have the following impacts on the physical environment, as described in respective resource categories and summarized below:</p> <p>Potential impacts to scenic vistas (Aesthetic Resources), air quality, biological resources, cultural resources, paleontological resources, mineral resources, and noise would all be less than significant with mitigation. However, as described in Section 3.13, Noise, based on the location of the conceptual design in close proximity to sensitive receptors, groundborne vibration during construction of this recreational facility would be potentially significant and unavoidable.</p>
Walnut Creek at Pocket Park <i>City of West Covina</i> <i>Greenway, gateway, bike service station, picnic area, landscaping, pollinator garden, public art</i>	<p>Significant and Unavoidable. The Project would connect the greenway to a new open space area along the Walnut Creek drainage canal. This conceptual design project would be within 50 feet of residences. Construction of these new recreational facilities could have the following impacts on the physical environment, as described in respective resource categories and summarized below:</p> <p>Potential impacts to scenic vistas (Aesthetic Resources), air quality, biological resources, cultural resources, paleontological resources, mineral resources, and noise would all be less than significant with mitigation. However, as described in Section 3.13, Noise, based on the location of the conceptual design in close proximity to sensitive receptors, groundborne vibration during construction of this recreational facility would be potentially significant and unavoidable.</p>

3.17 Transportation

This section includes a description of the existing transportation systems and traffic conditions in the Plan Area; a summary of applicable regulations related to transportation; and an evaluation of the potential impacts of the Plan related to traffic and transportation in and around the Plan Area.

Table 3.17-1. Summary of Potential Impacts of the Plan on Transportation.

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
Would the Plan:			
17(a). Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			
Greenway Paths + Greenway Amenities	Significant and Unavoidable	Less than Significant	Construction: MM TR-1: Construction Transportation Management Plan
Greenway Paths + Pocket Parks and Greenspaces	Significant and Unavoidable	Less than Significant	MM TR-2: Restrict Lane Closures and Maintain Access
Greenway Paths + Safe Crossings	Significant and Unavoidable	Less than Significant	MM TR-3: Closure Notification and Detours
Greenway Paths + Stormwater Management	Significant and Unavoidable	Less than Significant	MM TR-4: Notify Emergency Personnel of Road Closures Operations: No mitigation
17(b). Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			
Greenway Paths + Greenway Amenities	Less than Significant	Less than Significant	Construction No mitigation Operations: No mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant	Significant and Unavoidable	Construction: No Mitigation Operations: MM TR-5: Determine VMT Based on Type of Subsequent Project MM TR-6: Implement Transportation Demand

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
Would the Plan:			
			Management Strategies and/or Enhancements to Reduce VMT
Greenway Paths + Safe Crossings	Less than Significant	Less than Significant	Construction No mitigation
Greenway Paths + Stormwater Management	Less than Significant	Less than Significant	Operations: No mitigation
17(c). Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			
Greenway Paths + Greenway Amenities	Significant and Unavoidable	Less than Significant	Construction: MM TR-1: Construction Transportation Management Plan
Greenway Paths + Pocket Parks and Greenspaces	Significant and Unavoidable	Less than Significant	Operations: No mitigation
Greenway Paths + Safe Crossings	Significant and Unavoidable	Less than Significant	
Greenway Paths + Stormwater Management	Significant and Unavoidable	Less than Significant	
17(d). Result in inadequate emergency access?			
Greenway Paths + Greenway Amenities	Significant and Unavoidable	Less than Significant	Construction: MM TR-1: Construction Transportation Management Plan
Greenway Paths + Pocket Parks and Greenspaces	Significant and Unavoidable	Less than Significant	Operations: No mitigation
Greenway Paths + Safe Crossings	Significant and Unavoidable	Less than Significant	
Greenway Paths + Stormwater Management	Significant and Unavoidable	Less than Significant	

3.17.1 Environmental Setting

3.17.1.1 Regional Circulation System

The transportation system serving the SGV is a complex, built-out, multimodal network designed to carry both people and goods. It consists of major freeways, roadways, bicycle facilities, sidewalks, public transit, freight railways, airports, seaports, and intermodal terminals. There is also a network of trails through the extensive open areas and mountains that lie between the urbanized areas. Major components of the transportation network within the Plan area are described below.

3.17.1.2 Local Roadway Network

Figure 3.17-1 presents the existing roadway network within the Plan Area, including freeways, arterials, secondary streets, and local roads. The network of freeways and State highways supports high-capacity limited-access travel, whereas the arterial network provides high levels of signalized street capacity and serves as a feeder system for the regional freeways and local street system. The freeway and highway system is the primary means of regional person and goods movement, providing for direct vehicular access to river access points, and to employment, services, and goods. The Plan Area is served by portions of Interstate 10 (I-10), Interstate 210 (I-210), Interstate 605 (I-605), Interstate 710 (I-710), State Route 39 (SR-39), State Route (SR-57), State Route (SR-60), State Route 66 (SR-66), State Route (SR-71), State Route 110 (SR-110), State Route 164 (SR-164), and State Route 210 (SR-210).

The arterial network in the Plan Area provides high levels of signalized street capacity and serves as a feeder system for regional freeways and the local street system. In many locations, the arterial streets provide the only local access to Plan Areas within the SGV, with many secondary and especially local roads dead-ending at the District ROW.

Los Angeles County has developed a Vision Zero Plan (2019), which aims to reduce traffic fatalities and/or injuries to zero. The County has identified specific roadway corridors that experience higher than average collisions, injuries, and fatalities. Table 3.17-2 provides the locations of the Collision Concentration Corridors identified in the Plan Area.

Table 3.17-2. Vision Zero Los Angeles County Collision Concentration Corridors in Plan Area

Community Name	Roadway	Approximate Limits
Bassett	Puente St	Amar Rd to Cagliero St
	Amar Rd	Feather Ave to Puente Ave
Charter Oak	Arrow Hwy	1300 feet east of Grand Ave to 1500 feet east
Hacienda Heights	Gale Ave	Latchford Ave to Fieldgate Ave
South San Gabriel	San Gabriel Boulevard	Potrero Grande Ave to Hill Dr/ Paramount Blvd
South San Jose Hills	Valley Blvd	Hambledon Ave to Giano Rd
Unincorporated Arcadia	Live Oak Ave	9th Ave to Peck Road / Myrtle Ave
Unincorporated Azusa	Gladstone St	Citrus Ave to Barranca Ave

Community Name	Roadway	Approximate Limits
	Barranca Ave	1800 feet south of Gladstone St to Ghent St
	Arrow Hwy	500 feet west of Citrus Av to 500 feet west of
Unincorporated Covina	Arrow Hwy	Roxburgh Ave to 500 feet east of Homerest Ave
	Vincent Ave	1500 feet north of Bellbrook St to Edna Pl
	Cypress St	Ellen Dr to Lark Ellen Ave
	Lark Ellen Ave	Tudor St to Cypress St
Valinda	Amar Rd	Aileron Ave to Lidford Ave
	Valinda Ave	Fellowship St to Burtree St/ Summer Pl
Valinda/South San Jose Hills	Azusa Ave	Amar Rd to Temple Ave
Whittier Narrows	Rosemead Blvd	1100 feet south of San Gabriel Blvd/ Durfee Ave to 3750 feet south of San Gabriel Blvd/ Durfee Ave

Source: Los Angeles County 2019

3.17.1.3 Public Transit System

The regional public transit system includes heavy rail transit operations, regional commuter rail services, regional and municipal bus operations, and local shuttles. The Los Angeles County Metropolitan Transportation Authority (Metro) is the largest provider of public transit service in the Plan, and its service is supplemented by numerous municipal transit lines and local shuttle services.

Metro operates six lines, including two subway (heavy rail rapid transit) lines (the B and D lines) and four light rail lines (the A, C, L and E lines), and 93 stations. The Metro rail system connects with the Metro Busway bus rapid transit system (the G and J lines) and also with the Metrolink commuter rail system. Figure 3.17-2 illustrates the existing and planned major transit projects in the County included in Metro's Long-Range Transportation Plan for the horizon year 2060.

Metrolink and Amtrak are the two additional rail service operators in the County. The Southern California Regional Rail Authority operates the Metrolink commuter rail system, which has its hub in Downtown Los Angeles at Union Station and extends to Ventura, San Bernardino, Riverside, Orange, and San Diego counties and serves some of the unincorporated areas. Amtrak provides interstate service from points around the country to Union Station, as well as regional service between major cities throughout California.

Metro bus system comprises 140 lines/170 routes serving 16,000 bus stops in the County, per the NextGen Bus Plan (Metro 2020). Metro approved the NextGen Bus Plan in October 2020 to provide a better bus system for the County. LA County Public Works and LAGOBUS operate fixed route shuttle services and the Link to provide an affordable and efficient transit service (generally with a frequency of 30 to 60 minutes) to key destinations for residents in communities in unincorporated areas. These shuttle services connect with transit providers such as Metro, Metrolink, Torrance Transit, Los Angeles Department of Transportation DASH, Gardena Bus Lines, Culver City Bus, Gardena Bus lines, Inglewood I-Line Trolley, Big Blue Bus, Santa Clara Transit, La Puente Link, Foothill Transit, La Puente Link, Alhambra Community Transit, El Sol Shuttle, Monterey Park Spirit, Montebello Transit, and Norwalk Transit.

3.17.1.4 Bicycle and Pedestrian Facilities

An extensive system of bicycle facilities exists in the Plan Area (LA County Public Works 2012). Bicycle facilities in unincorporated areas are maintained by the County of Los Angeles and others are maintained by their respective municipalities. Per the County's 2012 Bicycle Master Plan, bicycle facilities in unincorporated areas of the County are classified as follows (LA County Public Works 2012):

- **Bicycle Path (Class I).** These routes are exclusive to bicycles and are typically not located within roadways. Bicycle paths may be completely separated from roadways and are often located near recreational areas like rivers or coastlines.
- **Bicycle Lane (Class II).** These routes are part of the on-street network and are designated by signage and markings to be separate from vehicle lanes.
- **Bicycle Route (Class III).** These routes are included within road ROWs with signage and sharrows on the pavement to designate the bicycle route. Motorists and bicycle riders share the road under this designation.
- **Bikeways (Class IV).** A Class IV Bikeway (separated bikeway) is a bikeway for the exclusive use of bicycles and includes a physical separation between the bicyclist and motorist. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

Note that as of the writing of this PEIR the County is working on updating the Bicycle Master Plan which will be adopted as part of the General Plan Amendment. This proposed update to the Bicycle Master Plan is addressed in Section 4, Cumulative Effects. Existing and planned bikeways in the Plan Area are illustrated in Figure 3.17-3. Table 3.17-3 identifies the existing County-maintained bikeways in the East SGV Planning Area while Table 3.17-4 provides the existing county-maintained bikeways in the West SGV Planning Area. As summarized in Table 3.17-3 and Table 3.17-4, approximately 54.4 miles of County-maintained Class I, II, and III bikeways are in the Plan Area.

Table 3.17-3. East SGV Existing County-Maintained Bikeways

Community Name	Segment	From	To	Class	Mileage
Avocado Heights and City of Industry	San Jose Creek Bicycle Path	Workman Mill Road	7th Avenue	1	2.1
Cities of Baldwin Park and Industry	San Gabriel River Bicycle Path	Ramona Boulevard	0.1 miles south of Fineview Street	1	2.8
City of Azusa	San Gabriel River Bicycle Path	San Gabriel Canyon Road	Huntington Road	1	2.6
Covina Islands	Hollenbeck Avenue	San Dimas Wash	0.1 miles south of Edna Place	3	0.6
Hacienda Heights	Cedarlane Drive	Glendale Avenue	Fieldgate Avenue	3	0.2
Hacienda Heights	Colima Road	Allenton Avenue	Larkvane Road	2	3.5
Hacienda Heights	Fieldgate Avenue	Cedarlane Drive	Wedgeworth Drive	3	0.1
Hacienda Heights	Garo Street	Stimson Avenue	Glenelder Avenue	3	0.4
Hacienda Heights	Glenelder Avenue	Garo Street	Cedarlane Drive	3	0.2

Community Name	Segment	From	To	Class	Mileage
Hacienda Heights	Halliburton Road	Stimson Avenue	Colima Road	2	1.2
Hacienda Heights	Pepperbrook Way	Wedgeworth Drive	Azusa Avenue	3	0.1
Hacienda Heights	Stimson Avenue	Gale Avenue	La Monde Street	3	1.1
Hacienda Heights	Stimson Avenue	La Monde Street	Colima Road	2	0.9
Hacienda Heights	Wedgeworth Drive	Fieldgate Avenue	Pepperbrook Way	3	1.2
Hacienda Heights, Rowland Heights	Colima Road	Casino Drive	Allenton Avenue	3	1.2
South San Jose Hills	La Puente Road	Nogales Street	Trish Way	2	0.3
South San Jose Hills	Nogales Street	0.1 miles south of Amanda Street	La Puente Road	2	0.3
Valinda	Lark Avenue	0.1 miles south of Francisquito Avenue	Maplegrove Street	3	0.5
Valinda	Temple Avenue	0.1 miles west of Ruthcrest Avenue	Azusa Avenue	3	1.1
Valinda	Valinda Avenue	0.1 miles south of Merced Avenue	Maplegrove Street	3	0.6
Valinda	Valinda Avenue	Burtree Street	Amar Road	2	0.3
Valinda	Valinda Avenue	Maplegrove Street	Meadowside Street	2	0.1
Valinda	Valinda Avenue	Meadowside Street	Burtree Street	3	0.1
Walnut Islands	Cameron Avenue	Whitebirch Drive	Grand Avenue	2	0.6
Walnut Islands	Grane Avenue	Cameron Avenue	0.3 miles south of Hillside Drive	2	0.4
West Puente Valley	Sunset Avenue	Fairgrove Avenue	Temple Avenue	3	0.8
West Puente Valley	Temple Avenue	0.2 miles east of Baldwin Park Boulevard	Puente Avenue	3	0.5
West Puente Valley	Temple Avenue	Sunset Avenue	Unruh Avenue	3	0.7
				Total	24.5

Source: LA County Public Works 2012

Table 3.17-4. West SGV Existing County-Maintained Bikeways

Community Name	Segment	From	To	Class	Mileage
Altadena	Allen Avenue	New York Drive	Washington Boulevard	3	0.7
Altadena	Elizabeth Street	Oxford Avenue	Allen Avenue	3	0.2
Altadena	Allen Avenue	Altadena Drive	New York Avenue	3	1.21
Altadena	New York Drive	Lake Avenue	Altadena Drive	3	2.16
Cities of Arcadia and El Monte	Santa Anita Wash Bicycle Path	Live Oak Avenue	Rio Hondo Bicycle Path	1	1.0
Cities of Arcadia, El Monte, Rosemead, and South El Monte, and Whittier Narrows	Upper Rio Hondo Bicycle Path	Rio Hondo Parkway	San Gabriel Boulevard	1	6.9
City of Irwindale	San Gabriel River Bicycle Path	Huntington Drive	Ramona Boulevard	1	8.2
City of Montebello and Whittier Narrows	Rio Hondo Bicycle Path	San Gabriel Boulevard	0.2 miles north of Washington Boulevard	1	3.7
East Pasadena-East San Gabriel	Madre Street	Del Mar Boulevard	Green Street	3	0.2
East Pasadena-East San Gabriel	Madre Street	Thorndale Road	San Pasqual Street	3	0.2
East Pasadena-East San Gabriel	San Pasqual Street	0.1 miles west of Oneida Drive	Madre Street	3	0.1
San Pasqual	San Pasqual Street	Berkely Avenue	San Gabriel Boulevard	3	0.9
San Pasqual	Sierra Madre Boulevard	0.1 miles south of Del Mar Boulevard	0.1 miles north of California Boulevard	3	0.3
Whittier Narrows	Rio Hondo-San Gabriel River	Upper Rio Hondo Bicycle Path	San Gabriel River Bicycle Path	1	1.0
Whittier Narrows	San Gabriel River Bicycle Path	0.1 miles south of Fineview Street	0.2 miles south of Siphon Road	1	2.5
				Total	29.25

Source: LA County Public Works 2012

According to the Los Angeles County Bicycle Master Plan, the proposed future bicycle network within East SGV Planning area includes approximately 25.2 miles of Class I bicycle paths, 31.0 miles of Class II bicycle paths, 30.6 miles of Class III bicycle paths, and 4.3 miles of bicycle boulevard. The proposed future bicycle network within West SGV Planning area includes approximately 9.1 miles of Class I bicycle paths, 17.1 miles of Class II bicycle paths, 34.3 miles of Class III bicycle paths, and 5.2 miles of bicycle

boulevard. Individual cities in the Plan Area have plans to implement their own bike lanes according to their master plans that are above and beyond the facilities planned in the County of Los Angeles.

Pedestrian facilities include sidewalks, crosswalks, and pedestrian signals. The Plan Area includes existing pedestrian facilities along many local roadways.

3.17.2 Regulatory Setting

The U.S. Department of Transportation is the primary federal department concerned with transportation regulation and consists of multiple agencies, including the FHWA, FTA, and Federal Motor Carrier Safety Administration. Federal transportation regulations are primarily found in CFR 23 and 49. Caltrans is the primary state agency responsible for implementing regulations on the state's highways and freeways. State regulations are primarily found in California's Streets and Highways Code and Vehicle Code and regulate many aspects of transportation such as truck operation and routes.

3.17.2.1 State

3.17.2.1.1 Senate Bill 743

OPR published its proposal for comprehensive updates to the State CEQA Guidelines in November 2017 which included proposed updates related to analyzing transportation impacts pursuant to SB 743. These updates indicated that VMT be the primary metric used to identify transportation impacts. In December 2018, OPR published the most recent version of the Technical Advisory on Evaluating Transportation Impacts (December 2018), which provides guidance for VMT analysis. The Office of Administrative Law approved the updated State CEQA Guidelines and lead agencies were required to implement the updated guidelines by July 1, 2020.

3.17.2.1.2 Statewide Transportation Improvement Program

The California Transportation Commission administers 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 multiyear period to transportation projects. The Statewide Transportation Improvement Program 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. Caltrans manages the operation of State Highways, including the freeways passing through Los Angeles County.

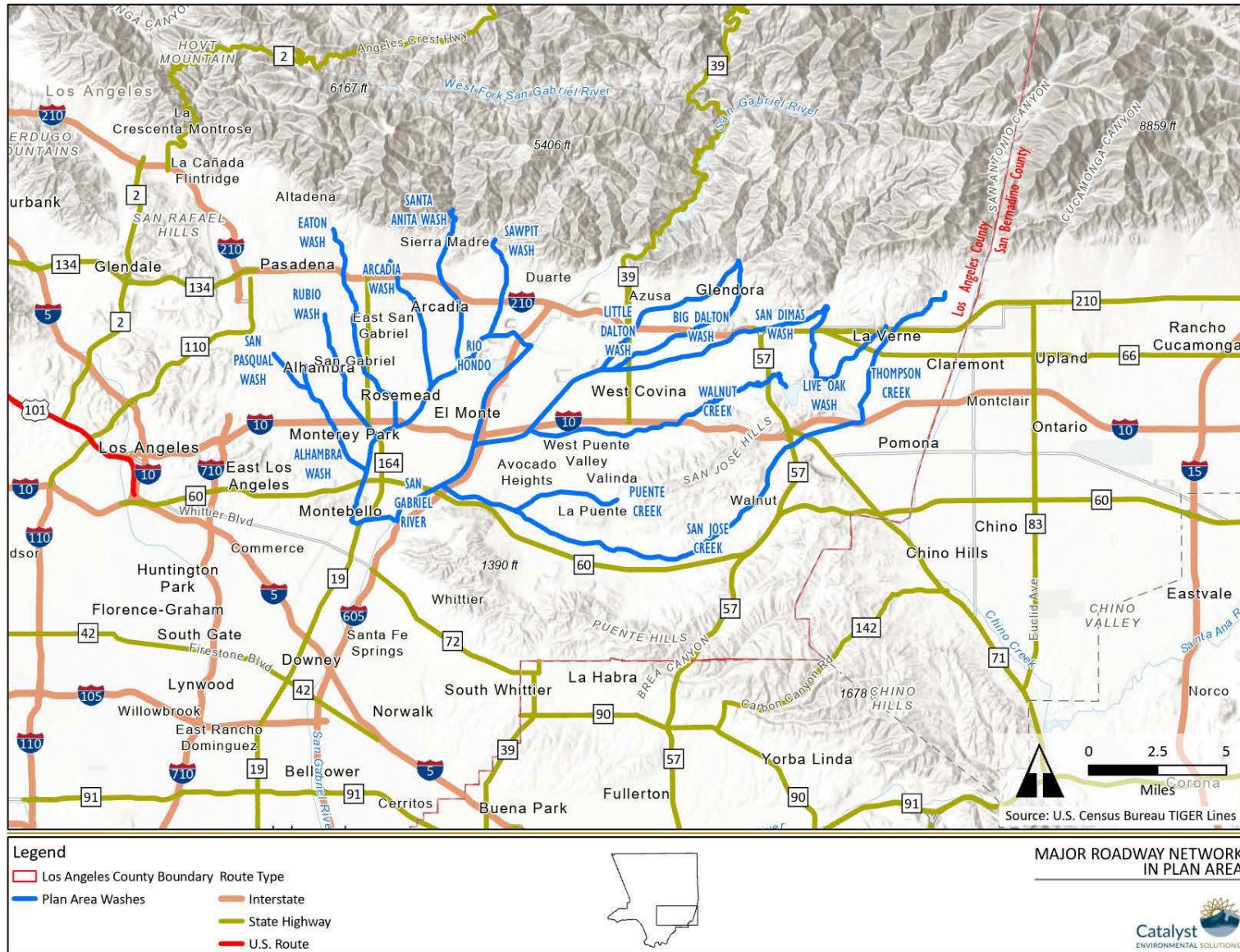


Figure 3.17-1. Major Roadway Network in Plan Area

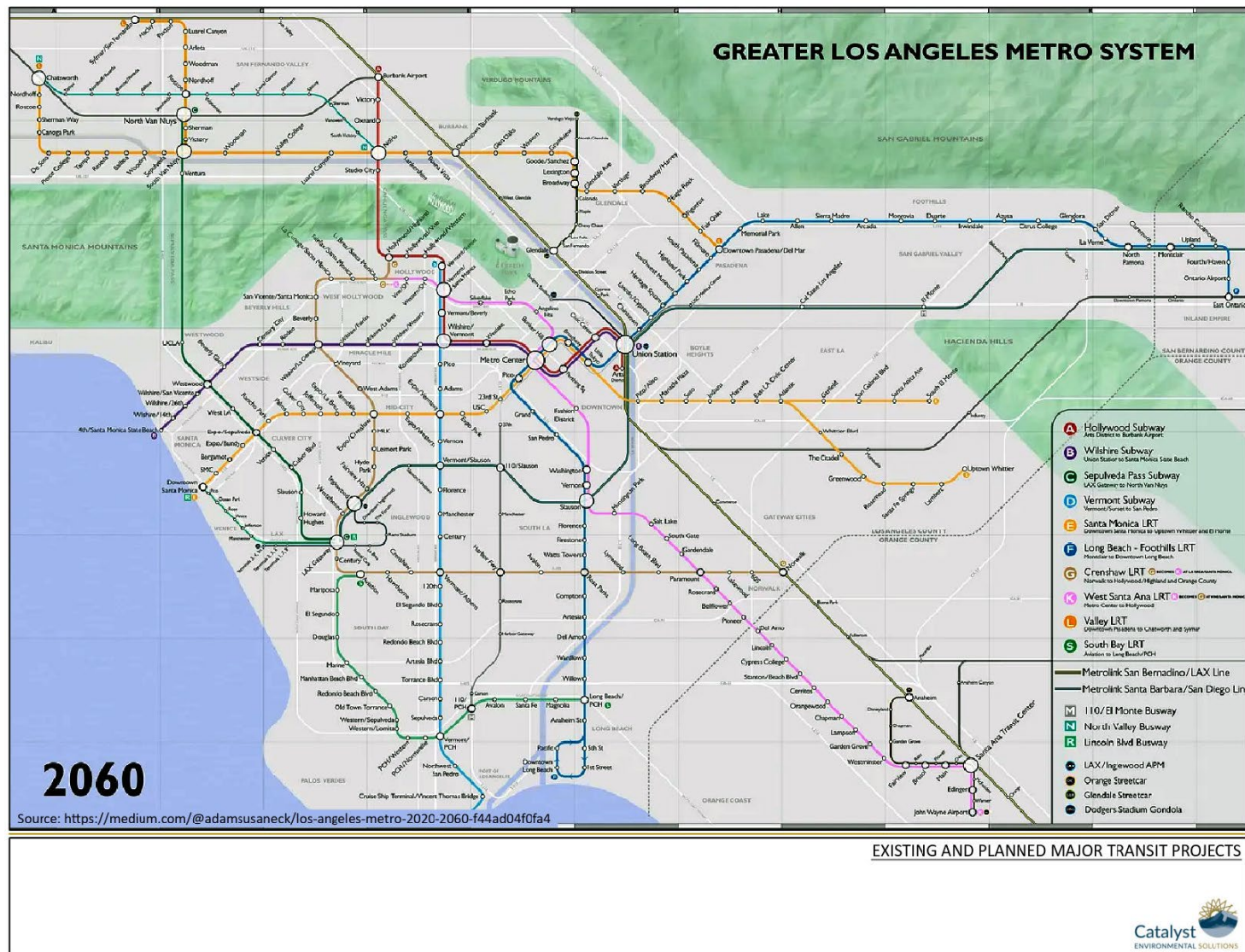


Figure 3.17-2. Existing and Planned Major Transit Projects

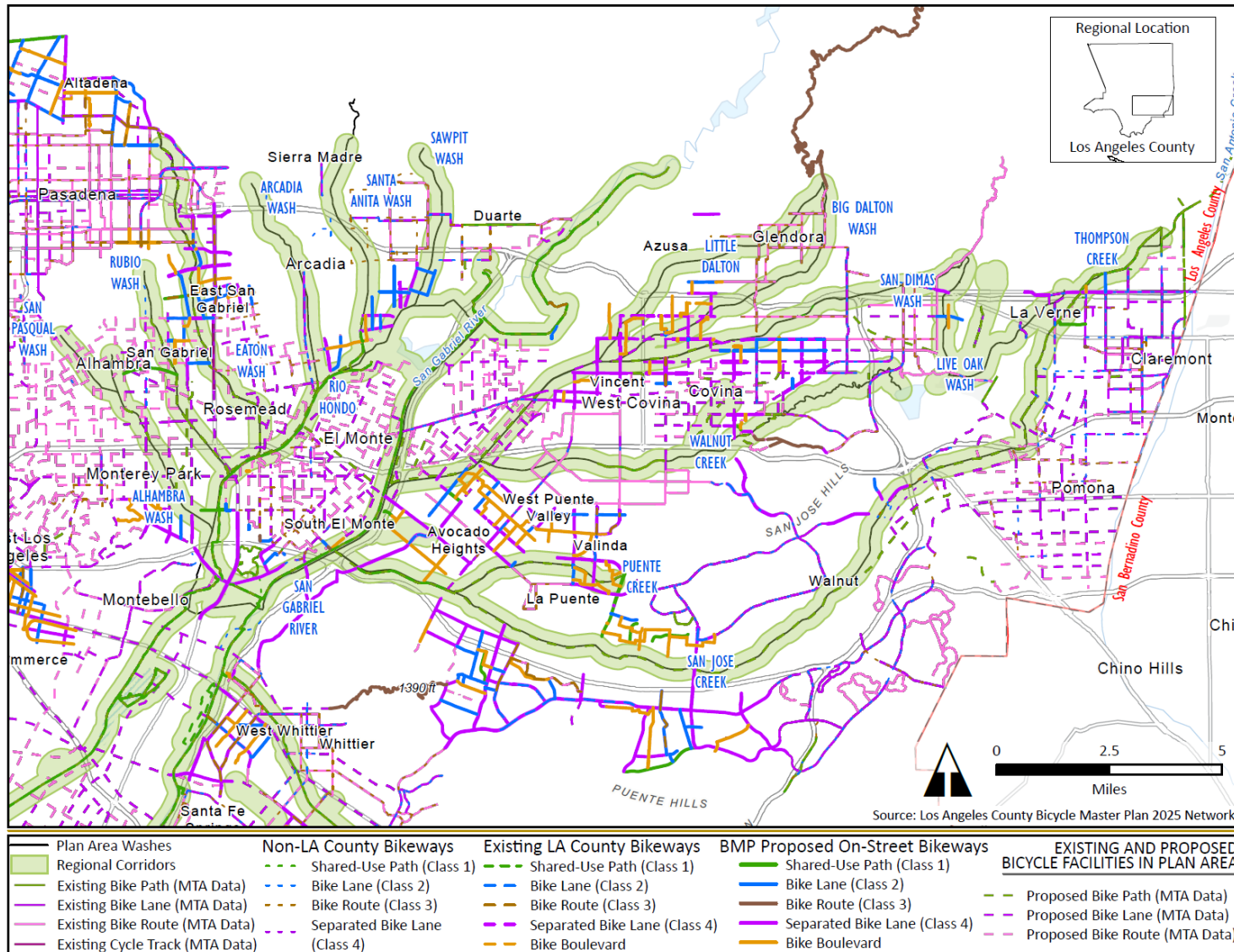


Figure 3.17-3. Existing and Planned Major Transit Projects

3.17.2.1.3 Senate Bill 32/Executive Order B-30-15

This executive order sets in place a new statewide policy goal to reduce GHG emissions 40 percent below their 1990 levels by 2030. This order acts as an intermediate goal to achieving 80 percent reductions by 2050. California's new emission reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the goal established by Executive Order S-3-05 of reducing emissions 80 percent under 1990 levels by 2050. Such reductions will require major changes in the transportation sector. This intermediate target was codified into law by SB 32, which was signed into law by Governor Jerry Brown on September 8, 2016.

3.17.2.1.4 Senate Bill 375

The adoption of SB 375 on September 30, 2008, created a process whereby local governments and other stakeholders must work together within their region to achieve the GHG reductions specified in AB 32 through integrated development patterns, improved transportation planning, and other transportation measures and policies. Under SB 375, CARB is required to set regional vehicular GHG reduction targets for 2020 and 2035. Additionally, SB 375 required that those targets be incorporated within a SCS, a newly required element within the Metropolitan Planning Organization's RTP. On March 22, 2018, CARB adopted updated vehicular GHG emissions reduction targets relative to emissions in 2005 for each Metropolitan Planning Organization. SCAG is the Metropolitan Planning Organization for the Southern California region and is required to work with local jurisdictions. CARB has determined SCAG's reduction target for per capita vehicular emissions to be 19 percent by 2035. Achieving such reductions will require major changes in the transportation sector, travel behavior and mobility choices.

3.17.2.2 Los Angeles County

3.17.2.2.1 Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

In compliance with SB 375, on September 3, 2020, the SCAG Regional Council adopted the 2020-2045 RTP/SCS, a long-range visioning plan that incorporates land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern while meeting GHG reduction targets set by CARB. The 2020-2045 RTP/SCS contains baseline socioeconomic projections that are used as the basis for SCAG's transportation planning, as well as the provision of services by the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG policies are directed towards the development of regional land use patterns that contribute to reductions in vehicle miles and improvements to the transportation system.

The 2020-2045 RTP/SCS "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. Strategies to achieve the "Core Vision" include but are not limited to: Smart Cities and Job Centers, Housing Supportive Infrastructure, Go Zones, and Shared Mobility. Connect SoCal intends to create benefits for the SCAG region by achieving regional goals for sustainability, transportation equity, improved public health and safety, and enhancement of the regions' overall quality of life. These benefits include but are not limited to a five percent reduction

in VMT per capita, nine percent reduction in vehicle hours traveled, and a two percent increase in work-related transit trips.

3.17.2.2.2 County of Los Angeles Transportation Impact Analysis Guidelines

The County of Los Angeles adopted transportation analysis methods and project CEQA thresholds through the Transportation Impact Analysis Guidelines document (LA County Public Works 2020). Many of the Los Angeles County methods and criteria included in the document are the same as those published by OPR in their Technical Advisory document, including the net increase of 110 or more daily vehicle trips. In addition to trip count screening thresholds, the County's document also provides baseline VMT per capita data which can be used to determine a project's potential transportation impacts under CEQA. Specifically, Los Angeles County has adopted a threshold of 16.8 percent below the existing VMT of the region (North County or South County). For the South County region, which includes the Project area, the existing 2024 baseline VMT per capita is an average of 16.0 miles per employee per day (Fehrs and Peers 2021).

3.17.2.2.3 Los Angeles County General Plan

The Mobility Element of the General Plan (LA County Planning 2022) includes the following goals and policies:

- Goal M 1: Street designs that incorporate the needs of all users. (Complete Streets)
 - Policy M 1.1: Provide for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities when requiring or planning for new, or retrofitting existing, roads and streets.
 - Policy M 1.2: Ensure that streets are safe for sensitive users, such as seniors and children.
 - Policy M 1.3: Utilize industry standard rating systems, such as the Institute for Sustainable Infrastructure (ISI) Rating System, to assess sustainability and effectiveness of street systems for all users.
- Goal M 2: Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.
 - Policy M 2.1: Provide transportation corridors/networks that accommodate pedestrians, equestrians and bicyclists, and reduce motor vehicle accidents through a context-sensitive process that addresses the unique characteristics of urban, suburban, and rural communities whenever appropriate and feasible.
 - Policy M 2.2: Accommodate pedestrians and bicyclists, and reduce motor vehicle accidents by implementing the following street designs, whenever appropriate and feasible:
 - Lane width reductions to 10 or 11 feet in low speed environments with a low volume of heavy vehicles.
 - Wider lanes may still be required for lanes adjacent to the curb, and where buses and trucks are expected.
 - Low-speed designs.
 - Access management practices developed through a community-driven process.
 - Back in angle parking at locations that have available roadway width and bike lanes, where appropriate.

- Policy M 2.3: Accommodate pedestrians and bicyclists, and reduce motor vehicle accidents by implementing the following intersection designs, whenever appropriate and feasible:
 - Right angle intersections that reduce intersection skew.
 - Smaller corner radii to reduce crossing distances and slow turning vehicles.
 - Traffic calming measures, such as bulb-outs, sharrows, medians, roundabouts, and narrowing or reducing the number of lanes (road diets) on streets.
 - Crossings at all legs of an intersection.
 - Shorter crossing distances for pedestrians.
 - Right-turn channelization islands. Sharper angles of slip lanes may also be utilized.
 - Signal progression at speeds that support the target speed of the corridor.
 - Pedestrian push buttons when pedestrian signals are not automatically recalled.
 - Walk interval on recall for short crossings.
 - Left-turn phasing.
 - Prohibit right turn on red.
 - Signs to remind drivers to yield to pedestrians.
- Policy M 2.4: Ensure a comfortable walking environment for pedestrians by implementing the following, whenever appropriate and feasible:
 - Designs that limit dead-end streets and dead-end sidewalks.
 - Adequate lighting on pedestrian paths, particularly around building entrances and exits, and transit stops.
 - Designs for curb ramps, which are pedestrian friendly and compliant with the American Disability Act (ADA).
 - Perpendicular curb ramps at locations where it is feasible.
 - Pedestrian walking speed based on the latest standard for signal timing. Slower speeds should be used when appropriate (i.e., near senior housing, rehabilitation centers, etc.)
 - Approved devices to extend the pedestrian clearance times at signalized intersections.
 - Accessible Pedestrian Signals (APS) at signalized intersections.
 - Pedestrian crossings at signalized intersections without double or triple left or right turn lanes.
 - Pedestrian signal heads, countdown pedestrian heads, pedestrian phasing and leading pedestrian intervals at signalized intersections.
 - Exclusive pedestrian phases (pedestrian scrambles) where turning volume conflicts with very high pedestrian volumes.
 - Advance stop lines at signalized intersections.
 - Medians or crossing islands to divide long crossings.
 - High visibility crosswalks.
 - Pedestrian signage.
 - Advanced yield lines for uncontrolled crosswalks.
 - Rectangular Rapid Flashing Beacon or other similar approved technology at locations of high pedestrian traffic.
 - Safe and convenient crossing locations at transit stations and transit stops located at safe intersections.
- Policy M 2.5: Ensure a comfortable bicycling environment by implementing the following, whenever appropriate and feasible:
 - Bicycle signal heads at intersections.
 - Bicycle signal detection at all signalized intersections.

- Wayfinding signage.
- Road diet techniques, such as lane narrowing, lane removal, and parking removal/restriction.
- Appropriate lighting on all bikeways, including those in rural areas.
- Designs, or other similar features, such as: shoulder bikeways, cycle tracks, contra flow bike lanes, shared use paths, buffered bike lanes, raised bike lanes, and bicycle boulevards.
- Policy M 2.6: Encourage the implementation of future designs concepts that promote active transportation, whenever available and feasible.
- Policy M 2.7: Require sidewalks and bikeways to accommodate the existing and projected volume of pedestrian and bicycle activity, considering both the paved width and the unobstructed width available for walking.
- Policy M 2.8: Connect pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.
- Policy M 2.9: Encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes by blending natural features with built features.
- Policy M 2.10: Encourage the provision of greenway amenities, such as benches, shelters, secure bicycle storage, and street furniture, and comfortable, safe waiting areas near transit stops.
- Policy M 2.11: Promote the continuity of streets and sidewalks through design features, such as limiting mid-block curb cuts, encouraging access through side streets or alleys, and promoting shorter block lengths.
- Goal M-3: Streets that incorporate innovative designs. (Innovative Street Design)
 - Policy M 3.1: Facilitate safe roadway designs that protect users, preserve state and federal funding, and provide reasonable protection from liability.
 - Policy M 3.2: Consider innovative designs when part of an accepted standard, or when properly vetted through an appropriate engineering/design review, in compliance with all state and federal laws.
 - Policy M 3.3: Complete the following studies prior to the implementation of innovative design concepts:
 - An analysis of the current and future context of the community and neighborhood in which they are proposed;
 - A balanced assessment of the needs of all users and travel modes (i.e., pedestrian, bicycle, transit, vehicular, and equestrian, where appropriate);
 - A technical assessment of the operational and safety characteristics for each mode; and
 - A consistency check with transportation network plans, including the Highway Plan, Bicycle Master Plan, and Community Pedestrian Plans.
- Goal M 4: An efficient multimodal transportation system that serves the needs of all residents
 - Policy M 4.1: Expand transportation options that reduce automobile dependence.
 - Policy M 4.2: Expand shuttle services to connect major transit centers to community points of interest.
 - Policy M 4.3: Maintain transit services within the unincorporated areas that are affordable, timely, cost-effective, and responsive to growth patterns and community input.

- Policy M 4.4: Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low income households, and persons with disabilities.
 - Policy M 4.5: Encourage continuous, direct routes through a connected system of streets, with small blocks and minimal dead ends (cul-de-sacs).
 - Policy M 4.8: Provide and maintain appropriate signage for streets, roads and transit.
 - Policy M 4.9: Ensure the participation of all potentially affected communities in the transportation planning and decision-making process.
 - Policy M 4.10: Support the linkage of regional and community-level transportation systems, including multimodal networks.
 - Policy M 4.11: Improve the efficiency of the public transportation system with bus lanes, signal prioritization, and connections to the larger regional transportation network.
 - Policy M 4.12: Work with adjacent jurisdictions to ensure connectivity and the creation of an integrated regional network.
 - Policy M 4.13: Coordinate with adjacent jurisdictions in the review of land development projects near jurisdictional borders to ensure appropriate roadway transitions and multimodal connectivity.
 - Policy M 4.14: Coordinate with Caltrans on mobility and land use decisions that may affect state transportation facilities.
 - Policy M 4.15: Reduce vehicle trips through the use of mobility management practices, such as the reduction of parking requirements, employer/institution-based transit passes, regional carpooling programs, and telecommuting.
 - Policy M 4.16: Promote mobility management practices, including incentives to change transit behavior and using technologies, to reduce VMTs
- Goal M 5: Land use planning and transportation management that facilitates the use of transit.
 - Policy M 5.1: Facilitate transit-oriented land uses and pedestrian-oriented design to encourage transit ridership.
 - Policy M 5.2: Implement parking strategies that facilitate transit use and reduce automobile dependence.
 - Policy M 5.3: Maintain transportation right-of-way corridors for future transportation uses, including bikeways, or new passenger rail or bus services.
 - Goal M 7: Transportation networks that minimizes negative impacts to the environment and communities.
 - Policy M 7.5: In rural areas, require rural highway and street standards that minimize the width of paving and the placement of curbs, gutters, sidewalks, street lighting, and traffic signals, except where necessary for public safety.

3.17.2.2.4 Los Angeles County Bicycle Master Plan 2012 and Bicycle Master Plan Update

The LA County Board of Supervisors adopted the current Bicycle Master Plan in March 2012. The plan estimates that by 2030 the total number of daily bicycle commuters in the East SGV Planning Area could increase from the current estimate of 4,198 to 11,401 and from 1,643 to 4,408 in the West SGV Planning area (LA County Public Works 2012). The bike-to-work mode share is estimated by the plan to increase from the current 2.0 percent to 4.0 percent for the East SGV Planning Area and 0.6 percent to 1.0 percent for the West San Gabriel Plan Area. Metro publishes the LA Metro Bike Map, a regional map that includes existing bicycle facilities within all jurisdictions of the County. The Bike Map identifies Class II Bike Lanes, Class III Bike Routes, and Bicycle Boulevards throughout County. On October 15, 2019, the

Board of Supervisors directed LA County Public Works to initiate an update to the 2012 Bicycle Master Plan in partnership with Regional Planning, Beaches and Harbors, Parks and Recreation, the Sheriff's Department, and Highway Patrol. LA County Public Works would propose new bikeways, revisit the feasibility of unconstructed bikeways from the 2012 Bicycle Master Plan, incorporate new policies to share bikeway facilities with micro-mobility devices, identify first/last mile bikeway improvements to further connect to transit stations and bus stops, and conduct a PEIR to include analyzing transportation impacts using VMT rather than LOS. As of this writing, the updated Bicycle Master Plan is expected to be completed and adopted by the Board of Supervisors in Summer 2025.

Along with the proposed bikeways, the current Bicycle Master Plan recommends various bicycle-friendly policies and programs to promote bicycle ridership among users of all ages and skill sets within the County. The relevant goals and policies are presented below (LA County Public Works 2012):

- Goal 1: Bikeway System. Expanded, improved, and interconnected system of county bikeways and bikeway support facilities to provide a viable transportation alternative for all levels of bicycling abilities.
 - Policy 1.1: Construct bikeways proposed in 2012 County of Los Angeles Bicycle Master Plan over the next 20 years.
 - Policy 1.3: Coordinate with developers to provide bicycle facilities that encourage biking and link to key destinations.
 - Policy 1.4: Support the development of bicycle facilities that encourage new riders.
 - Policy 1.6: Develop a bicycle parking policy.
- Goal 2: Increased safety of roadway for all users.
 - Policy 2.1: Implement projects that improve the safety of bicyclists at key locations.
 - Policy 2.2: Encourage alternative street standards that improve safety such as lane reconfigurations and traffic calming.
 - Policy 2.4: Evaluate impacts on bicyclists when designing new or reconfiguring streets.
 - Policy 2.6: Support development of a Healthy Design Ordinance.
 - Policy 2.7: Support the use of the Model Design Manual for Living Streets and Design as a reference for LA County Public Works.

3.17.2.2.5 Step by Step Los Angeles County

In 2019, the LA County Board of Supervisors adopted Step by Step Los Angeles County: Pedestrian Plan for Unincorporated Communities, a policy framework for how the County proposes to get more people walking, make walking safer, and support healthy active lifestyles. It also includes Community Pedestrian Plans for the communities of Lake Los Angeles, Walnut Park, Westmont/West Athens, and Whittier-Los Nietos. The Step by Step pedestrian plan communities were selected based on key criteria that identified communities in unincorporated LA County with high rates of pedestrian collisions that resulted in death or injury (Los Angeles County Department of Public Health 2019). Additionally, one goal of the inaugural pedestrian plans that were approved in 2019 was to pilot pedestrian planning and design in a mix of rural (Lake Los Angeles), urban (Westmont-West Athens and Walnut Park), and suburban (West Whittier-Los Nietos) communities.

Step by Step outlines actions, policies, procedures, and programs that the County will consider to enhance walkability across unincorporated communities. The pedestrian plans also provide guidance in

developing a network of sidewalks, off-street paths, trails, and facilities (such as lighting, crosswalks, and benches) that allow people to walk safely and comfortably to key destinations. It includes policies that address safety, traffic, education, and programs to promote a safe, walkable community. The relevant goals and policies of Step by Step Los Angeles County are presented below (Los Angeles County Department of Public Health 2019):

- Goal 1: Safe Streets Eliminate all fatalities and severe injuries involving people walking.
 - Policy SS-1: Coordinate across County departments, and with the California Highway Patrol, community members, and organizations to implement Vision Zero Los Angeles County to eliminate traffic-related pedestrian fatalities and severe injuries.
 - Policy SS-2: Elevate the pedestrian walking experience by enhancing pedestrian crossings and implementing traffic calming measures where feasible and appropriate.
- Goal 2: Make Walking the Easy and Healthy Choice Communities, streets, and sidewalks are designed to promote walking and healthy living.
 - Policy EH-1: Make transportation, land use, and building design or site planning decisions that make walking a logical first choice transportation option for residents and visitors.
 - Policy EH-2: Design pedestrian-friendly streets to make walking a convenient first choice for daily activities.
 - Policy EH-3: Provide opportunities for community participation in creating safe and inviting pedestrian environments.
- Goal 3: Connectivity Develop and maintain a complete pedestrian network that links transit, schools, parks, and other key destinations in the community.
 - Policy C-1: Support projects that increase pedestrian connectivity, reduce walking distances, and enhance safety.
 - Policy C-2: Create a barrier-free pedestrian network. Maintain pedestrian facilities to ensure they are free of hazards and obstructions.
- Goal 4: Equity Make unincorporated Los Angeles County more walkable for all through equity in public engagement, service delivery, accessibility, planning, and capital investments.
 - Policy EQ-1: Prioritize the needs of low-income communities of color and the most vulnerable users.
 - Policy EQ-2: Create a pedestrian network.
- Goal 5: Safe Communities Address real and perceived personal safety concerns to encourage walking.
 - Policy SC-1: Implement community environmental design and community programs that enhance public safety that supports people of all abilities – especially youth, seniors, and those with disabilities. This includes, but is not limited to, wide sidewalks, curb ramps, accessible pedestrian signals to aid the visually impaired, and adequate pedestrian crossing times.
- Goal 6: Sustainability and Preservation Pedestrian projects and programs enhance the natural environment including clean air and water.
 - Policy SP-1: Improve air quality and reduce greenhouse gas emissions through reduced car dependency.

- Policy SP-2: Enhance the natural environment through the greening of pedestrian space by planting trees and vegetation, and the use of efficient materials and processes in sidewalk and street enhancement projects.

3.17.2.2.6 Los Angeles County Vision Zero Action Plan

The *Vision Zero Los Angeles County: A Plan for Safer Roadways*, published in November 2019 and adopted by the LA County Board of Supervisors in August 2020, focuses County efforts for the years 2020–2025 to achieve the goal of eliminating traffic-related fatalities on unincorporated County roadways by 2035. The plan includes a vision for the future, objectives, and actions to enhance traffic safety. It is guided by principles of health equity, data driven processes, and transparency. It identifies Collision Concentration Corridors throughout the unincorporated areas of the County, any half-mile roadway segment on which three or more fatal or severe injury collisions occurred over a 5-year period from 2013–2017. Strategies to enhance roadway safety and reduce collisions include a wide range of roadway enhancements, such as lighting, curb extensions, and pedestrian signal timing, and a commitment to collaborate on data analysis and develop partnerships across jurisdictions. The plan is structured around five objectives: enhancing County processes and collaboration; addressing health inequities and protecting vulnerable users; collaborating with communities to enhance roadway safety; fostering a culture of traffic safety; and transparency, responsiveness, and accountability (LA County Public Works 2019).

3.17.2.2.7 San Gabriel Valley Regional Bicycle Master Plan

The SGV Regional Bicycle Master Plan (2014) is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs within the cities of Baldwin Park, El Monte, Monterey Park, San Gabriel, and South El Monte for the next 20 years. The SGV Regional Bicycle Master Plan provides a broad vision, as well as strategies and actions, to improve conditions for bicycling throughout the region as well as in each partner city. As a means of bettering the bicycling environment, the SGV Regional Bicycle Master Plan provides direction for expanding the existing bikeway network, closing key gaps within the project cities, and connecting to bicycle facilities in adjacent cities and unincorporated LA County communities. The SGV Regional Bicycle Master Plan aims to encourage bicycling in order to decrease motorized vehicle travel, resulting in fewer GHGs and helping the region meet the state legislated targets set by AB 32 and SB 375. Total estimated vehicle miles reduced as a result of full buildout of the master plan is 17,946,000 miles annually. In addition to providing recommendations for bikeways and support facilities, the SGV Regional Bicycle Master Plan offers recommendations for education, encouragement, enforcement, and evaluation programs.



3.17.2.3 Incorporated Cities Within the Plan Area

The table below presents the policies related to transportation from each of the incorporated cities within the Plan Area that would be applicable to projects implemented under the Plan within the boundaries of any incorporated city.

Table 3.17-5. Applicable Local City Policies Related to Transportation

Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Alhambra	<p>Mobility Element</p> <p>Goal M-1 A circulation system that is efficient, safe, pleasant, and attractive for all users.</p> <p>Policy M-1C Plan and maintain the City’s transportation facilities in a way that provides adequate and safe access for all users, including pedestrians, bicyclists, and motorists of all ages and abilities.</p> <p>Policy M-1D Develop and implement new mobility metrics that address alternative transportation modes and vehicle miles traveled, as required by Senate Bill 743.</p> <p>Goal M-2 A circulation system that accommodates and encourages the use of alternative modes of transportation, including walking, bicycling, and transit.</p> <p>Policy M-2B Improve transportation infrastructure and services in a way that will increase the utility, safety, and attractiveness of alternative modes of transportation.</p> <p>Policy M-2C Improve connectivity for alternative transportation modes throughout and beyond the City.</p> <p>Policy M-2F As feasible, implement improvements to the City's bike network. The bikeway system should connect to the regional system and may need to be adjusted over time as conditions change. The bike network will include, as appropriate, enhancements to bicyclist safety and bike parking.</p> <p>Resources Element</p> <p>Policy R-5A Facilitate compact development patterns that minimize motor vehicle trips and VMT while maintaining community character.</p> <p>Health & Safety Element</p> <p>Policy HS-7C Encourage community design that facilitates active transportation such as walking and bicycling.</p>	<p>Municipal code related to transportation relevant to the Plan Area can be found in Chapter 23.82 (Transportation Demand Management), Section 23.82.020 (Land Use Analysis Program), and Section 32.82.040 (Transportation Demand and Trip Reduction Measures).</p> <p>Under Section 23.82.020, Land Use Analysis Program, all development projects for which an Environmental Impact Report (EIR) will be prepared shall be subject to the Land Use Analysis Program contained in the Los Angeles County Congestion Management Program (“CMP”), and shall incorporate into the EIR an analysis of the project impacts on the regional transportation system. The analysis shall be conducted consistent with the Transportation Impact Analysis (TIA) Guidelines contained in the most recent Congestion Management Program adopted by the Los Angeles County Metropolitan Transit Authority.</p> <p>Under Section 32.82.040, (A) Applicability of requirements are listed: Prior to approval of any development project, the applicant shall make provision for, as a minimum, all of the following applicable transportation demand management and trip reduction measures.</p> <p>(1) The ordinance shall not apply to projects for which a development application has been deemed “complete” by the city pursuant to Cal. Gov’t Code § 65943, or for which a Notice of Preparation for a Draft EIR has been circulated or for which an application for a building permit has been received, prior to the effective date of this ordinance.</p> <p>(2) All facilities and improvements constructed or otherwise required shall be maintained in a state of good repair.</p> <p>Development standards for non-residential development of 25,000 square feet or more shall provide, among other requirements,</p> <ul style="list-style-type: none">• Bicycle route and facility information, including regional/local bicycle route maps and safety information;• A listing of facilities available for carpoolers, vanpoolers bicyclists, transit riders and pedestrians at the site.	<p>Alhambra Bicycle Master Plan</p>
Arcadia	<p>Circulation Element</p> <p>Goal CI-1: An efficient roadway system that serves all of Arcadia, supports all transportation modes, and balances the roadway system with planned land uses.</p> <p>Policy CI-1.1: Pursue enhancements to the roadway network consistent with the Figure CI-3, Master Plan of Roadway, and the Transportation Master Plan.</p> <p>Maintain a maximum Level of Service (LOS) D throughout the City, except that LOS E may be permitted in the following circumstances:</p> <ul style="list-style-type: none">• Intersections/roadways at, or adjacent to freeway ramps• Intersections/roadways adjacent to Santa Anita Park during racing season	<p>Municipal code related to transportation relevant to the Plan Area can be found in Chapter 9, (Traffic Congestion Management), Section 5902 (Review of Transit Impacts).</p> <p>Under Section 5902, (Review of Transit Impacts), prior to approval of any development project for which an Environmental Impact Report (EIR) will be prepared pursuant to the requirements of the California Environmental Quality Act (CEQA) or based on a local determination, regional and municipal fixed-route transit operators providing service to the project shall be identified and consulted with. Projects for which a notice of preparation (NOP) for a draft EIR has been circulated pursuant to the provisions of CEQA prior to the effective date of this Chapter shall be exempted from its provisions. The "Transit Impact Review Worksheet," contained in the Los Angeles County</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<ul style="list-style-type: none">Intersections/roadways at or adjacent to designated Downtown, Baldwin Avenue, and Live Oak Avenue commercial and mixed-use districts <p>These performance standards may require, but are not intended to mandate, roadway and/or intersection widenings. They represent goals used to monitor traffic conditions and to assess traffic impacts of development projects. Because LOS standards apply only to vehicular mobility and do not account for enhanced pedestrian movement or other modes, the City will not use them as the sole criteria for judging transportation system performance. Pedestrian convenience, transit access and operations, urban aesthetics, and other factors will be considered.</p> <p>Goal CI-2: Maximized operational efficiency of the street System.</p> <p>Policy CI-2.2: Design and operate arterials and intersections for the safe operation of all modes, including transit, bicyclists, and pedestrians.</p> <p>Policy CI-2.4: Implement intelligent transportation system measures and advanced traffic management technologies where appropriate as a means of reducing traffic and improving emergency response times.</p> <p>Goal CI-4: Connected, balanced, and integrated bicycle and pedestrian networks that provide viable alternatives to use of the car.</p> <p>Policy CI-4.1: Develop and maintain the citywide bicycle network of off-street bike paths, on-street bike lanes, and bike streets identified in Figure CI-7. Development of this plan will include use of easements and flood control channel rights-of way.</p> <p>Policy CI-4.2: Establish bike hubs (centralized locations with convenient bike parking for trip destinations or transfer to other transportation modes) at key transit and commercial nodes.</p> <p>Policy CI-4.3: Encourage the establishment of secure bike parking facilities throughout the City.</p> <p>Policy CI-4.5: Develop and implement a comprehensive pedestrian circulation plan that includes, among other components: 1) enhanced pedestrian crossings of streets, 2) sidewalk improvement plans, 3) pedestrian amenities on sidewalks on major streets that are key pedestrian routes, including the benches, street trees, trash cans, and pedestrian scaled lighting 4) ADA compliant crossings, 5) convenient crossing of arterials with landscaped medians, particularly in the vicinity of schools, and 6) strategies to remove barriers to pedestrian movement (for example, news racks, utility poles and boxes).</p> <p>Policy CI-4.9: Enhance pedestrian and bicycle access to local and regional transit, including connections to bus routes and the light rail station.</p> <p>Policy CI-4.10: Coordinate the provision of the bicycle and pedestrian networks with adjacent jurisdictions to maximize connectivity.</p> <p>Policy CI-4.11: Encourage walking, biking, and use of transit through a variety of supportive land use development and urban design measures, including site planning that promotes safety, pedestrian-friendly design, and access to transit facilities.</p> <p>Goal CI-6: Reduced auto traffic and improved traffic management around schools.</p> <p>Policy CI-6.2: Look for ways to enhance pedestrian and bicycle facilities in the vicinity of schools.</p> <p>Goal CI-8: Effective coordination with other jurisdictions and agencies on regional transportation issues.</p>	<p>Congestion Management Program Manual, or similar worksheets, shall be used in assessing impacts. Pursuant to the provisions of CEQA, transit operators shall be sent a NOP for all contemplated EIR's and shall, as part of the NOP process, be given opportunity to comment on the impacts of the project, to identify recommended transit service or capital improvements which may be required as a result of the project, and to recommend mitigation measures which minimize automobile trips on the CMP network. Impacts and recommended mitigation measures identified by the transit operator shall be evaluated in the draft Environmental Impact Report prepared for the project. Related migration measures adopted shall be monitored through the mitigation monitoring requirements of CEQA.</p>	



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	Policy CI-8.2: Maintain consistency with the South Coast Air Quality Management District air quality mandates, the Los Angeles Congestion Management Program, and SCAG Regional Mobility Plan requirements.		
Azusa	<p>The Built Environment Element</p> <p>Citywide Access and Circulation</p> <p>Goal 1: Balance the roadway with the planned land uses in the City.</p> <p>Policy 1.1: Provide an efficient street system in the city, to support the City’s mobility goals and land use plan. (See Figures M-1 and Appendix Mobility Plan).</p> <p>Policy 1.3: Require the cost of improvements to the existing circulation system and new circulation system necessitated by new development to be borne by that development that gains benefit.</p> <p>Policy 1.4: Work with adjacent jurisdictions and agencies to ensure that development projects and infrastructure projects outside the City of Azusa do not adversely impact the City.</p> <p>Goal 3: Provide a connected, balanced, and integrated transportation system that enables Azusans to walk, bike, and take transit, rather than using their car.</p> <p>Policy 3.1: Develop and maintain a citywide pedestrian network of both on-street and off -street walkways. Network shall link new neighborhoods with existing neighborhoods, connect neighborhood centers, schools, parks, commercial centers, and citywide destinations such as Downtown, the San Gabriel River, and Civic Center.</p> <p>Policy 3.3: Provide pedestrian amenities (such as benches, seats, water fountains, shady street trees, etc.) and conditions that enhance the pedestrian experience along the pedestrian network.</p> <p>Policy 3.4: Develop and maintain a citywide bicycle network of both on-street bike lanes and off -street bike paths in accordance with the Bicycle Routes (Figure M-2). The network provides for off -street paths along the San Gabriel River, railroad rights-of way, alongside flood control channels, and within existing and new neighborhoods, where feasible. The network improves connections between residential neighborhoods, schools and commercial centers, as well as providing connections to citywide destinations such as Downtown, the University District, the San Gabriel River, and Civic Center.</p> <p>Policy 3.5: Provide bicycle amenities (bicycle parking spaces, bike lockers, etc.) on/near the bicycle network.</p> <p>Goal 4: Design/Redesign streets to encourage pedestrians and bicycles and to accommodate vehicles. Make City streets more pedestrian-friendly and bicycle-friendly.</p> <p>Goal 5: Calm traffic in the City and design/redesign residential streets to discourage through traffic and encourage residentially oriented traffic, walkers, bikes.</p> <p>Land Use Planning Support of Mobility Goals</p> <p>Goal 8: Encourage walking, biking, and the use of transit through a variety of land use development and urban design measures.</p>	<p>Municipal code related to transportation relevant to the Plan Area can be found in Chapter 88.21 (Specific Plans), Section 88.21.060 (Azusa TOD Specific Plan).</p> <p>Under Section 88.21.060 (Azusa TOD Specific Plan), the Azusa Transit-Oriented Development (TOD) General Plan/Development Code Update and Specific Plan is provided as a comprehensive document that will implement the vision for the Specific Plan Area as established by the City of Azusa planning process.</p> <p>A. Allowable Uses. Refer to the Azusa TOD Specific Plan.</p> <p>B. Site Planning and Building Design. Refer to the Azusa TOD Specific Plan.</p>	<p>City of Azusa Pedestrian Plan (2022), called Azusa Walks, is the City’s 2022 Pedestrian Master Plan that prioritizes and guides investments to create a safer and more walkable Azusa. Most importantly, it works towards the City’s mobility vision where: “By putting people first, Azusa will become a pedestrian-friendly, transit-oriented community.” This vision, laid out in the City’s 2004 General Plan, relies on the goal to provide a connected, balanced, and integrated transportation system that enable Azusans to walk, bike, and take transit —rather than using their car. At some point of getting to and from a destination, everyone walks; every trip in a car, on a bus, or by bike starts and ends with a walking trip. As a result, improving walkability and pedestrian infrastructure is one of the most critical elements to enhancing overall mobility and transportation options for any community.</p>
Baldwin Park	<p>Circulation Element</p> <p>Public Transportation</p> <p>Goal 3: Encourage increased use of public transportation.</p>	<p>Municipal code related to transportation relevant to the Plan Area can be found in Chapter 153 (Zoning Code), Section 153.190 Trip Reduction and Transportation Demand Management.</p>	<p>The City of Baldwin Park enacted a 2011 ordinance of the Complete Streets Policy (2011). The objective of this policy is to establish guiding principles and practices so transportation improvements are planned, designed, constructed, operated, and</p>



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	<p>Goal 4: Accommodate alternative modes of transportation in land use and circulation planning.</p> <p>Policy 4.1: Provide for a Citywide bicycle path system consistent with Figure C-4 that can be implemented in a safe and efficient manner.</p> <p>Policy 4.2: Continue funding City programs which provide for sidewalk construction in residential neighborhoods where sidewalks do not exist and are desired by local residents.</p> <p>Policy 4.3: Continue funding City programs which provide for sidewalk improvements and enhancements, particularly in areas where sidewalks link residential neighborhoods to local schools, parks, and shopping areas.</p> <p>Goal 8.0: Provide a circulation system in Downtown that supports a cohesive pedestrian district. Pursue development of a Specific Plan that clearly defines circulation improvements in the area.</p> <p>Policy 8.4: Improve alternative through traffic routes to make these alternatives more attractive to existing Main Street traffic.</p> <p>Policy 8.5: Provide alternative viable access options for the land uses located along Main Street (north of Ramona Boulevard) to reduce congestion in this area.</p> <p>Policy 8.8: Examine potential transit opportunities which could be developed to Downtown with the Metrolink station.</p> <p>Policy 8.9: Establish a pedestrian linkage between the Metrolink station and Downtown.</p>	<p>Under Section § 153.190.030 (Review of Transit Impacts), the requirements for approval of any development project are provided:</p> <p>(A) Consult with fixed-route transit operators. Prior to approval of any development project for which an environmental impact report (EIR) will be prepared pursuant to the requirements of the California Environmental Quality Act (CEQA), or based on a local determination, regional and municipal fixed-route transit operators providing service to the project shall be identified and consulted. The “Transit Impact Review Worksheet,” contained in the Los Angeles County Congestion Management Program Manual, or similar worksheets, shall be used in assessing impacts. Pursuant to the provisions of CEQA, transit operators shall be sent a notice of preparation (NOP) for all contemplated EIRs and shall, as part of the NOP process, be given opportunity to comment on the impacts of the project, to identify recommended transit service or capital improvements which may be required as a result of the project, and to recommend mitigation measures which minimize automobile trips on the CMP network. Impacts and recommended mitigation measures identified by the transit operator shall be evaluated in the draft EIR prepared for the project. Related mitigation measures adopted shall be monitored through the mitigation monitoring requirements of CEQA.</p> <p>(B) Phased development projects. Phased development projects, development projects subject to a development agreement or development projects requiring subsequent approvals, need not repeat this process as long as no significant changes are made to the project. It shall remain the discretion of the lead agency to determine when a project is substantially the same and therefore covered by a previously certified EIR.</p>	<p>maintained to encourage walking, bicycling, and transit use while promoting safe operations for all users.</p>
Claremont	<p>Community Mobility Element</p> <p>Goal 4-1 Support efforts that will enhance the regional transportation network and benefit Claremont residents. Policy 4.1.1 Participate in regional transportation planning. and encourage systems that meet regional goals while protecting Claremont from external impacts.</p> <p>Policy 4.1.1 Participate in regional transportation planning. and encourage systems that meet regional goals while protecting Claremont from external impacts.</p> <p>Policy 4.1. 4 Coordinate the different modes of travel to enable users to transfer easily from one mode to another.</p> <p>Policy 4-1. 6 Continue to work to provide a strong paratransit system that promotes the mobility of all residents and educate residents about local mobility choices.</p> <p>Policy 4.1.7 Promote transit-oriented development to facilitate the use of the community's transit services.</p> <p>Goal 4-2 Reduce traffic congestion while retaining the historic patterns and functions of City streets.</p> <p>Policy 4.2.11 Continue to implement the Congestion Management Plan of the Los Angeles County Metropolitan Transportation Authority and the City's Transportation Demand Management Ordinance.</p> <p>Goal 4-3: Establish and maintain a comprehensive system of pedestrian ways and bicycle routes that provides viable options to travel by automobile. Policy 4-3. 1 Promote walking throughout the community. Install sidewalks where missing and make improvements to existing sidewalks for accessibility purposes. Particular attention should be given to needed sidewalk improvement near schools and activity</p>	<p>Municipal code related to transportation relevant to the Plan Area can be found in Chapter 16.078 (Public District), Section 16.078.030 (Development Standards), and Chapter 16.200 (Transportation Impact Fees), Sections 16.200.000 (Purpose), and Section 16.200.060 (Fee Exemptions, Waivers, Reductions, and Refunds).</p> <p>Under Section 16.078.030 (Development Standards), approval of proposed public parks would be considered under the Public District mapping zone. The Development standards for the Public District shall be determined on a site-by-site basis. Consideration shall be given to surrounding properties and developments in order to blend the developments with, and to keep it consistent with, the surrounding area. Additional factors to be considered for the determination of standards are topography, water drainage, circulation, use of site, and any other environmental factors related to the site.</p> <p>Under Section 16.200.000 (Purpose), the purpose in establishing transportation impact fees is provided. New development generates additional traffic in the City that incrementally impacts the City's existing transportation facilities, endangers the safety of pedestrians and bicyclists, and threatens the quality of life of Claremont residents. The transportation impact fees are necessary in order to fund needed improvements to the City's circulation and transportation systems to reduce the cumulative transportation impacts caused by new development and are apportioned to new development based on new development's fair share of the estimated costs of the improvements.</p>	<p>The City of Claremont's 2007 Bicycle Plan contains municipal planning guidance for the development of bicycle infrastructure in the City.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>centers. Policy 4.3.2 Implement the bicycle and trail improvements I indicated on figure 4.3 and figure a.2 through the City's five-Year Capital Improvement Plan. Provide a network of bicycle routes and support facilities to encourage bicycling and walking as local commute and transportation modes.</p> <p>Policy 4.3.3 Continue to provide for compatible joint use of the I Thompson Creek Trail and Wilderness Park Trail by bicyclists. Pedestrians and equestrians.</p> <p>Policy 4-3.4 Explore development of a community bicycle plan which can be implemented with the assistance of all volunteers and/or private funding. Policy 4-3.5 Recognize and accommodate the pedestrian ADA access in Claremont's neighborhoods. and continue to make improvements to increase pedestrian safety.</p> <p>Policy 4-3.7 Support completion of regional trail bikeways such as Thompson Creek Trail and Citrus Regional bikeway.</p> <p>Policy 3-3.8 Encourage businesses or residents to sponsor street furniture and landscaped areas.</p> <p>Policy 4-3.9 Strive to provide pedestrian pathways that are well shaded and pleasantly landscaped to encourage use.</p> <p>Policy 4-3.10 Attract bicyclists from neighboring communities to ride their bicycles or to bring their bicycles on the train to enjoy bicycling around the community and to support local businesses.</p> <p>Policy 4-3.11 Meet guidelines to become nationally recognized as a Bicycle- Friendly community.</p> <p>Policy 4-3.12 Provide for an education program and stepped-up code enforcement to address and minimize vegetation that degrades access along public rights. of-way. Such growth can be a hazard to pedestrians and cyclists alike.</p> <p>Policy 4-3.13 Provide and maintain safe bicycle and pedestrian links to adjacent communities east. west and south of Claremont.</p> <p>Goal 4-7</p> <p>Policy 4-7.1 Work with the Claremont Unified School District and community organizations to create a Routes to Schools program that encourages students to walk and bicycle to and from schools and parks.</p> <p>Policy 4-7.2 Work with the Claremont Unified School District to apply effective traffic management approaches to address congestion in the vicinity of schools and parks.</p>	<p>Under Section 16.200.060 (Fee Exemptions, Waivers, Reductions, and Refunds), fee exemptions for the transit impact fee are outlined, and are not required as a condition for the issuance of a building permit for:</p> <ol style="list-style-type: none">1. Alterations which will result in no additional floor area, and which will not expand or change the use at the site to one that will generate 20 percent or more vehicle trips than the previous or existing use;2. Reconstruction when permits are issued within two years of the destruction of a structure due to fire, vandalism, wind, earthquakes or other natural or manmade disasters and the reconstruction is substantially equivalent to the damaged or destroyed property. (Any reconstruction or portion thereof, which is not substantially equivalent to the damaged or destroyed property shall be deemed to be new construction and shall be subject to the applicable fee.);3. Additions to single-family or multiple-family residential units, or construction of or additions to residential accessory structures. (Note: Transportation impact fees shall be required for new additions or conversions of existing space which result in new dwelling units.);4. Projects of a temporary nature (one year or less) as determined by the Director of Community Development; and5. New public facility improvements constructed by public agencies if doing so will further the implementation of the General Plan as determined by the Director of Community Development.	
Covina	<p>Land Use Element</p> <p>General Land Use</p> <p>Ensure that major land use change proposals, particularly those regarding vacated schools, utility sites, and other institutional surplus properties, carefully consider many factors, including, but not limited to:</p> <ol style="list-style-type: none">a) Land use impacts, on both neighborhood and citywide levels.b) Street capacity, public facilities, and other infrastructure impacts.c) Effects on the local circulation, public transportation, and regional circulation/transportation networks.d) The local economy.e) The provision of services and utilities.f) All relevant environmental and physical constraints and resources.	<p>Municipal code related to transportation relevant to the Plan Area can be found in Chapter 17.64 9Site Plan Review), Section 17.64.150 (Congestion management and transportation demand management (TDM) requirements). The relevant policy to the project is included below:</p> <p>A. Review of Development Impact on Transit Service:</p> <ol style="list-style-type: none">1. For any development project for which an environmental impact report is to be prepared, or because of a local determination, the city shall identify regional and municipal fixed-route transit operators providing service to the project and give them an opportunity to recommend transit-related mitigation measures.2. The city shall send each transit operator a notice of preparation (or, in the case of a local determination, a project description) and a copy of the transit impact review work sheet contained in the most current version of the Los Angeles County congestion management program manual (or a similar form	<p>The City of Covina Bicycle Master Plan (2011) provides a broad vision of actions and strategies to improve conditions for bicycling in the City and the surrounding region. The BMP recommends improvements and policies to increase the bicycling population; increase cyclists’ trip frequency and distance; improve bicyclist, pedestrian and motorist safety; and increase public awareness and support for bicycling.</p>



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	<p>g) Covina’s image and character.</p> <p>h) The quality of life for Covina residents, workers, shoppers, and others.</p> <p>Policy 14: Require that future growth, infill, and revitalization activities be consistent with City-adopted positions, policies, and programs regarding regional planning and growth management matters— such as air quality attainment, recycling, hazardous waste management, trip reduction, congestion management, stormwater runoff, water quality, housing, transportation, and circulation.</p> <p>Policy 15: Monitor land use, traffic, and circulation pressures associated with the Metrolink Commuter Train Station near the downtown and best capitalize on potentially beneficial impacts by adopting strategies such as an “urban village” or livable cities concept, incorporating mixed uses (like residential on top of commercial), sufficient businesses, and attractive and functional public and private improvements.</p> <p>Objective 2: An adequate amount and distribution of and compatibility of adjacent land uses throughout the community.</p> <p>Policy C: Effects on the local circulation, public transportation, and regional transportation networks.</p> <p>Policy I. Ensure that the circulation network and major street widths adequately serve all current and planned residential, commercial, industrial, and institutional uses—or that all future developments not overburden streets and other infrastructure or local services.</p> <p>Objective 5: The provision of sufficient public facilities and services.</p> <p>Circulation Element</p> <p>Policy Area 1: Maintenance and improvement of public rights-of-way and related infrastructure to accommodate future growth.</p> <p>C1-3. Maintain and, where administratively and financially possible, improve the physical condition, structural integrity, design capacity, utilization, appearance, and/or cleanliness of Covina’s public rights-of-way and facilities, including, but not limited to, streets, alleys, sidewalks, medians, landscaping, parking areas, and miscellaneous infrastructure.</p> <p>C1-5. Consider relevant sources, such as the accompanying Technical Appendix, in identifying, approaching, analyzing, and handling street maintenance, improvement, and modification, traffic circulation enhancement, and congestion mitigation.</p> <p>C1-6. Handle needed street and related infrastructure and transportation improvements on a realistic, viable, prioritized, systematic, consistent, and cost-effective basis and, if possible, from the standpoint of benefiting the greatest number of Covina residents and businesses.</p> <p>C1-7 Accommodate, where financially, administratively, and technically feasible, needed street and related Infrastructure and transportation improvements, among other reasons, to minimize traffic conflicts and hazards as well as liability, to improve vehicular and pedestrian safety, to bolster ongoing code enforcement efforts, and to enhance community appearance, image, and character, social economic, and recreational vitality, and overall quality of life.</p> <p>C1-8 Reconcile the need to resolve remaining, major road and infrastructure deficiencies with the need to maintain the maturing community’s aging street and circulation networks.</p>	<p>based on that work sheet). As part of the notice of preparation process, each transit operator may complete and return to the city the transit impact review work sheet, which will contain the operator’s comments on the project’s potential effect on transit service, recommendations for transit service or capital improvements, and recommendations for transit-related mitigation measures that minimize project-generated vehicle trips on the congestion management program network.</p> <p>3. Impacts and mitigation measures identified by the transit operator shall be evaluated in the draft environmental impact report or other environmental review prepared for the project. The mitigation measures adopted shall be monitored through the mitigation monitoring requirements of the California Environmental Quality Act.</p> <p>B. Traffic Impact Analyses.</p> <p>1. The applicant shall complete and provide to the city a congestion management program network traffic impact analysis for any development project that requires an environmental impact report, except as exempted by the Los Angeles County congestion management program and subsection (G) of this section. The city may require a local intra-jurisdictional traffic impact analysis for any development project. The congestion management program network traffic impact analysis shall assess the impact on the congestion management program network of traffic generated by the project. It must use the methodology specified in the most current Los Angeles County congestion management program manual, and must describe costs and measures to mitigate project-generated traffic at points on the congestion management program network where that traffic will have a significant impact. All traffic impact analyses must be approved by the city.</p> <p>2. The city reserves the right to determine the definition of “significant impact” on intersections and roadway segments that are not part of the congestion management program network. The city further reserves the right to establish a more stringent definition of “significant impact” on the congestion management program network than is provided in the guidelines of the most current Los Angeles County congestion management program manual.</p>	



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	<p>C1-12. Ensure, where applicable, that private as well as public parking, drive-through, and drop-off/pick-up ingress/egress locations off of public rights-of-way provide for sufficient access, circulation, maneuverability, visibility, and safety as well as separation from any residential or other sensitive adjacent uses and that all on-site parking facilities adequately serve their accompanying uses and are designed to facilitate safe, functionable, and viable circulation and maneuverability.</p> <p>C1-23. Continue encouraging, where administratively and financially feasible, public transportation- and pedestrian accommodating enhancements to the infrastructure, including, but not limited to, bus pads and sidewalks and wheelchair ramps.</p> <p>Policy Area 2: Public transit and transportation programs.</p> <p>C2-4. Where appropriate consider infrastructure and related enhancements to facilitate downtown pedestrian circulation, taking into account safety, lighting, pleasantness, adequacy, and accessibility for the disabled.</p> <p>C2-5. In analyzing and/or considering any changes to Citrus Avenue or other streets in the downtown, balance traffic and circulation matters with business and economic development needs and follow all applicable provisions of other Policy Areas of this Circulation Element, particularly Policy Area 1.</p> <p>C2-6. Continue accommodating, where appropriate, vibrant, quality, and pedestrian-oriented retail activities in the Downtown to bolster district vitality, economic development, and revitalization but without overburdening parking, traffic, and circulation.</p> <p>C2-7. Consider accommodating appropriate mixed uses in and around the downtown, via “urban village” or livable cities concepts, as a means for, among other benefits maximizing the efficiency and attractiveness of transit usage, reducing vehicle trips, and encouraging and facilitating pedestrian circulation.</p> <p>Policy Area 5: General circulation and infrastructure matters.</p> <p>C5-4. Reconcile the community’s traffic, transportation, accessibility, circulation, parking, and overall infrastructure situations, needs, and desires with corresponding regional issues and concerns, to the greatest degree feasible.</p> <p>C5-13. Continue accommodating pedestrian circulation, to the greatest degree possible, in terms of adequately-sized, conveniently located, safe, functional, unobstructed, and disable accessible major- and small-street public sidewalks, public crosswalks, private walkways and access routes, private walkways/access route linkages to public sidewalks and sufficient connections between public sidewalks and crosswalks.</p> <p>C5-16. Work with Los Angeles County, to the greatest extent possible, to promote the preservation and maintenance of the equestrian and hiking trail, which meanders through the Covina Hills area, and direct linkages thereto.</p> <p>C5-17. Ensure that future development- and public works-generated traffic, accessibility, and recreational activities preserve the appearance, integrity, and full functionality of the unchanneled portions of Walnut Creek and appurtenant equestrian/hiking trail in Covina Hills as well as the Charter Oak Wash through Wingate Park.</p> <p>C5-26. Attempt to work with other City departments/divisions to best approach and handle various circulation- and transportation-related proposals, issues, and problems.</p>		



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	<p>C5-30. Maintain departments/divisions to carry out the Circulation Element’s various circulation, transportation-, and infrastructure-related responsibilities and obligations.</p> <p>Policy Area 6: Funding</p> <p>C6-7. Continue utilizing the City Capital Improvement Program and related processes as the framework for planning/scheduling Circulation Element-related infrastructure.</p> <p>Open Space Lands</p> <p>Policy Area 1. Retention, Development, and Enhancement of Park and Recreational Facilities</p> <p>O1-R. Regard improving and expanding the City’s park system as a higher priority than enhancing the (policy area 3 discussed) bicycle ways and equestrian/hiking trails.</p> <p>O1-S. Consider the Covina Park System Master Plan as a viable framework for identifying, addressing, and resolving needed improvements to specific parks, pertaining to matters including, but not limited to, parking and walkways, picnic facilities, benches, playgrounds, and ball fields as well as major systemwide deficiencies in capital facilities, such as the lack of a major youth center and a gymnasium.</p> <p>Policy Area 3: Trail Facilities</p> <p>a. Continue to support, encourage the utilization of, and, where deemed reasonable by appropriate analyses or studies, expand and improve the City’s limited network of bicycle ways for recreational as well as functional purposes to link local and regional recreational areas and other major points of interest.</p> <p>b. Support County efforts to preserve, provide for, and, where appropriate, expand and improve local- and regional-oriented equestrian/hiking trails and reasonable linkages thereto that run through southeastern Covina, notably the Peter F. Scharabum or Walnut Creek Trail that generally abuts Walnut Creek, for both recreational and leisure activities.</p> <p>c. Because of their greater usage and simpler development, regard improving and expanding the network of bicycle ways as a higher priority than enhancing the equestrian/hiking trails.</p> <p>d. Consider using the improved flood control channels for active recreational purposes, such as trails or exercise courses, if feasible.</p> <p>e. Monitor the trail plans of the State and County for any changes relating to linkages to Covina trails or recreational facilities.</p> <p>f. Consider to coordinate bikeway improvements and enhancements with adjoining jurisdictions.</p> <p>g. Provide commercial and major employment areas that are conducive to bicycle and pedestrian circulation, to the greatest extent feasible.</p> <p>k. Observe the requirements imposed by the California Environmental Quality Act (CEQA) when undertaking the development or acquisition of new and the improvement or redevelopment of existing parks and open space lands to address all applicable potential impacts, such as land use, circulation, noise, and aesthetics.</p> <p>n. Ensure that all new and modified bicycle ways, equestrian/hiking trails, and related facilities plus appurtenant amenities and entry points conform to all applicable design and access requirements and standards.</p>		



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>o. Seek the maximum community input feasible in locating, conceptualizing, and designing new and enhanced park and recreational facilities.</p>		
El Monte	<p>Circulation Element</p> <p>Goal C-1: A regional freeway, rail, and airport transportation system that meets the needs of business, facilitates efficient movement of goods, and minimizes adverse effects on El Monte’s residential neighborhoods.</p> <p>Goal C-2: Provide and maintain an efficient system that supports multimodal transportation, serving all parts of El Monte.</p> <p>Policy C-2.1: Balance the Roadway System and Land Uses. Provide a safe and efficient street system to support the City’s mobility goals for all transportation modes and the General Plan goals.</p> <p>Goal C-3: A well-managed traffic management system that maximizes the operational efficiency of existing roadways, encourages a balance of transportation modes, and improves the safety and livability of neighborhoods.</p> <p>Policy C-3.4: Safe Routes to Schools. Work with school districts to identify safe routes to all schools, enabling better school access by cyclists and pedestrians. Support safe drop-off and pick-up zones around schools during the morning and afternoon peak hours.</p> <p>Goal C-5: A connected, balanced, and integrated system of walking, biking, and equestrian paths and trails that is accessible and safe and connect to homes, residences, parks, and other community destinations.</p> <p>Policy C-5.1: Citywide Bicycle Network. Develop and maintain a citywide and diversified network of bicycle paths, lanes, and streets that connect to neighborhoods, park and recreational amenities, schools, activity centers, and the Emerald Necklace. Policy C-5.2: Regional Coordination. Coordinate development of the City’s bike network with adjacent jurisdictions, LACMTA (and its Bicycle Transportation Strategic Plan), Los Angeles County, and the Emerald Necklace, to maximize system connectivity.</p> <p>Policy C-5.3: Bicycle Hubs. Establish bike hubs in the community (centralized locations with convenient bike parking for trip destinations or transfer to other transportation modes) at key transit nodes or commercial nodes.</p> <p>Policy C-5.4: Bicycle Amenities. Provide bicycle amenities throughout the City, including items such as bike racks, bike lockers, and traffic signal crossing buttons for bicyclists.</p> <p>Policy C-5.5: Citywide Pedestrian Network. Establish a citywide network of sidewalks, trails, and paths that connects neighborhoods, schools, open space, and major destinations, where feasible. Coordinate provision of the pedestrian network with adjacent jurisdictions.</p> <p>Policy C-5.6: Pedestrian Amenities. Provide amenities along pedestrian routes, such as well-maintained and landscaped sidewalks, tree shade cover, benches, pedestrian phases at signalized intersections, and midblock signalized or well-signed pedestrian crosswalks.</p> <p>Goal C-6: Integration of circulation and land use development policies and practices that support walking, bicycling, and use of transit through a variety of supportive land use development and urban design measures.</p> <p>Policy C-6.1: Transportation Demand Management. Encourage a reduction of vehicle miles, a reduction of the total number of daily peak hour vehicular trips, an increase</p>	<p>No ordinances related to transportation relevant to the Plan Area were identified.</p>	<p>El Monte is one of 5 cities included in the San Gabriel Valley Regional Bicycle Master Plan. The plan is explored in Section 3.17.2.2.7.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>the vehicle occupancy rate, and better utilization of the circulation system through TDM.</p> <p>Policy C-6.2: New and Substantially Rehabilitated Development. Require new development to provide amenities for transit, bicyclists, and pedestrians and to provide connections to the bicycle and pedestrian networks where appropriate.</p> <p>Policy C-6.3: Parking Districts. Encourage parking districts in the downtown, Flair Park, and other appropriate areas to enable the efficient and cost-effective provision and use of parking, including the possible construction of parking structures.</p> <p>Policy C-6.4: Parking Supply. Require residential, commercial, industrial, and other land uses in the community to provide adequate onsite parking for their respective uses; allow for joint-use parking provided the parking needs of individual uses are satisfied.</p> <p>Policy C-6.5: Land Use Strategies. Encourage the focusing of residential development densities and nonresidential building intensities within transit-oriented districts, along transit corridors, and near transit hubs and transit stations.</p> <p>Policy C-6.6: Project Mitigation. Require appropriate mitigation measures to be implemented by projects that have a significant or potentially significant impact on the transportation network.</p>		
Glendora	<p>Circulation Element</p> <p>Traffic Safety</p> <p>Goal CIR-1 Safety for motorists and pedestrians on local roadways.</p> <p>Policies CIR-1.1 Determine appropriate design of local roadway system considering all potential users including automobile, bicycle, and pedestrian users.</p> <p>Local Coordination of Land Use and Circulation Planning</p> <p>Goal CIR-2 Coordinated transportation and land use planning.</p> <p>CIR-2.1 Ensure transportation planning is fully evaluated in the context of future land use planning decisions.</p> <p>CIR-2.2 Ensure that the evaluation of potential transportation impacts is an integral component of all land use decisions.</p> <p>CIR-2.3 Encourage the sharing of land use and transportation data between the City and adjacent jurisdictions to ensure transportation impacts are properly mitigated.</p> <p>Goal CIR-5 Appropriate coordination of transportation planning with adjacent jurisdictions.</p> <p>Policy CIR-5.1 Coordinate local and regional circulation planning with County Congestion Management Plan.</p> <p>CIR-5.2 Continue to stay involved and aware of local jurisdiction developments (e.g., Monrovia Nursery in Azusa).</p> <p>CIR-5.4 Except where required to support emergency access, no public or private streets shall connect to the planning areas of adjoining communities.</p> <p>Regional Coordination</p> <p>Goal CIR-7 Improved access to alternative modes of transportation.</p> <p>Policies CIR-7.1 Explore funding for alternative transportation.</p> <p>CIR-7.2 Enhance alternative transportation services (mini-bus, seniors and private shuttle franchise service).</p>	<p>Municipal code related to transportation relevant to the Plan Area can be found in Chapter 21.03 (General Regulations), Section 21.03.070 (Trip reduction and travel demand management). Title 21, Sections 21.08-21.14 identifies specific measures for each of the seven specific zoning plans (The Village on the Green, the Glendora Commercial, Route 66 Corridor, Diamond Ridge, William Lyon Homes Abboleta, Monrovia, and Arrow Highway Specific Plans) for increasing pedestrian activity and connecting "nodes" of travel to future transit areas, including circulation plans.</p> <p>Under Section 21.03.070 (Trip reduction and travel demand management), The purpose of this section is to promote the efficient use of existing and planned transportation infrastructure, maintain or improve traffic levels of service, lower motor vehicle emissions, minimize the number of peak vehicle trips generated by development, promote the use of alternative transportation, improve air quality and participate in regional and national efforts to improve travel demand management.</p> <p>(B). Review of Transit Impacts. Prior to approval of any applicable development for which an environmental impact report (EIR) will be prepared pursuant to the requirements of the California Environmental Quality Act (CEQA), regional and local fixed-route transit operators providing service to the project shall be identified and consulted in accordance with CEQA. Projects for which a notice of preparation (NOP) for a draft EIR has been circulated pursuant to the provisions of CEQA prior to the effective date of the ordinance codified in this chapter shall be exempted from its provisions.</p> <p>The "Transit Impact Review Worksheet" contained in the Los Angeles County Congestion Management Program Manual, or similar worksheets, shall be used in assessing impacts. Pursuant to the provisions of CEQA, transit operators shall be sent an NOP for all contemplated EIRs and shall, as part of the NOP process, be given opportunity to comment on the impacts of the project, to identify recommend transit service or capital improvements that may be required as a result of the project, and to recommend mitigation measures that minimize automobile trips on the CMP network. Impacts and recommended mitigation measures identified by the transit operator shall</p>	<p>No additional applicable ordinances were identified.</p>



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	<p>CIR-7.3 Initiate a citywide campaign to promote for carpooling/park-n-ride.</p> <p>CIR-7.4 Create and implement a masterplan(s) for pedestrians, trails and bikeways.</p> <p>CIR-7.5 Ensure adequate pedestrian/ bike amenities at key destinations such as the Village, the Marketplace and other retail service areas such as along Route 66.</p> <p>Goal CIR-8 Controlled utility and infrastructure access between Glendora and adjoining jurisdictions.</p> <p>Policies Infrastructure for new development shall be limited to the service of properties within the City’s planning area.</p> <p>Program 1. The City shall prohibit City-controlled infrastructure connections through its development approval process and public works contract bidding process.</p> <p>Land Use Element</p> <p>Goal LU-16: Expanded access to community gathering places.</p> <p>LU-16.3 Establish more accessibility with the South Hills and Wilderness Park through the provision of pedestrian and bike linkages.</p> <p>LU-20.5 Encourage the development of pedestrian-friendly development through properly scaled design and amenities.</p>	<p>be evaluated in the Draft EIR prepared for the project. Related mitigation measures adopted shall be monitored through the mitigation monitoring requirements of CEQA.</p> <p>Applicable development that is phased subject to a development agreement or that requires subsequent approval need not repeat this process as long as no significant changes are made to the project. It shall remain the discretion of the lead agency to determine when a project is substantially the same and therefore covered by a previously certified EIR.</p>	
Industry	<p>Circulation Element</p> <p>Goal C1: C1 A transportation system that supports the Vision and planned land uses while maintaining the desired level of service.</p> <p>Policy C1-1 Roadways in the City of Industry will:</p> <ul style="list-style-type: none">• Comply with federal, state, and local design and safety standards• Meet the needs of multiple transportation modes and users• Reflect the context and desired character of the surrounding land uses• Be maintained in accordance with best practices and City standards <p>Goal C2: Safe and efficient circulation systems for automobiles, trucks, transit vehicles, bicycles, and pedestrians.</p> <p>Policy C2-1 Maintain a multimodal system of sidewalks and trails that connect businesses, schools, and other key destination points.</p> <p>Policy C2-2 Provide and designate multipurpose sidewalks and trails for bicycle travel.</p> <p>Policy C2-3 Upgrade roadways as necessary to the required street section standards through the development review process or as public funding permits.</p> <p>Policy C2-4 Explore opportunities to expand the pedestrian and bicycle networks. This includes consideration of utility easements, drainage corridors, road rights-of-way, and other potential options.</p> <p>Policy C2-5 Encourage and facilitate the use of public transportation to reduce emissions associated with the use of automobiles.</p> <p>Goal</p> <p>C3 Safe and efficient regional transportation facilities that accommodate regional travel demands.</p> <p>Policy C3-1 Encourage the use of ride sharing and public transit for persons employed in the City to reduce traffic congestion and the need for off-street parking in the City.</p>	<p>Municipal code related to transportation relevant to the Plan Area can be found in Chapter 17.68 (Congestion Management Program), Section 17.68.020 (Review of transit impacts).</p> <p>Under Section 17.68.020, (Review of transit impacts), requirements for development are provided:</p> <p>A. Prior to approval of any development project for which an environmental impact report ("EIR") will be prepared pursuant to the requirements of the California Environmental Quality Act ("CEQA") or based on a local determination, regional and municipal fixed-route transit operators providing service to the project shall be identified and consulted with. Projects for which a notice of preparation ("NOP") for a draft EIR has been circulated pursuant to the provisions of CEQA prior to the effective date of the ordinance codified in this chapter shall be exempted from its provisions.</p> <p>B. The "transit impact review worksheet", contained in the Los Angeles County congestion management program manual, or similar worksheets, shall be used in assessing impacts. Pursuant to the provisions of CEQA, transit operators shall be sent a NOP for all contemplated EIRs and shall, as part of the NOP process, be given opportunity to comment on the impacts of the project, to identify recommended transit service or capital improvements which may be required as a result of the project, and to recommend mitigation measures which minimize automobile trips on the CMP network.</p> <p>C. Impacts and recommended mitigation measures identified by the transit operator shall be evaluated in the draft environmental impact report prepared for the project. Related mitigation measures adopted shall be monitored through the mitigation monitoring requirements of CEQA.</p> <p>D. Phased development projects, development projects subject to a development agreement, or development projects requiring subsequent approvals, need not repeat this process as long as no significant changes are made to the project. It shall remain</p>	<p>City of Industry Transportation Study Guidelines:</p> <p>An applicant seeking project approval will submit the proposed project to the City with a planning and land use application. After a preliminary review of the project by City Staff, the applicant will be notified by the project planner as to whether or not a TS is required. The TS should consider changes in both Level of Service (LOS) and VMT.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy C3-2 Help identify and implement feasible solutions to long-term regional transportation problems.</p> <p>Policy C3-3 Coordinate with the railroads, Caltrans, SCAG, Metro, ACE, and other transportation agencies when necessary to design, fund, and complete regional projects.</p> <p>Policy C3-4 Work with Caltrans, the Metro, and surrounding jurisdictions to implement the RTP, Master Plan of Arterial Highways, and CMP.</p>	<p>the discretion of the lead agency to determine when a project is substantially the same and therefore covered by a previously certified EIR.</p>	
Irwindale	<p>Infrastructure Element</p> <p>Issue Area – Traffic and Circulation. The City of Irwindale will strive to improve safe and efficient circulation in the City.</p> <p>Policy 5. The City of Irwindale will continue to support the development an expansion of the region’s public and mass transit system.</p>	<p>Municipal code related to transportation relevant to the Plan Area can be found in Chapter 17.66 (Trip Reduction and Travel Demand Measures), Section 17.66.020 – (Review of transit impacts), and Section 17.66.030 – (Transportation demand and trip reduction measures).</p> <p>Under Section 17.66.020 – (Review of transit impacts), the applicability requirements for projects are described:</p> <p>A. Prior to approval of any development project for which an environmental impact report (EIR) will be prepared pursuant to or based on a local determination, regional and municipal fixed-route transit operators providing service to the project shall be identified and consulted with. Projects for which a notice of preparation (NOP) for a draft EIR has been circulated pursuant to the provisions of CEQA prior to the effective date of the ordinance codified in this chapter shall be exempted from its provisions. The transit impact review worksheet, contained in the Los Angeles County congestion Management Program manual, or similar worksheets, shall be used in assessing impacts. Pursuant to the provisions of CEQA, transit operators shall be sent an NOP for all contemplated EIRs and shall, as part of the NOP process, be given the opportunity to comment on the impacts of the project, to identify recommended transit service or capital improvements which may be required as a result of the project, and to recommend mitigation measures which minimize automobile trips on the CMP network. Impacts and recommended mitigation measures identified by the transit operator shall be evaluated in the draft environmental report prepared for the project. Related mitigation measures adopted shall be monitored through the mitigation monitoring requirements of CEQA.</p> <p>B. Phased development projects, development projects subject to a development agreement or development projects requiring subsequent approvals need not repeat this process as long as no significant changes are made in the project. It shall remain the discretion of the lead agency to determine when a project is substantially the same and therefore covered by a previously certified EIR.</p> <p>Under Section 17.66.030 – (Transportation demand and trip reduction measures), applicability of requirements for projects that fall under section 17.66.020 above are provided below.</p> <p>1. Prior to approval of any development project, the applicant shall make provision for, at a minimum, all of the following applicable transportation demand management and trip reduction measures.</p> <p>2.This chapter shall not apply to projects for which a development application has been deemed complete by the city pursuant to California Government Code Section 65943, or for which a notice of preparation for a DEIR has been circulated or for which</p>	<p>The Irwindale Active Transportation Plan (2021) will guide the development of pedestrian and bicycle infrastructure and programs in the City of Irwindale. The Plan ultimately supports and implements a fully integrated network accommodating all transportation modes, with a specific focus on improving pedestrian connections to key destinations citywide. From its policies and project recommendations to its implementation program, the Active Transportation Plan seeks to make walking and bicycling in the City of Irwindale safe, pleasant, and convenient for people of all ages and abilities.</p>



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		<p>an application for a building permit has been received, prior to the effective date of the ordinance codified in this chapter.</p> <p>3.All facilities and improvements constructed or otherwise required shall be maintained in a state of good repair.</p> <p>Development standards under this chapter provide thresholds for Nonresidential development of twenty-five thousand square feet square feet and Nonresidential development of fifty thousand square feet or more shall comply with subsection (B)(1) of this section.</p>	
La Puente	<p>Circulation and Infrastructure Element</p> <p>Goal 1: A safe and efficient regional circulation system that benefits residents and businesses, and integrates with the larger San Gabriel Valley transportation network.</p> <p>Policy 1.1: TO the extent feasible, maintain traffic flows at non-residential, signalized intersections at Level of Service D, and maintain Level of Service E during peak rush hours.</p> <p>Policy:</p> <p>Goal 2: A safe and efficient local street system that is attractive and meets the needs of the community.</p> <p>Policy 2.1: To the extent feasible, maintain traffic flows at residential signalized intersections at Level of Service C, and maintain Level of Service D during peak rush hours.</p> <p>Policy 2.5: Use traffic-calming measures and devices (e.g. sidewalks, speed humps, and signals) that create safe routes through neighborhoods for pedestrians.</p> <p>Goal 3: Diverse alternative modes of transportation that are safe, efficient for commuters, responsive, and available to persons of all income levels and disabilities.</p> <p>Policy 3.5 Maintain a citywide bicycle route and maintenance plan that promotes efficient and safe bikeways integrated with regional bicycle systems.</p> <p>Community Development Element</p> <p>Goal 5: Safe and attractive neighborhoods providing a range of quality housing, parks, community services, and public facilities.</p> <p>Policy 5.5: Pursue the creation of additional pocket parks through lot consolidation, recycling of underutilized parcels, and City financial assistance as available.</p>	<p>No ordinances related to transportation relevant to the Plan Area were identified.</p>	<p>La Puente Safe Routes to School Plan (City of La Puente 2023). Goals from this plan cover routing for 16 schools within the City.</p> <ol style="list-style-type: none">1. Encourage and promote students to walk, bike, or roll to school.2. Decrease the City’s high levels of obesity and diabetes.3. Identify safe and accessible paths from home to school for both school-age students and parents.4. Provide connectivity to transit facilities, points of interest, and parks within the school enrollment areas and citywide.5. Ensure that community stakeholders and city leaders understand the Safe Routes to School Plan process and results.6. Develop well-vetted and supported project recommendations through meaningful public engagement.7. Make the City highly-competitive for future grants and other funding opportunities.
La Verne	<p>Transportation and Circulation Element</p> <p>Traffic Safety</p> <p>Goal 3: Protect our neighborhoods from traffic dangers.</p> <p>3.1: Increase traffic safety.</p> <p>3.2: Decrease traffic noise, volumes, speed, and congestion.</p> <p>Goal 5: Develop a safe transportation & circulation system.</p> <p>Policy 5.1: Provide optimal street use and access.</p> <p>Pedestrian and Bicycle Connectivity</p> <p>Goal 7: Create a comprehensive network of pedestrian, equestrian & bicycle paths.</p> <p>Policy 7.1: Improve and connect our paths and trails.</p> <p>Goal 10: Improve & maintain our circulation system.</p>	<p>Municipal code related to transportation relevant to the Plan area can be found in Chapter 18.65 O Official Zone, Section 18.56.040 (Master plan—Minimum requirements), and Chapter 18.74 (Transportation Demand Management and Trip Reduction Measures, Section 18.74.040 (Transportation demand and trip reduction measures).</p> <p>Under Section 18.56.040 (Master plan—Minimum requirements), requirements for master plans are as follows: Master plans shall contain at a minimum a conceptual site plan. The site plan shall indicate locations, orientation, size, height and use of existing and proposed structures; historic, cultural, or environmental resources on the site; parking layout; auto, pedestrian and bicycle circulation; access to public transit, carpool and vanpool facilities; trail connections; points of ingress and egress and</p>	<p>The City of La Verne Local Roadway Safety Plan (LRSP) (2023) identifies and analyzes traffic safety concerns and recommends safety improvements. The preparation of an LRSP relies on local agency partnerships and stakeholder collaboration, and results in a community-supported, prioritized list of improvements and actions that demonstrate defined needs and solutions to local roadway safety challenges. Local Roadway Safety Plans scale down to the local level the goals and approach of the federally mandated State Highway Safety Plan (SHSP).</p> <p>City of La Verne Active Transportation Plan (2021). The ATP establishes the City’s vision and comprehensive approach to improving walking and biking in La Verne. The ATP provides an action plan for goals, improvement projects, and programs intended to encourage walking, biking and rolling throughout La Verne. The ATP’s purpose is to understand existing facilities, assess active transportation needs, establish goals,</p>



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	<p>Resource Management</p> <p>Goal 5: Improve Our Air Quality</p> <p>Policy OSP-5.1: Reduce vehicular air pollution.</p>	<p>connections to surrounding street system; landscaped and natural areas; play areas; plazas; buffer or transition zones and other land development features.</p>	<p>actions, and performance measures, identify an implementation plan, and identify funding opportunities to augment local funds. The ATP identifies four overarching goals for the City, with proposed actions to address each goal. The ATP goals are:</p> <ol style="list-style-type: none">1. Accessibility: Provide Safe, direct, and comfortable routes for all people walking, biking, and rolling.2. Safety: Improve safety for people walking, biking, and rolling.3. Support: Create a welcoming and friendly environment for walkers and bikers in La Verne that encourages more people to choose to walk or bike.4. Encouragement: Support a culture of active transportation that creates more visibility and awareness of walkers and bikers.
Monrovia	<p>Circulation Element</p> <p>Goal 2: Provide a system of streets and alleys that meets the needs of current and future residents, local and commuter traffic demands and ensures the safe and efficient movement of vehicles, people and goods throughout the City. Improve streets and alleys to their full design standards.</p> <p>Policy 2:7: Seek to maintain at least LOS E during peak hours at intersections, except at locations where LOS F currently exists.</p> <p>Goal 3: Reduce the number of street accidents and maintain adequate traffic safety in the entire circulation system.</p> <p>Policy 3.1: Pursue the “3 E’s” (engineering, education, and enforcement) approach to improving traffic safety in the City. Engineering strategies typically consist of physical measures to control speeds or improve safety. Education strategies provide drivers, pedestrians, and cyclists with information on the most appropriate ways to share the roads. Enforcement strategies include observance of speed limits, traffic signals and stop signs and other violations, such as failing to yield to pedestrians.</p> <p>Policy 3.2: Provide for safe operations of rail service, motorized traffic, pedestrians, bicycles and other modes by adhering to state and national standards and uniform practices.</p> <p>Policy 3:6: Provide continuity to the sidewalk system, including wheelchair ramps, when new development occurs, to minimize pedestrian/vehicle conflicts. Policy 3:7: Expand bicycle routes where opportunities arise and demand warrants to minimize conflicts between cyclists and motorists.</p> <p>Goal 4: Support the use of the public transportation, including light rail transit, to provide mobility to all City residents and encourage use of public transportation as an alternative to automobile travel.</p> <p>Pedestrian and Bicycle Facilities</p> <p>Goal 6: Protect and encourage non-motorized transportation such as bicycle and pedestrian travel.</p> <p>Policy 6:2: Develop a Citywide Pedestrian Master Plan and a Bicycle Master Plan. These may include preparing Geographic Information System-based inventories of existing pedestrian and bicycle facilities within the City and at its perimeter (including all handicapped-accessible ramps, marked crosswalks, paved sidewalks and bicycle facilities) and key activity generators and locations (such as schools, retail districts, parks, public buildings, downtown, higher density areas, and transit corridors), identifying existing gaps or other deficiencies, developing and prioritizing necessary improvements, and identifying funding sources to implement those improvements.</p>	<p>Municipal code related to transportation relevant to the Plan Area can be found in Chapter 17.24 (Parking), Section 17.24.170 (Transportation Demand Management).</p> <p>Under Section 17.24.170, the purpose is to provide trip reduction and travel demand measures in conformance with the adopted congestion management program for Los Angeles County as required by the State of California, and provided below:</p> <p>(C) Review of transit impacts. Prior to approval of any development project for which an environmental impact report (EIR) will be prepared pursuant to the requirements of the California Environmental Quality Act (CEQA) or based on a local determination, regional and municipal fixed-route transit operators providing service to the project shall be identified and consulted with. Projects for which a notice of preparation (NOP) for a draft EIR has been circulated pursuant to the provisions of CEQA prior to the effective date of this chapter shall be exempted from its provisions. The “Transit Impact Review Worksheet,” contained in the Los Angeles County Congestion Management Program Manual, or similar worksheets, shall be used in assessing impacts. Pursuant to the provisions of CEQA, transit operators shall be sent an NOP for all contemplated EIRs and shall, as part of the NOP process, be given opportunity to comment on the impacts of the project to identify recommended transit service or capital improvements which may be required as a result of the project, and to recommend mitigation measures which minimize automobile trips on the CMP network. Impacts and recommended mitigation measures identified by the transit operator shall be evaluated in the draft environmental impact report prepared for the project. Related mitigation measures adopted shall be monitored through the mitigation monitoring requirements of CEQA. Phased development projects, development projects subject to a development agreement, or development projects requiring subsequent approvals, need not repeat this process as long as no significant changes are made to the project. It shall remain the discretion of the lead agency to determine when a project is substantially the same and therefore covered by a previously certified EIR.</p>	<p>City of Monrovia Bicycle Master Plan (City 2018). The City’s Bicycle Master Plan is intended to serve as a framework for potential infrastructure improvements, programming opportunities, and policies that can be pursued in Monrovia related to bicycling as an alternative method of transportation. The Plan provides a number of recommendations related to infrastructure and programming that support the Plan’s overall goals of Mobility, Design, Safety, and Programming.</p>



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	<p>Policy 6:3: Maintain existing pedestrian facilities (sidewalks and trails) and encourage new development to provide pedestrian routes to adjacent developments. Respond in a timely manner to citizen requests regarding maintenance concerns on all public pedestrian facilities.</p> <p>Policy 6:4: Continue to improve the accessibility of pedestrian facilities to the elderly and disabled, through such measures as construction of wheelchair ramps.</p> <p>Policy 6:5: Encourage the provision of an accessible and secure area for bicycle storage at all new and existing developments.</p> <p>Policy 6:6: Encourage provision of bicycle racks or storage facilities at public gathering places.</p> <p>Policy 6:7: Maintain established bicycle facilities within the City according to established design standards. Review the signage on the existing bikeways and install additional signage as appropriate. Respond in a timely manner to citizen requests regarding maintenance concerns on all bicycle facilities.</p> <p>Policy 6:8: Require new developments to provide adequate pedestrian paths on adjacent streets, including wheelchair ramps, and through the development projects, where determined to be appropriate.</p> <p>Policy 6:9: Continue installation of facilities accessible for disabled persons and link public facilities and commercial areas to residential neighborhoods. The use of audible warning devices at intersections along these routes should be considered.</p> <p>Policy 6:10: Periodically review the established Safe Routes to School programs in cooperation with the Monrovia Unified School District. These programs educate students, parents and other residents on the benefits of walking and bicycling for school travel. Consider partnering with school officials to seek available State funding to develop and implement programs to promote bicycle safety education and the benefits of bicycle transportation.</p> <p>Hillside Streets</p> <p>Goal 7: Develop and maintain a safe and efficient system of hillside streets and bike trails for movement of vehicles, people and goods.</p> <p>Policy 7:1: Strictly follow hillside guidelines for new developments in hillside areas and design hillside streets to Hillside standards and specifications for circulation and street development.</p> <p>Policy 7:2: Improve and maintain existing pedestrian trails along Sawpit Wash and Santa Anita Wash.</p> <p>Policy 7:3: Provide adequate lateral circulation within hillside developments so that access can be obtained from more than one street.</p>		
Montebello	<p>Our Accessible Community Chapter</p> <p>Active Transportation Modes</p> <p>Policy 4.1. Support and promote walking, biking, and other nonvehicular modes as an alternative to driving within Montebello.</p> <p>Action 4.1e Improve access to the Rio Hondo River Trail by opening additional access points and positioning wayfinding between the trail and key destinations in Montebello.</p> <p>Action 4.1g Enhance the pedestrian and bicycle experience in the Downtown Montebello Specific Plan area and other key destinations through amenities such as</p>	No ordinances related to transportation relevant to the Plan Area were identified.	The City of Montebello Bike Master Plan is currently being drafted (as of March 2024).



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>wide sidewalks, low-stress bikeways, landscaping, pedestrian-oriented lighting, high-visibility crosswalks, and other improvements.</p> <p>Public Transit and Rideshare</p> <p>Policy 4.3: Foster multimodal accessibility between transit services and destinations within the city.</p> <p>Action 4.3a Improve walking and bicycling access to the existing Metrolink Montebello/Commerce Station and the future Gold Line Greenwood Station.</p> <p>Good Movements Network</p> <p>Policy 4.5: Provide a network of complete streets that are safe and accessible for all transportation modes and users, including those with impaired mobility, with a system of multimodal and context-appropriate roadways that support a shift to alternative travel modes and a reduction in VMT.</p> <p>Policy A4.5b: Utilize a Complete Streets approach that acknowledges all users when improving existing transportation facilities or designing new transportation facilities in the city.</p> <p>Action 4.5c Adopt and implement updated roadway classifications that reflect the various multimodal needs and land use contexts in different areas of the city including the downtown area.</p> <p>Action 4.5g: Ensure that roadway designs safely accommodate goods movement in the City’s industrial areas.</p> <p>Action 4.5h: Develop a citywide roadway network that ensures funds and improvements are distributed equitably among the City’s different neighborhoods.</p> <p>Policy 4.6: Balance local and regional vehicular throughput needs, as well as their effects on other modes of travel.</p> <p>Action 4.6d: As appropriate, establish flexible vehicular operational standards along facilities that serve mixed-uses and are key to bicycle and pedestrian connectivity, such as within the Downtown Montebello Specific Plan area.</p> <p>Action 4.6e: Monitor residential streets and implement traffic calming as needed to discourage cut-through traffic, developing strategies in conjunction with the neighborhood at large.</p> <p>Action 4.6f: Reclassify roadways under the City’s functional classification so that they better complement their surrounding land use context and provide the street space to better serve future bicyclists, pedestrians, and transit users.</p> <p>Policy 4.7: Prioritize the safety of all modes and users when designing and developing the citywide transportation network.</p> <p>Action 4.7b: Explore opportunities to provide grade-separated bicycle and pedestrian crossings at locations where railroad tracks serve as a barrier to direct walking and bicycling connectivity, such as residential streets cut off by railroad tracks.</p> <p>Action 4.5h: Monitor and implement improvements as needed for safe walking and bicycling access to schools.</p> <p>Action 4.5i: Utilize educational strategies to improve awareness of safe walking, biking, and driving habits.</p>		



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	<p>Policy 4.7: Prioritize the safety of all modes and users when designing and developing the citywide transportation network.</p> <p>Action 4.7f: Require new developments to prepare emergency evacuation plans as appropriate.</p> <p>Action 4.7g: Ensure that the City’s citywide circulation network maintains emergency response access, including along key north-south and east-west corridors.</p> <p>Action 4.5h: Monitor and implement improvements as needed for safe walking and bicycling access to schools.</p> <p>Action 4.7i: Utilize educational strategies to improve awareness of safe walking, biking, and driving habits.</p> <p>Policy 4.8: Ensure the City’s transportation network and planning efforts incorporate new transportation technologies while also preparing for the needs of potential future technologies and modes.</p> <p>Action 4.8a: Incorporate micromobility services such as bicycle- and scooter-share into first/last mile improvements.</p> <p>Action 4.8d: Design future parking structures in a flexible manner that allows conversion to other uses in the future.</p> <p>Our Healthy Community Element</p> <p>Policy 5.1: Create and enhance equitable access to spaces that will foster positive interactions and encourage healthy lifestyles.</p> <p>Policy 5.2: Create a multimodal transportation system that encourages active living and healthy lifestyles in all areas of the City across a broad spectrum of ages, interests, and abilities.</p> <p>Action 5.2b: Use the City’s website, newsletter, and social media accounts to promote walking and bicycling including promoting active transportation to events and maintaining a public user-friendly map-based inventory of bike routes and parking facilities.</p> <p>Our Safe Community</p> <p>Policy 6.3: Prevent bicycle and pedestrian accidents.</p> <p>Action 6.3a: Design local streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, bicycles, and pedestrians.</p>		
Pasadena	<p>Mobility Element</p> <p>Objective 1: Enhance Livability. Guidelines for greater community health and safety, including:</p> <p>Streets that reflect neighborhood character Neighborhood Protection Measures</p> <p>Policy 1.1: Encourage connectivity and accessibility to a mix of land uses that meet residents' daily needs within walking distance.</p> <p>Policy 1.2: Promote greater linkages between land uses and transit, as well as non-vehicular modes of transportation to reduce vehicular trip related emissions.</p>	No ordinances related to transportation relevant to the Plan Area were identified.	The City of Pasadena Bicycle Transportation Action Plan (2011) provides details for a network of bikeways so that every neighborhood is within 1/4 mile of an effective bicycling route in the north-south and east-west directions. The plan outlines educational, engagement, enforcement, and evaluation strategies designed to increase bicyclist safety by educating both bicyclists and motorists. Finally, the plan outlines strategies for funding the program.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 1.3: Recognize the distinctive transportation needs of the community and deliver appropriate transportation services developed through public outreach programs.</p> <p>Policy 1.4: Develop system management strategies that elevate accessibility, livability and a healthy community.</p> <p>Policy 1.5: Consider the mobility needs of the disabled, students and especially seniors, when designing new infrastructure and developing transportation programs.</p> <p>Policy 1.6: Continue to invest in innovative information technology and applications to help improve access to all transportation choices.</p> <p>Policy 1.7: Design streets to achieve safe interaction for all modes of travel particularly for pedestrians and bicycle users.</p> <p>Policy 1.9: Support local and regional air quality, sustainability, and GHG emission reduction goals through management of the City's transportation network.</p> <p>Policy 1.11: Design Streets to reflect the mobility needs of the adjacent land use context to support healthy activities such as walking and bicycling.</p> <p>Policy 1.15: Provide programs, transit and traffic management services, residential parking management, and bicycle improvements that are compatible with neighborhood needs and are developed in collaboration with the community. Policy 1.16: Support mobility performance measures which support the City's sustainability goals.</p> <p>Policy 1.17: Design streets to improve access to destinations by transit, bicycle and walking.</p> <p>Policy 1.18: Increase walking and bicycling to local destinations and regional transportation services by developing wayfinding signage for pedestrians and bicyclists.</p> <p>Policy 1.19: Develop measures to reduce conflict areas for bicyclists such as driveways and right turn lanes. Develop measures that would reduce conflicts between bicyclists and pedestrians on sidewalks especially in commercial areas.</p> <p>Policy 1.23: Improve public health by supporting walking and bicycling throughout the city.</p> <p>Policy 1.26: Continue to coordinate with other governmental agencies in the area, including municipalities, SCAG, MTA and the San Gabriel Council of Governments to address issues of mutual concern related to the transportation system.</p> <p>Policy 1.27: Provide an ongoing review of emergency operations plans and provisions to ensure that the City's program for emergency transportation services is coordinated with other local and regional jurisdictions and incorporates updated procedures and programs as appropriate.</p> <p>Policy 1.28: Coordinate transportation services and programs with all City departments.</p> <p>Policy 1.29: Coordinate transportation options for major community and commercial events to increase transit access, ridesharing and bicycle access and parking options.</p> <p>Policy 1.20: Pursue funding opportunities such as grants, impact fees or fair share contributions from development to implement programs and projects that contribute to the City's Mobility Element objectives.</p>		



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	<p>Policy 1.31: Emphasize transportation projects and programs that will contribute to a reduction in vehicles miles traveled per capita, while maintaining economic vitality and sustainability.</p> <p>Policy 1.32: Implement parking management and enforcement programs to protect residential and commercial areas from spillover parking impacts. City of Pasadena will monitor and evaluate the development and adoption of future VMT/cap thresholds for the SCAG region and Los Angeles County.</p> <p>Policy 1.32: City of Pasadena will involve Caltrans in the revision and update of the existing Transportation Impact Fee.</p> <p>Objective 2: Encourage walking, biking, transit and other alternatives to motor vehicles.</p> <p>Strategies to encourage non-auto travel, including: Walking - Promote official walking tours and events; Biking - Maintain existing and identify new opportunities for biking infrastructure;</p> <p>Transit - Assess way to improve availability of transit for underserved populations;</p> <p>Public Involvement - Ensure community participation at all levels of planning for transportation and pedestrian improvements.</p> <p>Policy 2.5: Develop and maintain a comprehensive and integrated system of reduced stress bikeways and increase bicycle parking at destinations to promote bicycle riding as a mode of transportation.</p> <p>Policy 2.6: Continue to strengthen the marketing and promotion of non-auto transportation to residents, employees and visitors.</p> <p>Policy 2.8: Maintain existing and identify new opportunities for bicycle infrastructure.</p> <p>Policy 2.9: Ensure that secure and convenient bicycle parking is available at destinations.</p> <p>Policy 2.10: Explore bicycle share programs or any other bicycle programs that will provide greater access to bicycles for visitors and those that may not own a bicycle.</p> <p>Policy 2.11: Consider bicycle education safety programs for all skill levels to reduce bicycle crashes and conflicts.</p> <p>Policy 2.12: Continue to develop specialized educational campaigns and informational materials to improve safety for pedestrians and bicyclists.</p> <p>Policy 2.13: Amend the existing transportation impact fee to include pedestrian and bicycle improvements in addition to street and transit improvements</p> <p>Policy 2.14: City of Pasadena will involve Caltrans in the revision and update of the existing Transportation Impact Fee.</p> <p>Policy 2.15: City of Pasadena will consider improvements to ITS projects involving Caltrans owned intersections at freeway ramp termini in the development of the future transportation impact fee, including but not limited to the I-210 Connected Corridors project.</p> <p>Policy 2.18: Continue to impose Trip Reduction Ordinance (TRO) requirements for regulated new development.</p>		
Pico Rivera	<p>Complete Streets</p> <p>Goal 5.1 Promote active living, improve local air quality, and enhance the livability of the community through an integrated multimodal network that serves all users within</p>	<p>Municipal code related to transportation relevant to the Plan Area can be found in Chapter 18.47 Transportation Demand Management, Section 18.47.030 (Review of transit impacts).</p>	<p>No additional ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>the City and offers convenient mobility options, including vehicular travel, transit services, bicycle routes, and pedestrian paths.</p> <p>Policy 5.1-1 Multimodal Options. Make transportation mode shifts possible by designing, operating, and maintaining streets to enable safe and convenient access and travel for all users—pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers—and to foster a sense of place in the public realm.</p> <p>Policy 5.1-2 Serve All Users. Provide a safe, efficient, and accessible transportation network that meets the needs of all users in the community, including seniors, youth, and the disabled, and contributes to the community’s quality of life by:</p> <p>Balancing the needs of all users of the public rights-of-way by providing safe and convenient travel and access for bicyclists, transit riders, freight and motor vehicle drivers, and people of all ages and abilities. Designing streets to accommodate larger vehicles such as buses, fire service vehicles, and freight delivery trucks without compromising pedestrian and bicycle safety.</p> <p>Providing safe and comfortable access for persons with disabilities. ▢ Providing public open space that integrates amenities including street trees and landscaping, street and sidewalk lighting, transit facilities, street furniture, water features, and public art work.</p> <p>Policy 5.1-3 Complete Streets. Accommodate other modes of travel such as bicycling and walking when implementing roadway improvements, where feasible.</p> <p>Promote the use of transit by improving the efficiency of transit systems and creating safe and attractive walking environments.</p> <p>Promote the ability to walk by providing safe and comfortable pedestrian facilities and traffic signal timing that allows for the safe crossing of major roadways by pedestrians.</p> <p>Provide street lighting that is attractive, functional, and appropriate to the character and scale of the neighborhood or area, and that contributes to vehicular, pedestrian, and bicycle safety.</p> <p>Policy 5.1-5 Access to Key Locations. Strive to provide multimodal access throughout the City, but especially to key locations such as employment centers, schools, parks medical facilities, libraries, and grocery stores. Policy 5.1-6 System Expansion. Require new development to contribute funds to area-wide transit improvements to expand the system and increase efficiency.</p> <p>Goal 5.2 A roadway system that ensures the safe and efficient movement of people, goods, and services. Policy 5.2-1 Roadway Plan. Plan, design, and improve roadways in accordance with Figure 5-1 Circulation Plan.</p> <p>Policy 5.2-2 Level of Service Objective. Strive to achieve and maintain operations at intersections at LOS D or better at peak travel times within the City.</p> <p>In those locations where this objective is infeasible, implement all feasible mitigation measures.</p> <p>Require all development projects to provide their fair share (in the form of physical improvements and/or fee payment) for all feasible improvements.</p> <p>Policy 5.2-3 Alternative Measures to Increase Efficiency. Maximize the operational efficiency of the roadway system by developing alternative measures where improvements are needed but are not feasible to implement. Measures can include traffic demand management programs, consolidation of driveways, and prohibiting on-street parking to ease congestion.</p>	<p>Under Section 18.47.030 (Review of transit impacts), requirements for projects conducting an EIR are found below:</p> <p>A. Prior to approval of any development project for which an environmental impact report (EIR) will be prepared pursuant to the requirements of the California Environmental Quality Act (CEQA) or based on a local determination, regional and municipal fixed-route transit operators providing service to the project shall be identified and consulted with. Projects for which a Notice of Preparation (NOP) for a draft EIR has been circulated pursuant to the provisions of CEQA prior to the effective date of Ordinance No. 835, adopted May 17, 1993, shall be exempted from its provisions. The “Transit Impact Review Worksheet,” contained in the Los Angeles County Congestion Management Program Manual, or similar worksheets, shall be used in assessing impacts. Pursuant to the provisions of CEQA, transit operators shall be sent a NOP for all contemplated EIRs and shall, as part of the NOP process, be given opportunity to comment on the impacts of the project, to identify recommended transit service or capital improvements which may be required as a result of the project, and to recommend mitigation measures which minimize automobile trips on the CMP network. Impacts and recommended mitigation measures identified by the transit operator shall be evaluated in the draft environmental impact report prepared for the project. Related mitigation measures adopted shall be monitored through the mitigation monitoring requirements of CEQA.</p> <p>B. Phased development projects, development projects subject to a development agreement, or development projects requiring subsequent approvals, need not repeat this process as long as no significant changes are made to the project. It shall remain the discretion of the lead agency to determine when a project is substantially the same and therefore covered by a previously certified EIR.</p>	



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	<p>Policy 5.2-10 Traffic Studies. Require the preparation of site-specific traffic studies for new development proposals that are determined by the City to have the potential to impact traffic.</p> <p>Bicycle and Pedestrian Network</p> <p>Goal 5.4 A balanced transportation system where bicycling and walking are alternative methods to the automobile.</p> <p>Policy 5.4-1 Continuous Network. Provide a safe and continuous bicycle and pedestrian network that links neighborhoods, parks, schools, libraries, commercial development, major employers, and other frequently visited destinations as a means of improving health in the city.</p> <p>Policy 5.4-2 Roadway Improvement Projects. Incorporate bicycle and pedestrian features within roadway improvement projects, when feasible. Policy 5.4-3 Bicycle Network. Design and implement a functional bicycle network by expanding bicycle routes, striping bicycle lanes where feasible, providing signage for bicycle routes, and providing adequate bicycle parking at City facilities.</p> <p>Policy 5.4-4 Bicycle Support Facilities. Require bicycle parking and support facilities at new industrial, commercial, institutional developments, and transit facilities, as appropriate.</p> <p>Policy 5.4-5 River Bike Trails. Improve, maintain, and expand bike trails along the Rio Hondo and San Gabriel river corridors.</p> <p>Policy 5.4-6 Pedestrian Network. Improve the pedestrian network by incorporating streetscape improvements such as shade trees, plantings, lighting, and street furniture.</p> <p>Policy 5.4-7 Sidewalk Deficiencies. Improve areas with sidewalk deficiencies to increase walking in Pico Rivera. Policy 5.4-8 ADA. Incorporate American with Disabilities Act (ADA) requirements to create an accessible pedestrian system that can serve all users. Policy 5.4-9 Regional System. Coordinate with surrounding jurisdictions, regional agencies, and non-profit groups to improve the Emerald Necklace Park Network, a loop trail system of parks and greenways which includes areas within the City of Pico Rivera.</p>		
Pomona	<p>Mobility & Access Element</p> <p>Regional Transportation</p> <p>Goal 7D.G1: Distribute vehicular, transit, bicycle, and pedestrian traffic appropriately throughout the City.</p> <p>Goal 7D.G3 Support regional efforts to the extent feasible, to reduce greenhouse gas (GHG) emissions from cars and light trucks.</p> <p>Street System</p> <p>Goal 7D.G8: Maintain a safe, efficient, and coherent system of both motorized and active, non-motorized circulation.</p> <p>Goal 7D.G9: Expand the choices of available transportation modes to effectively increase the freedom of movement for Pomona’s residents and reduce reliance on the automobile.</p> <p>Goal 7D.G10: Develop beautiful, livable, safe, and multi-modal streets that are flattering to the City’s identity.</p>		<p>Other applicable plans include The City of Pomona “Active Transportation Plan: Bicycle Master Plan and Pedestrian Master Plan” (2012) and the City of Pomona Green Plan.</p> <p>Active Transportation Plan</p> <p>Active Transportation Plan (ATP) is consistent with these sustainability efforts and provides detailed direction on how to continue the City’s progress toward a better bicycling and walking environment. The Plan does this by proposing a system of bikeways connecting neighborhoods to key activity centers throughout the City, developing support facilities, such as bike parking, and education programs, and by identifying recommendations for improving bicyclist safety. This document satisfies the requirements of the California Bicycle Transportation Act, granting the City eligibility for Bicycle Transportation Account (BTA) funding through the California Department of Transportation (Caltrans) for any of the bicycle improvements identified in this plan.</p> <p>City of Pomona Green Plan</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 7D.G11: Promote transportation access and connectivity between neighborhoods, Downtown, and activity centers.</p> <p>Goal 7D.G12: Balance the need to ensure efficient motor vehicle circulation with goals related to quality of life, neighborhood preservation and community development.</p> <p>7D.P15: Use the Motor Vehicle Level of Service (LOS) Guidelines (Fig.7-D.9) and the Traffic Congestion Management Policy (Fig.7-D.10) to pursue efficient, balanced, multi-modal circulation.</p> <p>Goal7D.P18: Ensure that new developments provide an integrated pattern of streets and pedestrian paths that provide connections between neighborhoods. As part of the City’s Subdivision Ordinance, establish street connectivity requirements that:</p> <ul style="list-style-type: none">• Discourage gated entrances and restricted public access to subdivision/residential streets;• Provide street and pedestrian connections to adjacent areas to enable more efficient movement throughout the City. Avoid single-point-access neighborhoods and cul-de-sacs;• Align streets with existing arterials and collector streets in adjacent areas; and• Limit block lengths to no more than 500 feet and encourage four-way intersections to increase accessibility and connectivity. <p>Goal 7D.P19: Prepare and adopt “green” street standards and incorporate these practices in the design and construction of City streets.</p> <p>Goal 7D.P19: Minimize the negative impacts of motor vehicle traffic on residential neighborhoods where appropriate.</p> <p>Goal 7D.P19: Preserve the livability of and increase the safety in residential areas while protecting neighborhood connectivity and basic accessibility.</p> <p>Pedestrian Circulation</p> <p>Goal 7D.G19: Improve pedestrian safety and comfort along City streets, particularly in residential neighborhoods and areas where significant pedestrian activity is envisioned as identified in Section. 6 Pomona Tomorrow.</p> <p>Goal 7D.G20: Foster walkable and accessible street environments that connect Pomona’s many unique neighborhoods and districts.</p> <p>Policy 7D.P37: Create pedestrian- and bicycle-only mid-block cut-throughs to enhance neighborhood interconnectivity where street connections are limited due to existing cul-de-sac or dead-end conditions, grade separations, property ownership, or topographical challenges.</p> <p>Policy 7D.P43: Develop guidelines and standards for the design of pedestrian facilities and establish pedestrian-friendly residential and commercial design guidelines.</p> <p>Policy 7D.P45: Continue to participate in and implement recommendations of the Safe Route to Schools program.</p> <p>Policy 7D.P46: Establish a Pedestrian Safety Program that provides pedestrian educational materials and a regularly updated pedestrian safety report.</p> <p>Bicycle Circulation</p>		<p>Land Use and Community Design Element</p> <p>Policy 1.3.2: Create communities and neighborhoods that are attractive, safe, and convenient for pedestrians and bicyclists.</p> <p>Efficient Transportation Element</p> <p>Policy 3.1.4: Increase bikability within the City through implementation of the bike master plan and other actions</p>



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	<p>Goal 7D.G21: Develop a comprehensive bicycle network that connects local and regional commuter and recreation routes.</p> <p>Goal 7D.G22: Establish realistic bikeway usage goals in concert with SCAG’s Regional Transportation Plan</p> <p>Goal 7D.G23: Ensure bicycle safety through engineering, education and enforcement programs.</p> <p>Goal 7D.G24: Require new development or redevelopment to provide bicycle parking where appropriate and ensure it is located in safe, prominent locations.</p> <p>Policy 7D.P52: Implement the Active Transportation Plan including installation of marked, on-street bike lanes such as along the potential bike routes identified on Fig.7-D.16 Conceptual Bikeway Network.</p> <p>Policy 7D.P53: Integrate bicycle facility features from the Active Transportation Plan into new development projects as a condition of approval.</p> <p>Policy 7D.P54: Expand on the existing Bicycle Safety Program including bicycling educational materials and a regularly updated bicycle safety report.</p> <p>Transportation Demand Management</p> <p>Goal 7D.G25: Use transportation demand management (TDM) tools on a Citywide basis to encourage and create incentives for the use of alternate travel modes for various project sizes and land uses.</p>		
Rosemead	<p>Goal 5: Targeted land use changes that improve housing and economic opportunities for residents and businesses and achieve City fiscal and environmental objectives.</p> <p>Action 5.20: Discourage projects that impede bicycle and walking access, e.g., large parking areas that cannot be crossed by non-motorized vehicles, and new residential communities that block through access on existing or potential bicycle and pedestrian routes.</p> <p>Circulation Element</p> <p>Goal 1: Maintain efficient vehicular and pedestrian movements throughout the City.</p> <p>Policy 1.3: Assure that traffic studies for individual developments, and traffic studies conducted for sectors of the community and specific plans by the City, make every effort to provide LOS D operations or better on arterial roadways and collector roadways if a nexus to the project exists.</p> <p>Goal 2: Development of infrastructure and service to support alternatives modes of travel.</p> <p>Policy 2.2: The provision of Class II (striped and signed) bicycle lanes along minor arterial or collector roadway corridors during roadway reconstruction projects should be evaluated and implemented if feasible.</p> <p>Policy 2.6: Walkable areas of the city, such as in the downtown area or the proposed mixed-use districts, should be reviewed for ways to improve pedestrian access (driveway access point reductions, buffers between roadways and sidewalks, crosswalks, etc.).</p> <p>Policy 2.8 Include safe and convenient bicycle and pedestrian access in all transportation improvement projects. Ensure that nonmotorized transportation systems are connected and not interrupted by impassable barriers, such as freeways and include amenities such as secure bicycle parking.</p>	<p>Municipal code related to transportation relevant to the Plan Area can be found in Chapter 12.32 (Transportation Demand Management Program), Section 12.32.020 – (Review of transit impacts).</p> <p>Under Section 12.32.020 – (Review of transit impacts), Prior to approval of any development project for which an Environmental Impact Report (EIR) will be prepared pursuant to the requirements of the California Environmental Quality Act (CEQA) or based on a local determination, regional and municipal fixed-route transit operators providing service to the project shall be identified and consulted with projects for which a notice of preparation (NOP) for a draft EIR has been circulated pursuant to the provisions of CEQA prior to the effective date of the ordinance codified in this chapter shall be exempted from its provisions. The "Transit Impact Review Worksheet," contained in the Los Angeles County Congestion Management Program Manual, or similar worksheets, shall be used in assessing impacts. Pursuant to the provisions of CEQA, transit operators shall be sent a NOP for all contemplated EIRs and shall, as part of the NOP process, be given an opportunity to comment on the impacts of the project, to identify recommended transit service or capital improvements which may be required as a result of the project, and to recommend that mitigation measures adopted shall be monitored through the mitigation monitoring requirement of CEQA.</p> <p>Phased development projects, development projects subject to a development agreement, or development projects requiring subsequent approvals, need not repeat this process as long as no significant changes are made to the project. It shall remain the discretion of the lead agency to determine when a project is substantially the same and therefore covered by a previously certified EIR.</p>	No additional ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
San Dimas	<p>Circulation Element:</p> <p>Goal Statement C-5: To Manage Peak Hour Traffic Flow and Change Demand on the Circulation System to Reduce Traffic Congestion Where Necessary and Feasible.</p> <p>Objective 5.1: Provide for the development and monitoring of Transportation System Management (TSM) and Travel Demand Management (TDM) programs at locations where trip making is concentrated. -see III-2 for definitions of TSM and TDM.</p> <p>Policy 5.1.3 Provide Park and Ride Facilities with-in the flood control right-of-way (on the south side of San Dimas Canyon Road).</p>	<p>Municipal code related to transportation relevant to the Plan Area can be found in Specific Plans where site specific circulation planning is discussed. The City of San Dimas contains Specific Plans number 2 through 26, in addition to a number of land use specific overlay zones.</p>	<p>No additional ordinances were identified.</p>
San Gabriel	<p>Mobility Element</p> <p>Goal 3.1 We will provide a safe, efficient and environmentally sensitive transportation system for the movement of people and goods.</p> <ul style="list-style-type: none">Target 3.1.3 Improve the City’s interregional transportation capabilities (including arterials, freeway network, transit facilities, etc). <p>Goal 3.3 We will help design transit services that actually relates to the places where people need it.</p> <p>Goal 3.4 Balance the need for adequate traffic capacity with safety and quality of life considerations.</p> <p>Goal 3.5 Promote the use of bicycles for transportation.</p> <p>Target 3.5.1 Expand the citywide bikeway system.</p> <p>Target 3.5.2 Promote the development of a regional bikeway system through cooperation with State, County, and neighboring communities.</p> <p>Goal 3.6 Enhance pedestrian access and Circulation.</p> <p>Target 3.6.1 Provide pedestrian amenities in new development and in street improvement programs.</p> <p>Goal 8.6 Improve air quality within the City of San Gabriel.</p> <p>Target 8.6.2 Encourage the use of mass transit, car pooling, bicycling, and other alternative transportation options.</p>	<p>Municipal code related to transportation relevant to the Plan Area can be found in Chapter 153.4 (Trip Reduction and Travel Demand Measures), Section 153.401 (Review of Transit Impacts), and Section 153.403 (Monitoring).</p> <p>Under Section 153.401 (Review of Transit Impacts), applicable projects are described:</p> <p>(A) Prior to approval of any development project for which an Environmental Impact Report (EIR) will be prepared pursuant to the requirements of the California Environmental Quality Act (CEQA) or based on a local determination, regional and municipal fixed-router transit operators providing service to the project shall be identified and consulted with. Projects for which a Notice of Preparation (NOP) for a draft EIR has been circulated pursuant to the provisions of CEQA prior to the effective date of the ordinance codified in this subchapter shall be exempted from its provisions. The “Transit Impact Review Worksheet” provided in the Los Angeles County Congestion Management Program Manual, or similar worksheets, shall be used in assessing impacts. Pursuant to the provisions of CEQA, transit operators shall be sent a NOP for all contemplated EIRs and shall, as part of the NOP process, be given an opportunity to comment on the impacts of the project, to identify reasonable recommended transit service or capital improvements which may be required as a direct result of the project, and to recommend reasonable mitigation measures minimizing automobile trips on the CMP network. It shall be the responsibility of the transit operators to show the direct relation of the impacts to the project and to show the reasonableness of proposed mitigation. Impacts and recommended mitigation measures identified by the transit operator shall be evaluated in the Draft Environmental Impact Report prepared for the project. Related mitigation measures adopted shall be monitored through the mitigation monitoring requirements of CEQA.</p> <p>(B) Phased development projects, development projects subject to a development agreement, or development projects requiring subsequent approvals, need not repeat this process as long as no significant changes are made to the project. It shall remain the discretion of the lead agency to determine when a project is substantially the same and therefore covered by a previously certified EIR.</p> <p>Under Section 153.403 (Monitoring), some additional requirements for plan check submission are described:</p> <p>(A) No project requiring an Environmental Impact Report (EIR), or a focused environmental review of traffic issues, shall be submitted for consideration unless a CMP transportation impact analysis has been completed as part of the environmental review.</p>	<p>San Gabriel is one of 5 cities included in the San Gabriel Valley Regional Bicycle Master Plan. The plan is explored in Section 3.17.2.2.7.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>(B) No project requiring development improvements pursuant to § 153.402(B) shall be submitted for plan check unless all required improvements are indicated on the proposed development plans to the satisfaction of the city.</p> <p>(C) No project requiring development improvements pursuant to § 153.402(B) shall be issued a certificate of occupancy unless all required improvements have been completed to the satisfaction of this city.</p>	
San Marino	<p>Circulation Element</p> <p>Goal 12: Encourage the use of non-motorized transportation through the development of a system of pedestrian facilities (sidewalks) and bicycles routes with emphasis on safety and accessibility.</p> <p>Policy 23: The City of San Marino shall develop a bicycle plan which provides opportunities for safe, recreational bike usage and provides continually between land uses in San Marion, which would potentially generate bicycle ridership and adjacent communities bicycle facilities.</p> <p>Policy 24: The City shall evaluate sidewalk system throughout the City in all neighborhoods and where approval for sidewalk installation is provided by residents.</p> <p>Policy 25: In areas of the City, where commercial or public facilities are located, the City shall implement measures to enhance the pedestrian and bicycle environment, to attempt to slow passing vehicular traffic and to ensure handicapped accessibility in accordance with the requirements of the Americans with Disabilities Act.</p>	<p>Municipal code related to transportation relevant to the Plan Area can be found in Article 14 (Transportation Demand Management), Section 23.14.02 (Review of Transit Impacts).</p> <p>Under Section 23.14.02 (Review of Transit Impacts), Prior to approval of any development project for which an environmental impact report (EIR) will be prepared pursuant to the requirements of the California Environmental Quality Act (CEQA) or based on a local determination, regional and Municipal fixed-route transit operators providing service to the project shall be identified and consulted with. Projects for which a notice of preparation (NOP) for a draft EIR has been circulated pursuant to the provisions of CEQA prior to the effective date hereof shall be exempted from its provisions. The "Transit Impact Review Worksheet", contained in the "Los Angeles County Congestion Management Program Manual", or similar worksheets, shall be used in assessing impacts. Pursuant to the provisions of CEQA, transit operators shall be sent an NOP for all contemplated EIRs and shall, as part of the NOP process, be given opportunity to comment on the impacts of the project, to identify recommended transit service or capital improvements which may be required as a result of the project and to recommend mitigation measures which minimize automobile trips on the CMP network. Impacts and recommended mitigation measures identified by the transit operator shall be evaluated in the draft environmental impact report prepared for the project. Related mitigation measures adopted shall be monitored through the mitigation monitoring requirements of CEQA.</p> <p>Phased development projects, development projects subject to a development agreement or development projects requiring subsequent approvals need not repeat this process as long as no significant changes are made to the project. It shall remain the discretion of the lead agency to determine when a project is substantially the same and therefore covered by a previously certified EIR.</p>	No additional ordinances were identified.
South El Monte	<p>Circulation Element</p> <p>Goal 4.: Accommodate alternative modes of transit in land use and circulation system planning.</p> <p>Policy 4.1: Provide for a Citywide Class II (on-street) bicycle path system consistent with Figure C-4 (of the general plan).</p> <p>Policy 4.2: Provide a local bicycle path link to the Whittier Narrows Recreation Area.</p> <p>Policy 4.3: Support efforts of the California Department of Transportation to increase use of carpools and vanpools.</p>	<p>Municipal code related to transportation relevant to the Plan Area can be found in Chapter 17.82 (Transportation Demand Management), Section 17.82.030 (Review of transit impacts),</p> <p>A. Prior to the approval of any development project for which an environmental impact report (EIR) will be prepared pursuant to the requirements of CEQA or based on a local determination, regional and municipal fixed-route transit operators providing service to the proposed project shall be identified and consulted with. Projects for which a notice of preparation (NOP) for a draft EIR has been circulated pursuant to the provisions of CEQA prior to the effective date of the ordinance codified in this chapter shall be exempted from its provisions. The “Transit Impact Review Worksheet” contained in the Los Angeles County Congestion Management Program Manual, or similar worksheets, shall be used in assessing impacts. Pursuant to the provisions of CEQA, transit operations shall be sent a NOP for all contemplated EIRs and shall, as a part of the NOP process, be given opportunity to comment on the impacts of the project, to identify recommended transit service or capital improvements which may be required as a result of the project, and to recommend mitigation measures which</p>	South El Monte is one of 5 cities included in the San Gabriel Valley Regional Bicycle Master Plan. The plan is explored in Section 3.17.2.2.7.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>minimize automobile trips on the CMP network. Impacts and recommended mitigation measures identified by the transit operator(s) shall be evaluated in the draft EIR prepared for the project. Related mitigation measures which may be adopted shall be monitored through the mitigation monitoring requirements of CEQA.</p> <p>B. Phased development projects, development projects subject to a development agreement, or development projects requiring subsequent approvals, are not required to repeat the process described in subsection A of this section, as long as no significant changes are made to the project. It shall remain the discretion of the city to determine when a project is substantially the same and therefore covered by a previously certified EIR.</p>	
Temple City	<p>Mobility Element</p> <p>Goal M 1: Livable Streets. A balanced transportation system that accommodates all modes of travel safely and efficiently while considering the community context of all transportation investments.</p> <p>M 1.1 Complete Streets. Require that the planning, design, and construction of all transportation projects consider the needs of all modes of travel to create safe, livable, and inviting environments for pedestrians, bicyclists, motorists, and public transit users of all ages and abilities.</p> <p>M 1.2 Transportation System Impacts. Evaluate transportation and development projects to account for the full benefits and impacts on all modes of transportation, not just automobiles.</p> <p>M 1.4 Pedestrian and Cyclist Safety. Balance the safety concerns of pedestrians and cyclists with motor vehicles to ensure that the safety of all users of the transportation system is considered.</p> <p>M 1.5 Emergency Vehicle Access. Allow for adequate access of emergency vehicles to meet critical response times safely.</p> <p>M 1.6 Traffic Management. Manage the construction and operations of streets, intersections, and traffic signals so that motorists adhere to intended speeds on all City roadways and limit intrusion into neighborhood streets.</p> <p>M 1.8 Wayfinding. Develop a comprehensive and visible pedestrian and cyclist friendly way-finding signage system in the city to direct pedestrians and cyclists to transit facilities, local and regional trails and routes, civic and cultural amenities, and visitor and recreation destinations. The way-finding system should make an effort to connect with the region and surrounding cities.</p> <p>Pedestrian Network</p> <p>Goal M 3: Pedestrian Network. A safe pedestrian network that provides direct connections between residences, employment, shopping, and civic uses.</p> <p>M 3.1 Pedestrian Network. Create a safe and convenient circulation system for pedestrians that addresses crosswalks; improves the connections between neighborhoods and commercial areas; provides places to sit or gather, pedestrian-scaled street lighting, buffers from moving vehicle traffic; and includes amenities that attract people of all ages and abilities.</p>	<p>No ordinances related to transportation relevant to the Plan Area were identified.</p>	<p>The 2011 Temple City Bicycle Master Plan proposes a 27-mile network of bike routes and infrastructure in the community. To date, the City has received two Caltrans Bicycle Transportation Account (BTA) grants totaling \$922,000 to implement 15 miles of bikeways in 2014. Staff is also coordinating with the County and adjacent municipalities to ensure bicycle network connections beyond City limits to key destinations like transit hubs and the regional Rio Hondo Bike Trail. The plan includes:</p> <p>A network of on-street and off-street bikeways</p> <p>A plan for expanding existing regional bikeways and connecting gaps to neighboring communities</p> <p>Recommendations for bike education and enforcement</p> <p>Potential funding sources to support bike improvements</p> <p>A map of proposed bikeways.</p> <p>(Temple City 2024)</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>M 3.2 Pedestrian Improvement Prioritizations. Prioritize pedestrian improvements in areas of the City with community facilities, supportive land use patterns, and facilities that provide connectivity to other modes of travel such as bicycling and transit.</p> <p>M 3.6 School Accessibility. Consider the safety of school children as a priority over vehicular movement on all streets.</p> <p>Bicycle Network</p> <p>Goal M 4: Bicycle Trail Network. A bicycle and multi-use trail network that facilitates bicycling for commuting, school, shopping, and recreational trips.</p> <p>M 4.1 Bicycle Networks. Require that the City provide additional bicycle facilities along roadways in the City, where appropriate and feasible, in support of the City’s Bicycle Master Plan and other planning documents.</p> <p>M 4.2 Priority Bike Improvements. Prioritize improvements that address bicycling in existing areas of the City with community facilities, complementary land use patterns, and connections to other modes of travel including walking and transit.</p> <p>M 4.3 Bicycle Parking. Require that public and private development in the City provide sufficient bicycle parking.</p> <p>M 4.4 Bicycle Share Program. Explore the feasibility of developing a citywide bike share program. Work with the local business community to identify and coordinate with possible corporate sponsors.</p> <p>M 4.5 Bicycle Education and Awareness. Encourage bicyclists and automobile users to be aware of bicycling issues, and lawful/responsible riding. Work with TCUSD, bicycle-related organizations, public-safety agencies, and other groups to support bicycle education events and classes that help new and experienced bike riders become more knowledgeable and effective at bike riding and bike maintenance.</p>		
West Covina	<p>Our Natural Community Element</p> <p>Our Well Planned Community</p> <p>Policy 1.7. Develop a multi-use integrated trail system that supports recreational and mobility needs.</p> <p>Action 1.7a. Prioritize a phased program for the planning and design, funding and implementation of a citywide trail program.</p> <p>Action 1.7b. Convert the east-west Walnut Creek Wash into a walking and biking trail.</p> <p>Action 1.7c. Identify and provide additional access points adjacent to the Walnut Creek Wash and existing and planned trails.</p> <p>Policy 4.2. Accommodate multimodal mobility, accessibility and safety needs when planning, designing, and implementing transportation improvements, improving access and circulation for all users of City streets.</p> <p>Action 4.2c. Accommodate the needs of all travelers through a Complete Streets approach to designing new transportation improvements. Complete streets are roadways designed to facilitate safe, comfortable, and efficient travel for all roadway users.</p> <p>Policy 4.3. Establish protection of human life and health as the highest transportation system priorities and seek to improve safety through the design and maintenance of streets, sidewalks, intersections and crosswalks.</p>	<p>Municipal code related to transportation relevant to the Plan Area can be found in Division 2 (Transportation and Air Quality Control Measures) Sec. 26-751.1300. (Land use analysis program).</p> <p>Under Sec. 26-751.1300. (Land use analysis program), the purpose of this section is to adopt and implement a land use analysis program to ensure that the city, in addition to examining and mitigating transportation impacts on the local street network, considers the regional transportation impact of new development through the land use approval process. Integrated with CEQA, this program is designed to provide a consistent, countywide methodology, to determine the impact of new development on the CMP roadway system. It is the intent of this program to promote increased coordination between jurisdictions, transit providers, local decisionmakers and interested parties, and thereby enhancing countywide mobility and improving air quality.(b)Applicability of requirements. All development projects required to prepare an environmental impact report (EIR) based on the city's determination, will be subject to the land use analysis program. In addition to the procedural guidelines already established by CEQA, traffic and transit impacts shall be assessed using the "Transportation Impact Analysis" methods contained in the Los Angeles County Congestion Management Program and/or Planning Commission Resolution No. 1-93-4135.</p>	No additional ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Action 4.3a. Develop and implement an enforcement program to encourage safe behavior and to reduce aggressive and/or negligent behavior among drivers, bicyclists and pedestrians.</p> <p>Policy 4.4. Allocate street space equitably among all modes.</p> <p>Action 4.4a. Ensure that pedestrians, bicyclists, transit vehicles and automobiles each have space in the right-of-way that is consistent with the street’s designated mobility function and land use context per street typologies and modal-priority overlays as defined in the Thoroughfares Plan.</p> <p>Action 4.4b. Adopt the NACTO Urban Street Design Guide and Urban Bikeway Design Guide as a supplement to the Tax California Manual for Uniform Traffic Control Devices.</p> <p>Policy 4.5. Work to eliminate barriers to pedestrian and bicycle travel.</p> <p>Action 4.5c Accompany installation of new bicycle facilities with educational programs for motorists, bicyclists, and pedestrians — particularly children.</p> <p>Action 4.5g. Develop a pedestrian and bicycle path along Walnut Creek Wash between Glendora and Sunset. A pedestrian and bicycle path is recommended to take the place of the existing service vehicle access road on the north side of the Wash in the Downtown area, connecting to the existing segment to the east, between Glendora and Azusa. The existing segment might also be improved using new signs and other wayfinding strategies and enhanced lighting for greater security.</p> <p>Action 4.5h. Explore opportunities for a “shared street” on Toluca Avenue. In the near term, no changes are recommended to this street. However, over the longer term it might be reconfigured as part of redevelopment of adjacent parcels. One option, given the street’s relatively short length and role as a way access to adjacent parcels, rather than as an important element of the larger street network, would be a shared street or “woonerf” configuration in which curbs are eliminated and the roadway is shared by all users, including pedestrians. Such designs are appropriate for low-speed environments, are proven to be safe if properly located and designed, and can greatly contribute to the urban design character of a street by branding it as unique, providing additional opportunities for placemaking and greatly improving walkability.</p> <p>Policy 4.10. Improve mobility and accessibility for travelers of all incomes through a process of equitable public engagement, service delivery and capital investment.</p> <p>Action 4.10a. Identify low-income and transit-dependent communities, and implement pedestrian, bicycle and transit-related improvements in these communities.</p> <p>A4.10b Improve multimodal access to schools, senior centers, social service agencies, civic institutions and other destinations used by low-income and other segments of the community.</p> <p>Policy 4.12. Work to develop a safer transportation system.</p> <p>Action 4.12a. Encourage development and application of strategies and actions pertaining to response and prevention of security incidents on the local and regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.</p>		

3.17.3 Impact Assessment

3.17.3.1 Significance Criteria

Appendix G of the State CEQA Guidelines was reviewed to determine whether the Plan would result in significant impacts related to transportation. The criteria listed below consider if the Plan would:

- 17(a) *Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.*
- 17(b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).*
- 17(c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).*
- 17(d) *Result in inadequate emergency access.*

3.17.3.2 Methodology

Per the County's Transportation Impact Analysis Guidelines (LA Public Works 2020), a project has a potentially significant VMT impact if it meets one or more of the criteria listed below when comparing to the baseline VMT for the North and South County areas:

- Residential Projects: The project's residential VMT (i.e., the VMT generated by home-based work and other trips) per capita would not be 16.8 percent below the existing residential VMT per capita for the Baseline Area (i.e., within North or South County) in which the project is located.
- Office Projects: The project's employment VMT (i.e., the VMT generated by home-based work trips) per employee would not be 16.8 percent below the existing employment VMT per employee for the Baseline Area (i.e., within North or South County) in which the project is located.
- Regional Serving Retail Projects: The project would result in a net increase in existing total VMT.
- Land Use Plans: The plan total VMT per service population (i.e., sum of residents and employees) would not be 16.8 percent below the existing VMT per service population for the Baseline Area in which the plan is located.
- Other Land use Type: Public Works to determine which of the above is an appropriate threshold of significance to be used.

Onroad construction vehicle trips include construction worker trips to and from the job site, off-site hauling trips, and material delivery trips. The number of one-way trips of each type of onroad activity for construction of the various Plan components was estimated using CalEEMod default values based on project dimensions and quantities of various construction materials. Trip lengths are based on CalEEMod defaults developed for the Plan area. Operational vehicle trips associated with the proposed development include trips associated with landscape and maintenance activities generated worker vehicles and are based on the estimated landscape and maintenance schedule, number of workers, and CalEEMod trip length values developed for the Plan area.

3.17.3.3 Plan Impacts

3.17.3.3.1 17(a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The construction of Plan components would generate short-term additional trips associated with workers, vendors, and hauling of materials. Although the location, size, and access to Plan components is currently unknown, for the purposes of this PEIR, a typical construction scenario was developed for each type of project to represent estimated construction trips. Construction trip generation assumptions consider the size of the project, construction phase, and number of workers. Worker, vendor, and haul trip lengths are based on CalEEMod default assumptions for the County of Los Angeles-South Coast in an urban setting. Daily trips for workers, vendors, and haul trips are estimated under the assumption that construction phases would not overlap, in order to evaluate compliance with the County's Transportation Impact Guidelines and the SCAG RTP/SCS.

There are no programs, plans, ordinances, or policies that address the construction phase that are relevant to greenway paths and amenities. Based on the maximum extent assumptions described in Section 2, Project Description, traffic and circulation impacts are not anticipated to be of a magnitude such that they could conflict with any programs, plans, or policies addressing the circulation system, or transit, roadway, bicycle, or pedestrian facilities. However, the typical project elements could involve intermittent lane and sidewalk closures during construction of those elements, which could impede vehicle, pedestrian, equestrian, and bicycle circulation. These impacts have the potential to be significant.

3.17.3.3.1.1 Greenway Paths + Greenway Amenities

Construction

Significant and Unavoidable. Table 3.17-6 provides a trip generation summary for construction of greenway paths and greenway amenities. As summarized in Table 3.17-6, construction trip generation would range from 7.5 to 57.9 daily trips, depending on the construction phase. While the additional vehicle trips are below the County's Transportation Impact Analysis Guidelines screening threshold of 110 daily trips, the temporary increase in vehicle trips generated during construction could have a potentially significant impact. If the timing of those trips occurred during peak hours, they could contribute to congestion within designated congested roadway segments. In addition, it is possible that construction activities for an individual project could require intermittent closures of roadways, sidewalks, or paths that could impede vehicle, pedestrian, equestrian, and bicycle circulation and/or conflict with a program, plan, ordinance, or policy addressing the circulation system (e.g., Los Angeles County General Plan Policy M 1.2 to ensure that streets are safe for sensitive users, such as seniors and children, Policy M 2.3 to accommodate pedestrian and bicyclist, and reduce motor vehicle accidents, Policy M 2.4 to ensure a comfortable walking environment for pedestrians, as well as Step by Step Los Angeles County and Los Angeles County Vision Zero Action Plan goals and policies that address safety and traffic). These impacts would be potentially significant. **MM TR-1: Construction Transportation Management Plan** requires the preparation and implementation of a project-specific Construction Transportation Management Plan once a project has been proposed at a specific location that will identify the location and timing of temporary closures and detours with the goal of maintaining traffic flow, especially during peak periods as well as minimize impacts to pedestrians and bicyclists when bike

lanes or sidewalks must be closed. Implementation of **MM TR-2: Restrict Lane Closures and Maintain Access** would further minimize impacts to circulation by limiting lane closures to off-peak periods to reduce traffic delays as well as requiring access to schools, residential areas, and business be maintained. To avoid conflicts between construction activities and pedestrians and bicyclists, **MM TR-3: Closure Notification and Detours** would require advanced notice and detours and/or safe areas along the construction zone when construction results in temporary closures of sidewalks, other pedestrian facilities, and bike paths/routes. In addition, implementation of **MM TR-4: Notify Emergency Personnel of Road Closures** would reduce impacts to emergency services by providing advanced notification of proposed lane closures to emergency personnel. However, project specific circumstances from construction of greenway paths and amenities could still result in unforeseen circumstances such as temporary closures being unable to maintain traffic flow during peak period resulting in a significant impact. Temporary closures may also result in increased congestion necessitating alternative routes, and potentially forcing existing traffic to take longer trips along local roadways. With implementation of **MM TR-1, MM TR-2, MM TR-3, and MM TR-4**, the magnitude of transportation and circulation impacts are expected to be reduced, but these measures cannot guarantee avoidance of all significant impacts for every project. Therefore, project components may result in a conflict with programs, plans, or policies addressing the circulation system, or transit, roadway, bicycle, or pedestrian facilities, through the possible increase in congestion and VMT from temporary facilities closures. Therefore, impacts will be potentially significant and unavoidable.

Table 3.17-6. Construction-Related Vehicle Trips and Daily VMT (Greenway Paths + Greenway Amenities)

Construction Phase	Trip Type	One-Way Trips per Day	Miles per Trip	Daily VMT
Demolition	Worker	17.5	18.5	323.8
	Vendor	0	10.2	0.0
	Hauling	40.4	20.0	808.0
TOTAL		57.9	--	1,137.8
Site Preparation	Worker	7.5	18.5	138.8
	Vendor	0	10.2	0.0
	Hauling	0	20.0	0.0
TOTAL		7.5	--	138.8
Grading	Worker	7.5	18.5	138.8
	Vendor	0	10.2	0.0
	Hauling	48.9	20.0	978.0
TOTAL		56.4	--	1,116.8
Construction	Worker	13	18.5	240.5
	Vendor	0	10.2	0.0
	Hauling	0	20.0	0.0
TOTAL		13	--	240.5

Construction Phase	Trip Type	One-Way Trips per Day	Miles per Trip	Daily VMT
Paving	Worker	10	18.5	185.0
	Vendor	0	10.2	0.0
	Hauling	0	20.0	0.0
TOTAL		10	--	185

Source: CalEEMod Reports provided in Appendix C

Operations

Less than Significant. The primary goal of the Plan is to improve mobility and recreational opportunities for people with disabilities, youth and the aging populations, bicyclists, pedestrians, and equestrians in the San Gabriel Valley. The Plan proposes to implement greenways along more than one hundred miles of tributaries that would provide for alternative greenway transportation, with the goal of reducing VMT and associated GHG emissions. Future projects implemented from the Plan would be designed along the SGV River and Rio Hondo and their tributaries to connect with existing or potential access points to other greenway paths, parks, or other community benefit features (e.g., schools, business), providing opportunities for long-distance commuting via active transportation modes such as bicycles, scooters, and walking or running. Thus, the Plan would increase neighborhood connectivity to the trails and open spaces developed within the Plan Area, reducing or eliminating the need to travel extended distances via private vehicle to reach a destination within the Plan Area. The ability to replace long-distance vehicle commute trips with an active transportation trip will reduce VMT, consistent with State and regional policy initiatives, including SB 743 and SCAG's 2020-2045 RTP/SCS. It is also consistent with 2020-2045 RTP/SCS RTP Goals 2, 5, 6, 7, and 10 which seek to reduce GHG emissions and protect the environment and the health of SCAG region residents by improving air quality and encouraging active transportation.

The County of Los Angeles adopted the Los Angeles County Bicycle Master Plan, which sets forth a vision for a regional bicycle system of interconnected corridors with support facilities to encourage and make bicycling more comfortable. The Bike Master Plan has policies which support the development of bicycle facilities in Los Angeles County that encourage new riders (Bicycle Master Plan Policy 1.4), encourages landscaping along bikeways where appropriate (Bicycle Master Plan Implementation Action 1.4.2), and allows the use of and promote new and/or innovative bicycle facility designs and standards on County bicycle facilities (Bicycle Master plan Implementation Action 1.4.4). The portions of the Plan within County jurisdiction align with the Bicycle Master Plan since the greenway paths and amenities meet the vision of the Bicycle Master Plan and would also address each of these policies and implementation actions of the Bicycle Master Plan. Therefore, implementation of the Plan is not in conflict with the Bicycle Master Plan.

Los Angeles County's Vision Zero action plan seeks to eliminate traffic-related fatalities and severe injuries on unincorporated County roadways by 2035. By providing a framework for construction of off-street paths for active transportation trips, development of greenway paths and greenway amenities will provide Los Angeles County residents with a safe corridor for active transportation trips free of risk from injury or death by collision with a motor vehicle. Implementation of the Plan will allow the County

to achieve many of the goals and policies from its general plan Mobility Element. Goals and policies supported by Plan implementation include Goal M2, Policies M2.5 and M2.7; Goal M4, Policies M4.1, M4.10, and M4.12; and Goal M7, Policy M7.1, all of which relate to active transportation and reducing automobile dependence. Therefore, implementation of the Plan is not in conflict with the LA County's Vision Zero.

Similarly, greenway paths and greenway amenities are consistent with active transportation-related goals, policies, and policy actions of the other 33 incorporated cities within the Plan Area, as detailed in Section 3.17.2.3, Incorporated Cities. Specifically, greenway paths and greenway amenities would directly support the cities' complimentary goals for reducing VMT and improving connectivity for alternative transportation modes. As such, operations of greenway paths and greenway amenities would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and impacts would be less than significant.

Mitigation Measures

MM TR-1: Construction Transportation Management Plan. The project proponent shall prepare and implement a Construction Transportation Management Plan that will include provisions for the following:

- Implementation of standard safety practices, including installation of appropriate barriers between work zones and transportation facilities, placement of appropriate signage, and use of traffic control devices.
- Use of flaggers and/or signage to guide vehicles through or around construction zones using proper techniques for constructing activities including staging area entrance and exit.
- Alternate traffic routes and the use of construction personnel carpools or shuttles to avoid roads that are operating at a Level of Service D or lower.
- Traffic detours for any road or land closures with appropriate signage marking the detours.
- Timing of lane and road closures.
- Plans for construction worker parking and transportation to work sites.
- Methods for keeping roadways clean.
- Storage of all equipment and materials in designated work areas in a manner that minimizes traffic obstructions and maximizes sign visibility.
- Routing of trucks to avoid minor roads, where possible to reduce congestion and potential asphalt damage.
- Repair asphalt and other road damage (e.g., curb and gutter damage, rutting in unpaved roads) caused by construction vehicles.
- Detours for cyclists and pedestrians when bike lanes or sidewalks must be closed.
- Maintain emergency ingress and egress to access roads at all times.

MM TR-2: Restrict Lane Closures and Maintain Access. The project proponent shall restrict all necessary lane closures or obstructions associated with construction activities to off-peak periods to reduce traffic delays. Lane closures shall not occur between 6:00 and 9:30 a.m. and between 3:30 and 6:30 p.m., unless otherwise authorized by the responsible public agency with jurisdiction over the affected street or highway through the issuance of an encroachment permit. The project proponent or its construction contractors shall coordinate with schools prior to construction within 1,000 feet of school property to ensure entryways to schools are not blocked during peak drop-off and pick-up hours. Underground work areas within intersections or traffic lanes shall be adequately covered with steel plating prior to 3:30

p.m. to allow uninterrupted traffic flow during peak traffic periods. All residents within 300 feet of a proposed temporary lane or road closure shall be notified within at least seven days prior to a temporary lane or road closure. The project proponent or its construction contractors shall maintain travel through intersections at all times during construction. The project proponent or its construction contractors shall provide the ability to quickly lay a temporary steel plate trench bridge upon request in order to ensure driveway access to schools, businesses, and residences and shall provide continuous access to properties when not actively performing construction activities. In the event of a nearby fire or other emergency, steel plating shall be placed over underground work areas and construction equipment shall be removed from the partially or fully closed roadways, as needed, to permit uninterrupted traffic flow.

MM TR-3: Closure Notification and Detours. Where construction results in temporary closures of sidewalks and other pedestrian facilities, the project proponent shall provide temporary pedestrian access, through detours or safe areas along the construction zone. Where construction activity results in bike route or bike path closures, appropriate detours shall be defined. Signs shall be placed along the closed bike path a minimum of seven days prior to bike path closure notifying bicyclists of the proposed construction activities and duration of bike path closure. Notifications posted along the bike path shall include the location of detours and alternate routes to avoid conflicts with the construction area.

MM TR-4: Notify Emergency Personnel of Road Closures. The project proponent shall notify local emergency personnel (i.e., fire departments, police departments, ambulance, and paramedic services) at least seven days prior to lane or road closures. The notice shall include location(s), date(s), time(s), and duration of closure(s), and a contact number for project personnel.

Significance After Mitigation

Construction impacts would be reduced with implementation of **MM TR-1: Construction Transportation Management Plan**, **MM TR-2: Restrict Lane Closures and Maintain Access**, **MM TR-3: Closure Notification and Detours**, and **MM TR-4: Notify Emergency Personnel of Road Closures**, but remain significant and unavoidable.

Impacts from operation would be less than significant. No mitigation is required.

3.17.3.3.1.2 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces

Construction

Significant and Unavoidable. Construction of greenway paths and amenities would have transportation impacts as described above. The addition of a pocket park or greenspace would increase the number of days of construction, depending on the size of the proposed park or greenspace, which would increase the total number of vehicle trips during construction, although the number of daily trips may not necessarily increase due to the extended project construction schedule and distribution of trips over a greater number of days. Table 3.17-7 provides a trip generation summary for construction of greenway paths, one-acre pocket parks, and greenspaces. Table 3.17-8 provides a trip generation summary for construction of greenway paths, 25-acre greenspaces.

Table 3.17-7. Construction-Related Vehicle Trips and Daily VMT (Greenway Paths + 1-acre Pocket Parks + Greenspaces)

Construction Phase	Trip Type	One-Way Trips per Day	Miles per Trip	Daily VMT
Demolition	Worker	17.5	18.5	323.8
	Vendor	0	10.2	0.0
	Hauling	40.4	20.0	808.0
TOTAL		57.9	--	1,137.8
Site Preparation	Worker	7.5	18.5	138.8
	Vendor	0	10.2	0.0
	Hauling	0	20.0	0.0
TOTAL		7.5	--	138.8
Grading	Worker	7.5	18.5	138.8
	Vendor	0	10.2	0.0
	Hauling	39.1	20.0	782.0
TOTAL		46.6	--	920.8
Construction	Worker	13	18.5	240.5
	Vendor	0	10.2	0.0
	Hauling	0	20.0	0.0
TOTAL		13	--	240.5
Paving	Worker	10	18.5	185.0
	Vendor	0	10.2	0.0
	Hauling	0	20.0	0.0
TOTAL		10	--	185
Landscaping	Worker	7.5	18.5	138.8
	Vendor	0	10.2	0.0
	Hauling	0	20.0	0.0
TOTAL		10	--	138.8

Source: CalEEMod Reports provided in Appendix C

Table 3.17-8. Construction-Related Vehicle Trips and Daily VMT (Greenway Paths + 25-acre Greenspaces)

Construction Phase	Trip Type	One-Way Trips per Day	Miles per Trip	Daily VMT
Demolition	Worker	22.5	18.5	416.3
	Vendor	0	10.2	0.0
	Hauling	20.2	20	404.0
TOTAL		42.7	--	820.25
Site Preparation	Worker	15	18.5	277.5
	Vendor	0	10.2	0.0
	Hauling	0	20	0.0
TOTAL		15	--	277.5
Grading	Worker	15	18.5	138.8
	Vendor	0	10.2	0.0
	Hauling	24.4	20	782.0
TOTAL		39.4	--	765.5
Construction	Worker	13	18.5	240.5
	Vendor	0	10.2	0.0
	Hauling	0	20	0.0
TOTAL		13	--	240.5
Paving	Worker	10	18.5	185.0
	Vendor	0	10.2	0.0
	Hauling	0	20	0.0
TOTAL		10	--	185
Landscaping	Worker	7.5	18.5	138.8
	Vendor	0	10.2	0.0
	Hauling	0	20	0.0
TOTAL		7.5	--	138.8

Source: CalEEMod Reports provided in Appendix C

As summarized in Table 3.17-7 and Table 3.17-8, construction trip generation would range from 7.5 to 57.9 daily trips, depending on the construction phase. These additional vehicle trips are below the Los Angeles County's Transportation Impact Analysis Guidelines screening threshold of 110 daily trips. As described for greenway paths and amenities, the temporary increases in vehicle trips generated during construction could have a potentially significant impact if the timing of those trips occurred during peak hours and contributed to congestion within designated congested roadway segments. In addition, as the location, design details, and construction phasing of greenway path, pocket park, and greenspace projects are not known, it is possible that construction activities could require intermittent closures of

roadways, sidewalks, or paths that could impede vehicle, pedestrian, equestrian, and bicycle circulation and/or conflict with a program, plan, ordinance, or policy addressing the circulation system. These impacts have the potential to be significant. **MM TR-1: Construction Transportation Management Plan** requires the preparation and implementation of a project-specific Construction Transportation Management Plan once a project has been proposed at a specific location that would identify the location and timing of temporary closures and detours with the goal of maintaining traffic flow, especially during peak periods as well as minimize impacts to pedestrians and bicyclists when bike lanes or sidewalks must be closed. Implementation of **MM TR-2: Restrict Lane Closures and Maintain Access** would further minimize impacts to circulation by limiting lane closures to off-peak periods to reduce traffic delays as well as requiring access to schools, residential areas, and business be maintained. To avoid conflicts between construction activities and pedestrians and bicyclists, **MM TR-3: Closure Notification and Detours** would require advanced notice and detours and/or safe areas along the construction zone when construction results in temporary closures of sidewalks, other pedestrian facilities, and bike paths/routes. In addition, implementation of **MM TR-4: Notify Emergency Personnel of Road Closures** would reduce impacts to emergency services by providing advanced notification of proposed lane closures to emergency personnel. However, project specific circumstances from construction greenway path, pocket park, and greenspace could still result in impacts such as temporary closures being unable to maintain traffic flow during peak periods, resulting in a significant impact. Temporary closures and increased vehicle trips may also result in increased congestion within designated congested roadway segments; congestion necessitating alternative routes; and potentially forcing existing traffic to take longer trips along local roadways. With implementation of **MM TR-1, MM TR-2, MM TR-3, and MM TR-4**, the magnitude of transportation and circulation impacts are expected to be reduced, but these measures cannot guarantee avoidance of all significant impacts for every project. Therefore, project components may result in a conflict with programs, plans, or policies addressing the circulation system, or transit, roadway, bicycle, or pedestrian facilities through the possible increase in congestion and VMT from temporary facilities closures. Therefore, impacts will be significant and unavoidable.

Operations

Less than Significant. For projects that include pocket parks and greenspaces in addition to greenway paths and amenities, impacts would be the same as described for greenway paths and amenities. In addition, development of pocket parks and greenspaces adjacent to greenway paths would increase neighborhood connectivity to the trails and open spaces developed within the Plan Area, creating new neighborhood parks and reducing or eliminating the need to travel extended distances via private vehicle to reach a neighborhood park for the residents who live in the Plan Area. Accordingly, development of greenway paths, pocket parks, and greenspaces will allow for an increased share of trips to be completed via active transportation instead of by private vehicle. Thus, the inclusion of pocket parks and greenspaces would not result in any additional potential to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Impacts would be less than significant.

Mitigation Measures

MM TR-1: Construction Transportation Management Plan.

MM TR-2: Restrict Lane Closures and Maintain Access.**MM TR-3: Closure Notification and Detours.****MM TR-4: Notify Emergency Personnel of Road Closures.***Significance After Mitigation*

Construction impacts would be reduced with implementation of **MM TR-1: Construction Transportation Management Plan, MM TR-2: Restrict Lane Closures and Maintain Access, MM TR-3: Closure Notification and Detours, and MM TR-4: Notify Emergency Personnel of Road Closures** but remain significant and unavoidable.

Impacts from operation would be less than significant. No mitigation is required.

3.17.3.3.1.3 Greenway Paths and Greenway Amenities + Safe Crossings

Construction

Significant and Unavoidable. Construction of greenway paths and amenities would have the same impacts as described in Section 3.17.3.3.1.1 above. The addition of a safe crossing would increase the number of days of construction, depending on the type and size of the proposed safe crossing design. The addition of a safe crossing would also increase the total number of vehicle trips during construction, although the number of daily trips may not necessarily increase due to the extended project construction schedule and distribution of trips over a greater number of days. Table 3.17-9 provides a trip generation summary for construction of greenway path and safe crossing projects.

Table 3.17-9. Construction-Related Vehicle Trips and Daily VMT (Greenway Paths + Safe Crossings)

Construction Phase	Trip Type	One-Way Trips per Day	Miles per Trip	Daily VMT
Demolition	Worker	17.5	18.5	323.8
	Vendor	0	10.2	0.0
	Hauling	40.4	20.0	808.0
TOTAL		57.9	--	1,137.8
Site Preparation	Worker	7.5	18.5	138.8
	Vendor	0	10.2	0.0
	Hauling	0	20.0	0.0
TOTAL		7.5	--	138.8
Grading	Worker	15	18.5	277.5
	Vendor	0	10.2	0.0
	Hauling	48.9	20.0	978.0
TOTAL		63.9	--	1,255.5
Construction	Worker	21	18.5	388.5
	Vendor	0	10.2	0.0

Construction Phase	Trip Type	One-Way Trips per Day	Miles per Trip	Daily VMT
	Hauling	0	20.0	0.0
TOTAL		21	--	388.5
Paving	Worker	10	18.5	185.0
	Vendor	0	10.2	0.0
	Hauling	0	20.0	0.0
TOTAL		10	--	185
Architectural Coating	Worker	5.2	18.5	96.2
	Vendor	0	10.2	0.0
	Hauling	0	20.0	0.0
TOTAL		5.2	--	185

Source: CalEEMod Reports provided in Appendix C

As summarized in Table 3.17-9, construction trip generation would range from 5.2 to 63.9 daily trips, depending on the construction phase. These additional vehicle trips are below the County's Transportation Impact Analysis Guidelines screening threshold of 110 daily trips. As described for greenway paths and amenities, the temporary increases in vehicle trips generated during construction could have a potentially significant impact if the timing of those trips occurred during peak hours and contributed to congestion within designated congested roadway segments. In addition, as the location, design details, and construction phasing of greenway path and safe crossing projects are not known, it is possible that construction activities could require intermittent closures of roadways, sidewalks, or paths that could impede vehicle, pedestrian, equestrian, and bicycle circulation and/or conflict with a program, plan, ordinance, or policy addressing the circulation system. These impacts would be potentially significant. **MM TR-1: Construction Transportation Management Plan** requires the preparation and implementation of a project-specific Construction Transportation Management Plan once a project has been proposed at a specific location that will identify the location and timing of temporary closures and detours with the goal of maintaining traffic flow, especially during peak periods as well as minimize impacts to pedestrians and bicyclists when bike lanes or sidewalks must be closed. Implementation of **MM TR-2: Restrict Lane Closures and Maintain Access** would further minimize impacts to circulation by limiting lane closures to off-peak periods to reduce traffic delays as well as requiring access to schools, residential areas, and business be maintained. To avoid conflicts between construction activities and pedestrians and bicyclists, **MM TR-3: Closure Notification and Detours** would require advanced notice and detours and/or safe areas along the construction zone when construction results in temporary closures of sidewalks, other pedestrian facilities, and bike paths/routes. In addition, implementation of **MM TR-4: Notify Emergency Personnel of Road Closures** would reduce impacts to emergency services by providing advanced notification of proposed lane closures to emergency personnel. However, project specific circumstances from construction safe crossings could still result in impacts such as temporary closures being unable to maintain traffic flow during peak periods, resulting in a significant impact. Temporary closures and increased vehicle trips may also result in increased

congestion within designated congested roadway segments; congestion necessitating alternative routes; and potentially forcing existing traffic to take longer trips along local roadways. With implementation of **MM TR-1: Construction Transportation Management Plan, MM TR-2: Restrict Lane Closures and Maintain Access, MM TR-3: Closure Notification and Detours, and MM TR-4: Notify Emergency Personnel of Road Closures**, the magnitude of transportation and circulation impacts are expected to be reduced, but these measures cannot guarantee avoidance of all significant impacts for every project. Therefore, project components may result in a conflict with programs, plans, or policies addressing the circulation system, or transit, roadway, bicycle, or pedestrian facilities through the possible increase in congestion and VMT from temporary facilities closures. Therefore, impacts will be significant and unavoidable.

Operations

Less than Significant. For projects that include safe crossings in addition to greenway paths and amenities, impacts would be the same as described for greenway paths and amenities. The inclusion of safe crossing features would not result in any additional potential to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Impacts would be less than significant.

Mitigation Measures

MM TR-1: Construction Transportation Management Plan.

MM TR-2: Restrict Lane Closures and Maintain Access.

MM TR-3. Closure Notification and Detours.

MM TR-4. Notify Emergency Personnel of Road Closures.

Significance After Mitigation

Construction impacts would be reduced with implementation of **MM TR-1: Construction Transportation Management Plan, MM TR-2: Restrict Lane Closures and Maintain Access, MM TR-3: Closure Notification and Detours, and MM TR-4: Notify Emergency Personnel of Road Closures** but remain potentially significant and unavoidable.

Impacts from operation would be less than significant. No mitigation is required.

3.17.3.3.1.4 Greenway Paths and Greenway Amenities + Stormwater Management

Construction

Significant and Unavoidable. For future projects that propose stormwater management in addition to greenway path and amenities, transportation impacts during construction would be as described above. The construction of stormwater management features in addition to greenway paths and amenities is expected to be comparable in construction duration and vehicle trips as compared to projects that do not include such features. Table 3.17-10 provides a trip generation summary for construction of greenway paths and stormwater management.

Table 3.17-10. Construction-Related Vehicle Trips and Daily VMT (Greenway Paths + Stormwater Management)

Construction Phase	Trip Type	One-Way Trips per Day	Miles per Trip	Daily VMT
Demolition	Worker	17.5	18.5	323.8
	Vendor	0	10.2	0.0
	Hauling	40.4	20.0	808.0
TOTAL		57.9	--	1,137.8
Site Preparation	Worker	7.5	18.5	138.8
	Vendor	0	10.2	0.0
	Hauling	0	20.0	0.0
TOTAL		7.5	--	138.8
Grading	Worker	7.5	18.5	138.8
	Vendor	0	10.2	0.0
	Hauling	48.9	20.0	978.0
TOTAL		56.4	--	1,116.8
Construction	Worker	13	18.5	240.5
	Vendor	0	10.2	0.0
	Hauling	0	20.0	0.0
TOTAL		13	--	240.5
Paving	Worker	10	18.5	185.0
	Vendor	0	10.2	0.0
	Hauling	0	20.0	0.0
TOTAL		10	--	185

Source: CalEEMod Reports provided in Appendix C

As summarized in Table 3.17-10, construction trip generation would range from 7.5 to 57.9 daily trips, depending on the construction phase. These additional vehicle trips are below the County's Transportation Impact Analysis Guidelines screening threshold of 110 daily trips. As described for greenway paths and amenities, the temporary increases in vehicle trips generated during construction could have a potentially significant impact if the timing of those trips occurred during peak hours and contributed to congestion within designated congested roadway segments. In addition, as the location, design details, and construction phasing of greenway path and stormwater management projects are not known, it is possible that construction activities could require intermittent closures of roadways, sidewalks, or paths that could impede vehicle, pedestrian, equestrian, and bicycle circulation and/or conflict with a program, plan, ordinance, or policy addressing the circulation system. These impacts would be potentially significant. **MM TR-1: Construction Transportation Management Plan** requires the preparation and implementation of a project-specific Construction Transportation Management Plan once a project has been proposed at a specific location that will identify the location and timing of

temporary closures and detours with the goal of maintaining traffic flow, especially during peak periods as well as minimize impacts to pedestrians and bicyclists when bike lanes or sidewalks must be closed. Implementation of **MM TR-2: Restrict Lane Closures and Maintain Access** would further minimize impacts to circulation by limiting lane closures to off-peak periods to reduce traffic delays as well as requiring access to schools, residential areas, and business be maintained. To avoid conflicts between construction activities and pedestrians and bicyclists, **MM TR-3: Closure Notification and Detours** would require advanced notice and detours and/or safe areas along the construction zone when construction results in temporary closures of sidewalks, other pedestrian facilities, and bike paths/routes. In addition, implementation of **MM TR-4: Notify Emergency Personnel of Road Closures** would reduce impacts to emergency services by providing advanced notification of proposed lane closures to emergency personnel. However, project specific circumstances from construction of stormwater management could still result in impacts such as temporary closures being unable to maintain traffic flow during peak periods, resulting in a significant impact. Temporary closures and increased vehicle trips may also result in increased congestion within designated congested roadway segments; congestion necessitating alternative routes; and potentially forcing existing traffic to take longer trips along local roadways. With implementation of **MM TR-1: Construction Transportation Management Plan**, **MM TR-2: Restrict Lane Closures and Maintain Access**, **MM TR-3: Closure Notification and Detours**, and **MM TR-4: Notify Emergency Personnel of Road Closures**, the magnitude of transportation and circulation impacts are expected to be reduced, but these measures cannot guarantee avoidance of all significant impacts for every project. Therefore, project components may result in a conflict with programs, plans, or policies addressing the circulation system, or transit, roadway, bicycle, or pedestrian facilities through the possible increase in vehicle trips, congestion and VMT from temporary facilities closures. Therefore, impacts would remain potentially significant and unavoidable.

Operations

Less than Significant. For projects that include stormwater management in addition to greenway paths and amenities, impacts would be the same as described for greenway paths and amenities. The inclusion of stormwater management features would not result in any additional potential to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Impacts would be less than significant.

Mitigation Measures

MM-TR-1: Construction Transportation Management Plan.

MM-TR-2: Restrict Lane Closures and Maintain Access.

MM-TR-3: Closure Notification and Detours.

MM-TR-4: Notify Emergency Personnel of Road Closures.

Significance After Mitigation

Construction impacts would be reduced with implementation of **MM TR-1: Construction Transportation Management Plan**, **MM TR-2: Restrict Lane Closures and Maintain Access**, **MM TR-3: Closure Notification and Detours**, and **MM TR-4: Notify Emergency Personnel of Road Closures** but remain potentially significant and unavoidable.

Impacts from operation would be less than significant. No mitigation is required.

3.17.3.3.2 17(b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

3.17.3.3.2.1 Greenway Paths and Greenway Amenities

Construction

Less than Significant. CEQA Guidelines Section 15064.3(b) sets forth criteria for analyzing transportation impacts, with the applicable methodology based on project type, and specifying other criteria for conducting VMT analysis. As detailed in Section 3.17.3.3.1, Impact 17(a), conservatively accounting for all new project construction-related vehicle activity, construction of greenway paths and greenway amenities would temporarily increase trips per day by a maximum of 57.9 additional daily vehicle trips during construction. The estimated maximum daily vehicle trip count is below the County's Transportation Impact Analysis Guidelines screening threshold of 110 threshold trips per day. Per the County's Transportation Impact Analysis Guidelines, projects that generate fewer than 110 trips per day generally may be assumed to cause a less than significant impact relative to VMT. As such, construction of greenway paths and greenway amenities would not be expected to conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and impacts would be less than significant.

Operations

Less than Significant. Operation of greenway paths and greenway amenities would generate trips associated with landscape and maintenance activities. Landscape and maintenance of greenway paths with greenway amenities is assumed to be conducted by two workers (traveling to the project site together) once per week, resulting in two trips per week up to 18.5 miles per trip (per CalEEMod default trip distances for the Plan Area). Accordingly, landscape and maintenance activities would generate a maximum daily VMT of 37 miles and an estimated 9,646 VMT annually. The availability of greenway paths would encourage active transportation instead of using motor vehicles for short-distance trips and could reduce overall VMT as a result of replacing motor vehicle trips with alternative modes of transportation depending on location and connectivity to community benefit features (e.g., schools, businesses, parks). With respect to greenway amenities, these components associated with greenway paths would not be expected to generate trips exceeding the County's Transportation Impact Analysis Guidelines screening threshold of 110 daily trips. Thus, greenway paths and greenway amenities would not conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) for land use or transportation projects, and impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

3.17.3.3.2.2 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces

Construction

Less than Significant. For future projects which propose a pocket park or greenspace in addition to greenway path and amenities, transportation impacts during construction would be as described above. As detailed in Section 3.17.3.3.2, Impact 17(a), conservatively accounting for all new project construction-related vehicle activity, construction of greenway paths, pocket parks, and greenspaces would temporarily increase trips per day by a maximum of 57.9 additional daily vehicle trips during construction. The estimated maximum daily vehicle trip count is below the County's Transportation Impact Analysis Guidelines screening threshold of 110 threshold trips per day. Per the County's Transportation Impact Analysis Guidelines, projects that generate fewer than 110 trips per day generally may be assumed to cause a less than significant impact relative to VMT. As such, construction of greenway paths, pocket parks, and greenspaces would not be expected to conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and impacts would be less than significant.

Operations

Significant and Unavoidable. Operation of greenway paths, pocket parks or greenspaces would generate trips associated with landscape and maintenance activities as described for greenway paths and amenities above. Landscape and maintenance of greenway paths, pocket parks, and greenspaces is assumed to be conducted by two workers (traveling to the project site together) once per week, resulting in two trips per week up to 18.5 miles per trip (per CalEEMod default trip distances for the Plan Area). Accordingly, landscape and maintenance activities would generate a maximum daily VMT of 37 miles and an estimated 9,646 VMT annually.

For recreational use of the greenway paths and pocket parks or greenspaces, the availability of greenway paths would encourage active transportation instead of using motor vehicles for short-distance trips and could reduce overall VMT as a result of replacing motor vehicle trips with alternative modes of transportation depending on location and connectivity to community benefit features (e.g., schools, businesses, parks). With respect to greenway amenities, these components associated with greenway paths would not be expected to generate trips exceeding the County's Transportation Impact Analysis Guidelines screening threshold of 110 daily trips.

For the purposes of the VMT analysis for park and greenspace facilities, two critical pieces of detail are still unknown: specific project location of the park or greenspace and programming (i.e., function/use, capacity). Without these pieces of information, trip generation estimates and user vehicle trip lengths for the projects that include parks and greenspaces cannot be developed and cannot be evaluated quantitatively. For example, a 25-acre open field would generate fewer trips than a 25-acre sports complex or playground. Thus, the VMT impacts associated with parks and greenspaces have been evaluated qualitatively in this analysis, as is allowed under CEQA Section 15064.3, subdivision (b)(3). For pocket parks and greenspaces that are not sports fields or playgrounds, visitations are assumed to be 500 visitors per day at an individual facility. Based on a conservative assumption that each visitor drove to the site alone would result in 1,000 daily vehicle trips, exceeding the County's Transportation Impact Guidelines screening criteria of 110 net daily trips. 25-acre parks and greenspaces that include sports fields and playgrounds may generate substantially more net daily trips, which could result in a significant

VTM impact. Implementation of **MM TR-5: Determine VMT Based on Type of Subsequent Project** would require that a project-specific VMT analysis be performed using the County's VMT impact criteria that have been developed based on guidance from OPR and CARB. If a proposed project cannot be screened out and the VMT is determined to exceed the applicable thresholds based on the applicable guideline and project type, then implementation of **MM TR-6: Implement Transportation Demand Management Strategies and/or Enhancements to Reduce VMT** would be required. **MM-TR-6: Implement Transportation Demand Management Strategies and/or Enhancements to Reduce VMT** would require implementation of transportation demand management strategies such as increasing transit accessibility, relocating a project in order to be adjacent to transit, and/or pricing any provided parking to discourage vehicle trips. However, depending on the project location and number of vehicle trips generated as a result of operations, in some circumstances, transportation demand management strategies applied to reduce transportation impacts may not reduce impacts below the applicable threshold or may be infeasible. Therefore, operation of greenway paths, pocket parks, and greenspaces would have a potentially significant and unavoidable impact relative to CEQA Guidelines 15064.3(b).

Mitigation Measures

MM TR-5: Determine VMT Based on Type of Subsequent Project. For any proposed projects that include parks and greenspaces, the project proponent shall conduct the following two-step screening process:

- Step 1: Conduct a trip generation analysis to determine whether a project would generate a net increase of 110 or more daily trips, or determine whether the location is located within one-half mile of a major transit stop or high-quality transit corridor based on its County Transportation Impact Analysis Guidelines Sections 3.1.2.1 and 3.1.2.3. If the project is screened out once project design and location details are known, then no further actions are required. If the subsequent project is not screened out after Step 1, the implementing agency will move on to Step 2.
- Step 2: Perform a VMT analysis for the subsequent project using the County's VMT impact criteria that have been developed based on guidance from OPR and CARB. Per the criteria, project VMT impact thresholds vary depending on the project type, as follows:
 - For residential development land use projects, the project's residential VMT per capita would not be 16.8 percent below the existing residential VMT per capita for the Baseline Area in which the project is located.
 - For office land use projects, the project would generate employment VMT per employee exceeding 16.8 percent below the existing employment VMT per employee for the Baseline Area in which the project is located.
 - For regional serving retail land use projects, entertainment projects, and/or event center land uses, the project would result in a net increase in existing Total VMT. Trips associated with these land uses are typically discretionary trips, which may be either substitute trips to other, closer destinations, or new trips entirely. A project-specific customized approach will be required to estimate VMT for such projects. The methodology should be developed in consultation with and approved by Public Works staff at the outset of the study.
 - For unique land uses in which a land use project does not fit into any of the above categories, a project-specific customized approach may be required to estimate daily trips and VMT but may be based on the existing employment trip element using an approach similar to that for office projects, above. The methodology and thresholds to be used in such cases should be

developed in consultation with and approved by LA County Public Works staff at the outset of the study.

If the subsequent project cannot be screened out but the VMT is determined to not exceed the threshold based on the applicable guideline and project type, then no further action is needed. If the subsequent project cannot be screened out and the VMT is determined to exceed the threshold based on the applicable guideline and project type, then **MM TR-6** shall be implemented.

MM TR-6: Implement Transportation Demand Management Strategies and/or Enhancements to Reduce VMT. The project proponent shall implement a subsequent project-specific program utilizing transportation demand management strategies and neighborhood or site enhancements to reduce VMT, and any other appropriate strategies to address identified impacts and reduce VMT associated with the project.

The program to reduce VMT shall be based on the suite of eligible transportation demand management strategies included in the County Guidelines or other measures with substantial evidence, or, if the subsequent project is located in an incorporated city, the program shall be based on that city's list of qualifying VMT mitigation strategies. Specific measures can include but are not limited to:

- Increasing transit accessibility
- Relocating a project in order to be adjacent to transit
- Pricing any provided parking at river access sites to discourage vehicle trips to the project site
- Implementation of neighborhood or site enhancements such as pedestrian network improvements (for example, high-visibility crosswalks, continuous sidewalks, and Americans with Disabilities Act (ADA)-compliant directional curb cuts at intersections), and traffic calming measures such as speed humps or chicanes.

Significance After Mitigation

Construction impacts would be less than significant. No mitigation is required.

For operations, implementation of **MM TR-5: Determine VMT Based on Type of Subsequent Project** would require that a project-specific VMT analysis be performed using the County's VMT impact criteria that have been developed based on guidance from OPR and CARB. If a proposed project cannot be screened out and the VMT is determined to exceed the applicable thresholds based on the applicable guideline and project type, then implementation of **MM TR-6: Implement Transportation Demand Management Strategies and/or Enhancements to Reduce VMT** would be required. **MM TR-6: Implement Transportation Demand Management Strategies and/or Enhancements to Reduce VMT** would require implementation of transportation demand management strategies such as increasing transit accessibility, relocating a project in order to be adjacent to transit, and/or pricing any provided parking to discourage vehicle trips. However, depending on the project location and number of vehicle trips generated as a result of operations, in some circumstances, transportation demand management strategies applied to reduce transportation impacts may not reduce impacts below the applicable threshold or may be infeasible. Therefore, operation of greenway paths, pocket parks, and greenspaces would have a potentially significant and unavoidable impact relative to CEQA Guidelines 15064.3(b).

3.17.3.3.2.3 Greenway Paths and Greenway Amenities + Safe Crossings

Construction

Less than Significant. For future projects which propose a safe crossing in addition to greenway path and amenities, transportation impacts during construction would be as described above. As detailed for Impact 17(a), conservatively accounting for all new project construction-related vehicle activity, construction of greenway paths and safe crossings would temporarily increase trips per day by a maximum of 63.9 additional daily vehicle trips during construction. The estimated maximum daily vehicle trip count is below the County's Transportation Impact Analysis Guidelines screening threshold of 110 threshold trips per day. Per the County's Transportation Impact Analysis Guidelines, projects that generate fewer than 110 trips per day generally may be assumed to cause a less-than-significant impact relative to VMT. As such, construction of greenway paths and safe crossings would not be expected to conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and impacts would be less than significant.

Operations

Less than Significant. Operation of greenway paths and safe crossings would generate trips associated with landscape and maintenance activities as described for greenway paths and amenities above. As such, the inclusion of safe crossings in a project design with a greenway path and amenities is not anticipated to result in any greater operational impacts than are described above for greenway paths and amenities without such features. Thus, greenway paths and safe crossings would not conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) for land use or transportation projects, and impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

3.17.3.3.2.4 Greenway Paths and Greenway Amenities + Stormwater Management

Construction

Less than Significant. For future projects which propose stormwater management in addition to greenway path and amenities, transportation impacts during construction would be as described above. As detailed in Section 3.17.3.3.1.1, Impact 17(a), conservatively accounting for all new project construction-related vehicle activity, construction of greenway paths and stormwater management would temporarily increase trips per day by a maximum of 57.9 additional daily vehicle trips during construction. The estimated maximum daily vehicle trip count is below the County's Transportation Impact Analysis Guidelines screening threshold of 110 threshold trips per day. Per the County's Transportation Impact Analysis Guidelines, projects that generate fewer than 110 trips per day generally may be assumed to cause a less-than-significant impact relative to VMT. As such, construction of greenway paths and stormwater management would not be expected to conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and impacts would be less than significant.

Operations

Less than Significant. Operation of greenway paths and stormwater management would generate trips associated with landscape and maintenance activities as well as occasional trips associated with maintenance of stormwater management components. Landscape and maintenance of greenway paths is assumed to be conducted by two workers (traveling to the project site together) once per week, resulting in two trips per week up to 18.5 miles per trip (per CalEEMod default trip distances for the Plan Area). Accordingly, landscape and maintenance activities would generate a maximum daily VMT of 37 miles and an estimated 9,646 VMT annually. Maintenance of stormwater management components would be dependent on the type of feature, storm events, and/or sediment loading. These types of trips would be infrequent and sporadic and would not contribute substantially to project-related VMT. The availability of greenway paths would encourage active transportation instead of using motor vehicles for short-distance trips and could reduce overall VMT as a result of replacing motor vehicle trips with alternative modes of transportation depending on location and connectivity to community benefit features (e.g., schools, businesses, parks). With respect to greenway amenities, these components associated with greenway paths would not be expected to generate trips exceeding the County's Transportation Impact Analysis Guidelines screening threshold of 110 daily trips. Thus, greenway paths and stormwater management would not conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) for land use or transportation projects, and impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

3.17.3.3.3 17(c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

3.17.3.3.3.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Significant and Unavoidable. Construction of projects developed under the Plan may result in short-term roadway effects (e.g., localized increases in delay and traffic queuing that stems from lane closures), which could result in increased hazards from geometric design (e.g., reduced sight lines due to temporary obstructions such as construction equipment parked in the roadway) and emergency access, both along the river (e.g., due to closed access ramps) and to adjacent land uses (e.g., due to driveways affected by lane closures). Implementation of **MM TR-1: Construction Transportation Management Plan** requires the preparation and implementation of a project-specific construction transportation management plan once a project has been proposed at a specific location. The project-specific construction transportation management plan shall provide a traffic control plan that would minimize hazards associated with construction activities. However, depending on the project location, in some circumstances, the measures outlined in **MM TR-1: Construction Transportation Management Plan**

applied to reduce transportation impacts during construction may not reduce impacts below the applicable threshold or may be infeasible. Therefore, construction activities may result in a potentially significant and unavoidable impact related to hazards due to a geometric design feature or incompatible uses.

Operations

Less than Significant. Impacts regarding the potential increase of hazards due to a geometric design feature and/or incompatible use generally relate to the design of access points and/or roadway modifications to and from projects implemented under the Plan. Design principles used to integrate greenway paths and associated components within the community and neighborhood regarding traffic are anticipated to be given consideration. The site location, off-site routes, and ingress and egress plans would be chosen to work with the existing traffic patterns and limit the potential traffic burdens. However, the future locations of projects developed under the Plan are currently undetermined. Therefore, it is unknown whether any geometric design hazards existing that would need to be remediated, or whether design of specific access points may require modifications to existing roadway geometries. However, all access points and any roadway modifications would be required to be designed according to the *Design Guidelines and Standards*, and, where applicable, to the local agency's design guidelines in which they are located. Accordingly, projects implemented under the Plan would be subject to, and designed in accordance with, the relevant local agency and/or the County standards and specifications that address potential design hazards including sight distance, driveway placement and access, and signage and striping. Additionally, any new transportation facilities or improvements to such facilities associated with the Plan within unincorporated LA County would be constructed based on design standards consistent with the latest version of the Los Angeles County Standard Plans and/or Los Angeles County Code Chapter 21.24, Design Standards, and best practices consistent with General Plan Mobility Element Goals M-1 and M-2.

Based on criteria included in the County's Transportation Impact Analysis Guidelines, individual projects may be required to prepare Site Access Studies and/or Site Access Analyses to address the needs of vehicles, bicycles, and pedestrians (LA County Public Works 2020). Operational analysis may be necessary for some individual projects to evaluate primary site access points, unsignalized intersections integral to the project's access, and signalized intersections in the vicinity of the individual project. Potential corrective actions for project access and circulation constraints can include, but are not limited to, the following:

- Installation of a traffic signal or stop signs or electronic warning devices at site access points,
- Redesign and/or relocation of project access points,
- Redesign of the internal access and circulation system,
- Installation of stop-signs and pavement markings internal to the site,
- Restriction or prohibition of turns at site access points,
- Installation of new traffic signal, left-turn signal phasing, or other vehicle flow enhancements at nearby intersections, and/or
- Reconfiguration of intersections that reduces gridlock and unsafe conflict points.

A site access analysis of individual projects within the program would ensure appropriate improvement measures are identified to reduce hazards due to geometric design features. Therefore, with the implementation of County's Transportation Impact Analysis Guidelines, the Plan would not increase

hazards because of a roadway design feature or incompatible uses, and impacts would be less than significant.

Mitigation Measures

MM TR-1: Construction Transportation Management Plan.

Significance After Mitigation

Construction impacts would be potentially significant and unavoidable with implementation of **MM TR-1: Construction Transportation Management Plan**.

Impacts from operation would be less than significant. No mitigation is required.

3.17.3.3.4 17(d) Result in inadequate emergency access?

3.17.3.3.4.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Significant and Unavoidable. Construction of projects implemented under the Plan may result in short-term roadway effects, including localized increases in delay and traffic queuing that stems from lane closures, which could result in impediments to emergency access, both along the District ROW (e.g., due to closed access ramps) and to adjacent land uses (e.g., due to driveways affected by lane closures). Incorporation of **MM TR-1: Construction Transportation Management Plan** would ensure adequate access and travel for emergency access for the facility. Should construction of any of these facilities result in any kind of temporary road closure, per **MM TR-1: Construction Transportation Management Plan**, a construction transportation management plan would be developed to identify appropriate lane closures/routing and detours. This information would also be provided to local emergency providers to ensure adequate access and travel for emergency vehicles is maintained. However, depending on the project location and construction activities and/or feasibility of mitigation measures, in some circumstances, emergency access may be impeded. Therefore, emergency access impacts during the construction phase of future projects implemented under the Plan are considered potentially significant and unavoidable.

Operations

Less than Significant. The County and responsible emergency service agencies including the LACFD have emergency access and design standards that are based on the size and intensity of development. In addition, all Plan components would be required to be designed according to the *Design Guidelines and Standards*, including minimum requirements for width, vertical clearance, and vegetation maintenance to allow for emergency vehicle access. Accordingly, Plan components would be designed to meet all applicable emergency access and design standards that require adequate emergency access would be provided. Compliance with these provisions would be ensured through the review process by the County and, if relevant, local agency's approval as well as approval by the relevant emergency service agencies. Further, the County would maintain a current evacuation plan and ensure that projects implemented under the Plan provide adequate emergency and/or secondary access throughout the District ROW. Therefore, impacts would be less than significant.

Mitigation Measures

MM TR-1: Construction Transportation Management Plan.

Significance After Mitigation

MM TR-1: Construction Transportation Management Plan would require the preparation and implementation of a project-specific construction transportation management plan once a project has been proposed at a specific location that will identify the location and timing of temporary closures and detours with the goal of maintaining traffic flow, especially during peak periods as well as minimize impacts to emergency services. However, depending on the location of future projects, short-term roadway effects such as localized increases in delay and traffic queuing that stems from lane closures, could delay or impact emergency response. The project-specific construction transportation management plan shall provide a traffic control plan that would minimize impacts to emergency service operations. However, depending on the project location, in some circumstances, the measures outlined in **MM TR-1: Construction Transportation Management Plan** applied to reduce transportation impacts during construction may not reduce impacts below the applicable threshold or may be infeasible. Therefore, construction activities may result in a potentially significant and unavoidable impact related to inadequate emergency access.

Impacts from operation would be less than significant. No mitigation is required.

3.17.3.4 Impacts of Conceptual Design Projects

3.17.3.4.1 17(a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Construction

Significant and Unavoidable. The construction activities associated with each of the 10 conceptual designs are within maximum extent limits as described for the Plan in Section 2, Project Description. As summarized in Section 3.17.3.3.1, Impacts 17(a) for the Plan, additional vehicle trips associated with construction activities would be below the County's Transportation Impact Analysis Guidelines screening threshold of 110 daily trips. The temporary increases in vehicle trips generated during construction could have a potentially significant impact if the timing of those trips occurred during peak hours and contributed to congestion within designated congested roadway segments. In addition, construction activities could require intermittent closures of roadways, sidewalks, or paths that could impede vehicle, pedestrian, equestrian, and bicycle circulation and/or conflict with a program, plan, ordinance, or policy addressing the circulation system. These impacts have the potential to be significant. With implementation of **MM TR-1: Construction Transportation Management Plan, MM TR-2: Restrict Lane Closures and Maintain Access, MM TR-3: Closure Notification and Detours, and MM TR-4: Notify Emergency Personnel of Road Closures**, the magnitude of transportation and circulation impacts are expected to be reduced to less than significant such that they would not result in a conflict with any programs, plans, or policies addressing the circulation system, or transit, roadway, bicycle, or pedestrian facilities. However, project-specific plans for each of the conceptual projects have not yet been developed and traffic management measures to be implemented during construction phases are currently unknown. As such, circumstances from construction of a conceptual project could still result in

unforeseen circumstances such as temporary closures and being unable to maintain traffic flow during peak periods resulting in a significant impact. Temporary closures may also result in increased congestion necessitating alternative routes, and potentially forcing existing traffic to take longer trips along local roadways. Therefore, impacts would remain potentially significant and unavoidable.

Operations

Less than Significant. The primary goals of the Plan are centered on promoting and expanding active commuting and enhancing connections to transit, schools, jobs, and everyday destinations. The 10 conceptual design plans would provide for alternative greenway transportation, with the goal of reducing VMT and associated GHG emissions. As described in Section 3.17.3.3.1, Impacts 17(a) for the Plan, projects implemented under the Plan present opportunities to connect with existing or potential access points to other path segments, parks, or other community benefit features (e.g., schools, business), providing opportunities for commuting via active transportation modes such as bicycles, scooters, and walking or running. Thus, the 10 conceptual design projects would increase neighborhood connectivity to the trails and community benefit features in the respective project site areas, reducing or eliminating the need to travel via private vehicle to reach a school, neighborhood park, or business for the residents who live in the respective project areas. Accordingly, development of the 10 conceptual design projects will allow for an increased share of trips to be completed via active transportation instead of by private vehicle. Increasing the active transportation mode share and the ability to replace vehicle commute trips with an active transportation trip will reduce VMT, consistent with state and regional policy initiatives, including SB 743 and SCAG's 2020-2045 RTP/SCS. The 10 conceptual design projects are also consistent with 2020-2045 RTP/SCS RTP Goals 2, 5, 6, 7, and 10 which seek to reduce GHG emissions and protect the environment and the health of SCAG region residents by improving air quality and encouraging active transportation. Similarly, the 10 conceptual design projects are consistent with active transportation-related goals, policies, and policy actions of the respective incorporated cities in which they are located. As such, the 10 conceptual design projects are not anticipated to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities and impacts would be less than significant.

Table 3.17-11. Analysis of Operations of Conceptual Design Examples to Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle and Pedestrian Facilities

Conceptual Design Project	<i>17(a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?</i>
<p>Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i> <i>Greenway, lighting, pollinator garden, seating, safe crossing, linear stormwater management</i></p>	<p>Less than Significant. Alhambra Wash at Vincent Lugo Park conceptual design is within the City of Alhambra and City of San Gabriel, and would be consistent with the Alhambra Mobility Element Policies M-1C as it would provide safe access pedestrians and bicyclists all ages and abilities, Policies M-2B and M-2C as it would improve transportation infrastructure and services in a way that will increase the utility, safety, attractiveness of alternative modes of transportation, and connectivity for alternative transportation modes throughout and beyond the City, Policy M-2F as it would implement improvements to the City's bike network, Policy R-5A as it would minimize motor vehicle trips and VMT, and Policy HS-7C as it would encourage community design that facilitates active transportation such as</p>

Conceptual Design Project	17(a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
	walking and bicycling. The project is also consistent with the San Gabriel Mobility Element Goals 3.5 and 3.6 and related policies to promote use of bicycles for transportation and enhance pedestrian access and circulation. Within the City of San Gabriel, the project would also support the San Gabriel Mobility Element Goal 8.6 to improve air quality within the city by reducing emissions associated with motorized vehicles. Accordingly, the project is not anticipated to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities
Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i> <i>Greenway, bike service station, pollinator garden, seating, safe crossing, stormwater management</i>	Less than Significant. Big Dalton Wash at Hilda L. Solis Park conceptual design is within the Cities of Baldwin Park and Irwindale and would be consistent with the City of Baldwin Park Circulation Element Policy 4.1 to provide for a Citywide bicycle path system and the City of Irwindale Infrastructure Element goal to improve safe and efficient circulation in the City. Accordingly, the project is not anticipated to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.
Eaton Wash Greenway at Spreading Ground Site <i>City of Pasadena</i> <i>Greenway, bike service station, park ribbon, shade structures, stormwater management, educational signage, outdoor classroom</i>	Less than Significant. Eaton Wash Greenway at Spreading Ground Site conceptual design is within the City of Pasadena and is consistent with the City of Pasadena Bicycle Transportation Action Plan and Objective 1 of the City of Pasadena Mobility Element to enhance livability and improve community health and safety through policies to encourage and promote connectivity and accessibility throughout the City, as well as policies related to Objective 2 to encourage walking, biking, and other alternatives to motor vehicles. Accordingly, the project is not anticipated to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.
Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i> <i>Greenway, safe crossing, landscaping</i>	Less than Significant. Eaton Wash at Eaton Blanche Park conceptual design is within the City Pasadena and is consistent with the City of Pasadena Bicycle Transportation Action Plan and Objective 1 of the City of Pasadena Mobility Element to enhance livability and improve community health and safety through policies to encourage and promote connectivity and accessibility throughout the City, as well as policies related to Objective 2 to encourage walking, biking, and other alternatives to motor vehicles. Accordingly, the project is not anticipated to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and impacts.
San Dimas Wash at Arrow High School <i>City of Glendora</i> <i>Greenway, safe crossing, landscaping, shade structure, outdoor classroom, picnic area, seating</i>	Less than Significant. San Dimas Wash at Arrow High School conceptual design is within the City of Glendora and is consistent with the Glendora Circulation Element, Goal CIR-7 to improve access to alternative modes of transportation as well as the Land Use Element Policy LU-20.5 to encourage the development of pedestrian-friendly development through properly scaled design and amenities. Accordingly, the project is not anticipated to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

Conceptual Design Project	17(a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
<p>San Dimas Wash at Hollenbeck Park <i>City of Covina</i> <i>Greenway, safe crossing, seating, river overlook, community garden</i></p>	<p>Less than Significant. San Dimas Wash at Hollenbeck Park conceptual design is within the City of Covina and is consistent with the City of Covina Master Plan goals and policies to improve conditions for bicycling in the City of Covina and surrounding region. In addition, the project directly supports policies outlined under City of Covina Land Use Element Policy Area 5 to accommodate pedestrian circulation, to the greatest degree possible, in addition to policies established under the City's Open Space Lands Element Policy Area 3 to encourage the utilization of, and, where deemed reasonable by appropriate analyses or studies, expand and improve the City's limited network of bicycle ways for recreational as well as functional purposes to link local and regional recreational areas and other major points of interest. Accordingly, the project is not anticipated to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.</p>
<p>San Jose Creek at Pocket Park <i>City of Industry and the unincorporated LA County community of Avocado Heights</i> <i>Greenway, pocket park, overlook, stair climb</i></p>	<p>Less than Significant. San Jose Creek at Pocket Park conceptual design includes components within the City of Industry and would be consistent with Goal C2 of the City of Industry Circulation Element, to provide safe and efficient circulation systems for bicycles and pedestrians. Accordingly, the project is not anticipated to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.</p>
<p>Thompson Creek at the Fairplex <i>Cities of Pomona, La Verne, and Claremont</i> <i>Greenway, pollinator garden, permeable pavement, flexible greenspace</i></p>	<p>Less than Significant. Thompson Creek at the Fairplex conceptual design is within the Cities of Pomona, La Verne, and Claremont and would be consistent with the City of Claremont 2007 Bicycle Plan, City of La Verne Active Transportation Plan, and City of Pomona Active Transportation Plan: Bicycle Master Plan and Pedestrian Master Plan. In addition, the project would increase bikability within the City, consistent with Policy 3.1.4 of the City of Pomona Green Plan. The project directly supports Goals 4-3 and 4-7 and related policies of the City of Claremont Community Mobility Element through the development of pedestrian ways and bicycle routes that provides viable options to travel by automobile. The project is also consistent with Goal 7 and related policies within the La Verne Transportation and Circulation Element which aim to create a comprehensive network of pedestrian, equestrian and bicycle paths, as well as Goal 5 of the Resource Management Element which aims to improve air quality through reductions in vehicular air pollution. Accordingly, the project is not anticipated to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.</p>
<p>Walnut Creek at Syhre Park <i>Cities of Baldwin Park and West Covina</i> <i>Greenway, plaza, shade trees</i></p>	<p>Less than Significant. Walnut Creek at Syhre Park conceptual design is within the Cities of Baldwin Park and West Covina and would be consistent with the City of Baldwin Park Circulation Element Policy 4.1 to provide for a Citywide bicycle path system and the City of Irwindale Infrastructure Element goal to improve safe and efficient circulation in the City. In addition, the project directly supports Policy 1.7 and related actions within the West Covina Our Natural Community Element, which aims to develop a multi-use integrated trail system that supports recreational and mobility needs, and Policy 4.5 and related actions by eliminating barriers to pedestrian and bicycle travel.</p>

Conceptual Design Project	17(a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
	Accordingly, the project is not anticipated to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.
Walnut Creek at Pocket Park <i>City of West Covina</i> <i>Greenway, gateway, bike service station, picnic area, landscaping, pollinator garden, public art</i>	Less than Significant. Walnut Creek at Pocket Park conceptual design is within the City of West Covina. The project directly supports Policy 1.7 and related actions within the West Covina Our Natural Community Element, which aims to develop a multi-use integrated trail system that supports recreational and mobility needs, and Policy 4.5 and related actions by eliminating barriers to pedestrian and bicycle travel. Accordingly, the project is not anticipated to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

3.17.3.4.2 17(b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Construction

Less than Significant. The construction activities associated with each of the 10 conceptual designs are within maximum extent limits as described for the Plan in Section 2, Project Description. As summarized in Section 3.17.3.3.2, Impacts 17(b) for the Plan, additional vehicle trips associated with construction activities would be below the County's Transportation Impact Analysis Guidelines screening threshold of 110 daily trips. As detailed for Impact 17(a), conservatively accounting for all new project construction-related vehicle activity, construction of Plan components would temporarily increase trips per day by a maximum of 63.9 additional vehicle trips per day. However, the majority of construction workers would be drawn from the existing regional transportation network, resulting in trips that are essentially relocations from other construction sites. Consequently, the impact of construction worker trips can be assumed to have a less than significant impact on regional VMT. The estimated maximum daily vehicle trip count is below the County's Transportation Impact Analysis Guidelines screening threshold of 110 threshold trips per day. Per the County's Transportation Impact Analysis Guidelines, projects that generate fewer than 110 trips per day generally may be assumed to cause a less-than-significant impact relative to VMT. As such, construction of the 10 conceptual design projects would not be expected to conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and impacts would be less than significant.

Operations

Less than Significant. The primary goals of the Plan are centered on promoting and expanding active commuting and enhancing connections to transit, schools, jobs, and everyday destinations. The 10 conceptual design plans would provide for alternative greenway transportation, with the goal of reducing VMT and associated GHG emissions. As described in Section 3.17.3.3.2, Impacts 17(b) for the Plan, projects implemented under the Plan present opportunities to connect with existing or potential access points to other path segments, parks, or other community benefit features (e.g., schools, business, etc.), providing opportunities for commuting via active transportation modes such as bicycles,

scooters, and walking or running. Thus, the 10 conceptual design projects would increase neighborhood connectivity to the trails and community benefit features in the respective project site areas, reducing or eliminating the need to travel via private vehicle to reach a school, neighborhood park, or business for the residents who live in the respective project areas. Accordingly, development of the 10 conceptual design projects will allow for an increased share of trips to be completed via active transportation instead of by private vehicle. Increasing the active transportation mode share and the ability to replace vehicle commute trips with an active transportation trip will reduce VMT, thus the 10 conceptual design projects would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Impacts would be less than significant.

3.17.3.4.3 17(c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Construction

Less than Significant with Mitigation. The construction activities associated with each of the 10 conceptual designs are within maximum extent limits as described for the Plan in Section 2, Project Description. As summarized in Section 3.17.3.3.3, Impacts 17(c) for the Plan, construction of projects developed under the Plan may result in short-term roadway effects (e.g., localized increases in delay and traffic queuing that stems from lane closures), which could result in increased hazards from geometric design (e.g., reduced sight lines due to temporary obstructions such as construction equipment parked in the roadway) and emergency access, both along the river (e.g., due to closed access ramps) and to adjacent land uses (e.g., due to driveways affected by lane closures). Implementation of **MM TR-1: Construction Transportation Management Plan** would require the preparation and implementation of a project-specific CTMP once a project has been proposed at a specific location. The project-specific CTMP shall provide a traffic control plan that would minimize hazards associated with construction activities. However, the measures outlined in **MM TR-1: Construction Transportation Management Plan** applied to reduce transportation impacts during construction would reduce impacts below the applicable threshold. Therefore, construction activities would result in less than significant impacts related to hazards due to a geometric design feature or incompatible uses.

Operations

Less than Significant. The construction activities associated with each of the 10 conceptual designs are within maximum extent limits as described for the Plan in Section 2, Projection Description. As summarized in Section 3.17.3.3.3, Impacts 17(c) for the Plan, impacts regarding the potential increase of hazards due to a geometric design feature and/or incompatible use generally relate to the design of access points and/or roadway modifications to and from projects implemented under the Plan. Design principles used to integrate greenway paths and associated components within the community and neighborhood regarding traffic are anticipated to be given consideration. The site location, off-site routes, and ingress and egress plans would be chosen to work with the existing traffic patterns and limit the potential traffic burdens. Scoping comments received indicated concerns related to the Thompson Creek conceptual design project and potential safety concerns where users of the greenway may need to cross busy roadways. However, the specific design of project features including sidewalks, crossings, overpasses, and bridges are currently undetermined. Therefore, it is unknown whether any geometric design hazards existing that would need to be remediated, or whether design of specific access points

may require modifications to existing roadway geometries. However, all access points and any roadway modifications would be required to be designed according to the most current LA County Public Works Standard Plans Manual (which adopts by reference the Caltrans Standard Plans), the *Design Guidelines and Standards*, and, where applicable, to the local agency's design guidelines in which they are located. Accordingly, the Proposed Plan would be subject to, and designed in accordance with, the relevant local agency and/or the County standards and specifications that address potential design hazards including sight distance, driveway placement and access, and signage and striping. Additionally, any new transportation facilities or improvements to these facilities would be constructed based on design standards consistent with design standards and best practices of the local jurisdiction. Operational analysis may be necessary for the conceptual design projects to evaluate primary site access points, unsignalized intersections integral to the project's access, and signalized intersections in the vicinity of the individual project. Site access analysis of the individual projects would ensure appropriate improvement measures are identified to reduce hazards due to geometric design features. Therefore, with the compliance with Caltrans Standard Plans, the conceptual design projects would not increase hazards because of a roadway design feature or incompatible uses and impacts would be less than significant.

3.17.3.4.4 17(d) Result in inadequate emergency access?

Construction

Less than Significant with Mitigation. The construction activities associated with each of the 10 conceptual designs are within maximum extent limits as described for the Plan in Section 2, Project Description. As summarized in Section 3.17.3.3.4, Impacts 17(d) for the Plan, construction of projects implemented under the Plan may result in short-term roadway effects, including localized increases in delay and traffic queuing that stems from lane closures, which could result in impediments to emergency access, both along the District ROW (e.g., due to closed access ramps) and to adjacent land uses (e.g., due to driveways affected by lane closures). Incorporation of **MM TR-1: Construction Transportation Management Plan** would ensure adequate access and travel for emergency access for the facility. Should construction of any of these facilities result in any kind of temporary road closure, per **MM TR-1: Construction Transportation Management Plan**, a plan would be developed to identify appropriate lane closures/routing and detours. This information would also be provided to local emergency providers to ensure adequate access and travel for emergency vehicles is maintained. For the project locations and construction activities expected for the 10 conceptual design projects, measures implemented under **MM TR-1: Construction Transportation Management Plan** are expected to adequately ensure that emergency access would not be impeded. Therefore, emergency access impacts during the construction phase associated with the 10 conceptual design projects are considered less than significant with mitigation.

Operations

Less than Significant. The construction activities associated with each of the 10 conceptual designs are within maximum extent limits as described for the Plan in Section 2, Project Description. As summarized in Section 3.17.3.3.4, Impacts 17(d) for the Plan, impacts regarding the potential to result in inadequate emergency access associated with operation of Plan components are generally related to the design of Plan components including minimum width, vertical clearance, and vegetation maintenance to allow for

emergency vehicle access. The County and responsible emergency service agencies including the Los Angeles County Fire Department have emergency access and design standards that are based on the size and intensity of development. In addition, all Plan components would be required to be designed according to the *Design Guidelines and Standards* as well as the local agency's guidelines in which they are located, including minimum requirements for width, vertical clearance, and vegetation maintenance to allow for emergency vehicle access. Accordingly, the 10 conceptual design projects would be designed to meet all applicable emergency access and design standards that require adequate emergency access would be provided. Compliance with these provisions would be ensured through the review process by the County and relevant local agency's approval as well as approval by the relevant emergency service agencies. Further, the County will maintain a current evacuation plan and ensure that projects implemented under the Plan provide adequate emergency and/or secondary access throughout the District ROW. Therefore, operation of the 10 conceptual design projects would have a less than significant impact associated with inadequate emergency access.

3.18 Tribal Cultural Resources

Contemporary Native American resources, also called ethnographic resources, can include archaeological resources, rock art, and the prominent topographical areas, features, habitats, plants, animals, and minerals that contemporary Native Americans value and consider essential for the preservation of their traditional values. These locations are sometimes hard to define and traditional culture and concerns for vandalism often prohibits Native Americans from sharing these locations with the public. Additionally, as required under AB 52 (Chapter 532, Statutes 2014) and consistent with Government Code Sections 6254, subdivision (r) and 6254.10. (PRC Section 21082.3, subdivision (c)(1)), any information 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.

This section evaluates potential impacts of the Plan on tribal cultural resources, which are defined in PRC Section 21074 (a)(1-2) as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - Included or determined to be eligible for inclusion in the CRHR.
 - Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “non-unique 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).

Table 3.18-1. Summary of Potential Impacts of the Plan on Tribal Cultural Resources.

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
<i>Would the Plan:</i>			
18(a). Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: (i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or (ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in 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?			
Greenway Paths + Greenway Amenities	Significant and Unavoidable	Significant and Unavoidable	Construction: MM TCR-1: Tribal Cultural Resources Assessment.
Greenway Paths + Pocket Parks and Greenspaces	Significant and Unavoidable	Significant and Unavoidable	MM TCR-2: Avoid Tribal Cultural Resources, Prepare Treatment Plan
Greenway Paths + Safe Crossings	Significant and Unavoidable	Significant and Unavoidable	MM TCR-3: Unanticipated Discovery
Greenway Paths + Stormwater Management	Significant and Unavoidable	Significant and Unavoidable	MM TCR-4: Conduct Native American Monitoring. Operations: MM TCR-4: Conduct Native American Monitoring.

3.18.1 Environmental Setting

3.18.1.1 Ethnography

The Native American people known to have inhabited the SGV, in which the Plan Area is located, and surrounding region are referred to as the Gabrieliño, The Gabrieliño, Gabrieleño, or San Gabrieleño (herein referred to as Gabrieliño). The term “Gabrielino” follows the Spanish custom of naming local tribes after nearby missions, in reference to Mission San Gabriel Arcangel. Many contemporary Gabrieliño identify themselves by the name “Tongva” and others refer to themselves as “Kizh.” Prior to European colonization, the Gabrieliño-Tongva occupied a diverse area that included the watersheds of the Los Angeles, San Gabriel, and Santa Ana rivers; the Los Angeles basin; and the islands of San Clemente, San Nicolas, and Santa Catalina (Kroeber 1925). The Gabrielino language was part of the Takic branch of the Uto-Aztecan language family.

The Gabrieliño-Tongva Indians were hunter-gatherers and lived in permanent communities located near the presence of a stable food supply, specialized processing sites, formal cemeteries, and trade networks with local and nonlocal groups. It is believed that they initially practiced a seasonal strategy, moving from location to location exploiting various food resources, but with technological advances they were able to maintain permanent year-round villages with reliance on acorns and marine resources. Community populations generally ranged from 50 to 100 inhabitants, although larger settlements may have existed. The Gabrieliño-Tongva are estimated to have had a population numbering around 5,000 in the precontact period (Kroeber 1925) and occupied a large portion of what is now Los Angeles County, including the SGV and San Fernando Valley, as well as areas within Orange County. Villages are reported to have been the most abundant in the San Fernando Valley, the Glendale Narrows area north of downtown, and around the Los Angeles River drainage (Gumprecht 2001). Maps produced by early explorers indicate that at least 26 Gabrieliño villages were within close proximity to known Los Angeles River courses, while an additional 18 villages were within reasonably close proximity to the river (Gumprecht 2001).

Subsistence consisted of hunting, fishing, and gathering. Small terrestrial game were hunted with deadfalls, rabbit drives, and by burning undergrowth, while larger game such as deer were hunted using bows and arrows. Fish were taken by hook and line, nets, traps, spears, and poison (Bean and Smith, 1978). The primary plant resources were the acorn, gathered in the fall and processed in mortars and pestles, and various seeds that were harvested in late spring and summer and ground with manos and metates. The seeds included chia and other sages, various grasses, and islay or holly-leaved cherry.

Coming ashore on Santa Catalina Island in October of 1542, Juan Rodriguez Cabrillo was the first European to make contact with the Gabrieliño-Tongva; the 1769 expedition of Gaspar de Portolá also passed through Gabrieliño-Tongva territory (Bean and Smith 1978). Native Americans suffered severe depopulation and their traditional culture was radically altered after Spanish contact. Nonetheless, Gabrieliño-Tongva descendants still reside in the greater Los Angeles and Orange County areas and maintain an active interest in their heritage.

In addition to the Gabrieliño, the northeastern portion of the Plan Area extends into the ancestral territory of the Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians). While the Yuhaaviatam of San Manuel Nation primarily lived in the San Bernardino Mountains and in the areas surrounding Big Bear Lake, the ancestral territory extended much farther covering

present-day Antelope Valley on the west, southwest Mojave Desert to the north, portions of San Gabriel and San Bernardino Mountains in the center, the Inland Empire north of the city of Riverside to the south, and the city of Twentynine Palms to the east.

3.18.2 Regulatory Setting

3.18.2.1 State

3.18.2.1.1 Assembly Bill 52

AB 52 requires lead agencies to consult with California Native American tribes that have requested consultation on a project per the provisions of Chapter 532, Statutes 2014. Accordingly, PRC Sections 21080.3.1 and 21080.3.2 require that the lead agency provide formal notification to the designated contact of, or a tribal representative of, traditionally affiliated California Native Tribes that have requested notice. Formal notification shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. AB 52 was ratified to provide Tribes with an ancestral connection to a project area the opportunity to provide information on the presence of potential tribal cultural resources.

In compliance with AB 52, Catalyst contacted the Native American Heritage Commission (NAHC) on behalf of the LA County Public Works on January 20, 2022, requesting a CEQA tribal consultation list. On February 23, 2022, the NAHC provided contact information for representatives of the following tribes traditionally and culturally affiliated with the Plan Area:

- Fernandeano Tataviam Band of Mission Indians
- Gabrieleno Band of Mission Indians – Kizh Nation
- Gabrieleno /Tongva San Gabriel Band of Mission Indians
- Gabrieleno /Tongva Nation
- Gabrieleno Tongva Indians of California Tribal Council
- Gabrieleno - Tongva Tribe
- Morongo Band of Mission Indians
- Quechan Tribe of the Fort Yuma Reservation
- San Fernando Band of Mission Indians
- San Manuel Band of Mission Indians
- Santa Rosa Band of Cahuilla Indians
- Serrano Nation of Mission Indians
- Soboba Band of Luiseno Indians

In addition to those tribes included in the response from NAHC, the five following tribes requested to be informed in all project notifications by Los Angeles County pursuant to PRC Section 21080.3.1.:

Fernandeano Tataviam Band of Mission Indians, Gabrieleno Band of Mission Indians—Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, San Manuel Band of Mission Indians, and Tejon Indian Tribe.

On September 20, 2022, LA County Public Works sent letters to all representatives from the NAHC list and those tribes requesting notification for all projects in Los Angeles County, notifying them of the Plan and preparation of the PEIR, pursuant to PRC Section 21080.3, and providing a 30-day period to request consultation. LA County did not receive any requests for formal consultation, but did receive two responses. The Gabrieliño Tongva Indians of California responded via email stating that the geography of the Plan Area is outside of their tribal band territory, but the area is believed to be culturally sensitive and they referred to their sister tribe. The Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians) responded to the notification and stated that while the Plan Area exists within Serrano ancestral territory, due to the nature and location of the project, the tribe does not have concerns with project implementation as planned but provided mitigation measures to be considered. These mitigation measures are incorporated below in this impact analysis, as applicable.

3.18.2.1.2 California Native American Heritage Commission

In 1976, the California State Government passed AB 4239, establishing the NAHC as the primary government agency responsible for identifying and cataloging Native American cultural resources. As such, one of the NAHC's primary duties is to prevent irreparable damage to designated sacred sites, as well as prevent interference with the expression of Native American religion in California. The bill authorized the NAHC to prevent damage to and insure Native American access to sacred sites. The NAHC can request that a court issue an injunction for a sacred site, unless it found evidence that public interest and necessity required otherwise. The NAHC has authority to identify a Most Likely Descendant when Native American human remains are discovered any place other than a dedicated cemetery. Most Likely Descendants are granted the legal authority to make recommendations regarding the treatment and disposition of the discovered remains. These recommendations, although they cannot halt work on the project site, give Most Likely Descendants a means by which to ensure that the Native American human remains are treated in the appropriate manner (NAHC 2022).

3.18.2.2 Los Angeles County

3.18.2.2.1 Los Angeles County General Plan

The Conservation and Natural Resources Element of the General Plan (LA County Department of Regional Planning 2022) includes the following relevant goals and policies related to the protection of tribal cultural resources:

- Goal C/NR 14: Protected historic, cultural, and paleontological resources.
 - Policy C/NR 14.1: Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.
 - Policy C/NR 14.2: Support an inter-jurisdictional collaborative system that protects and enhances historic, cultural, and paleontological resources.
 - Policy C/NR 14.4: Ensure proper notification procedures to Native American tribes in accordance with Senate Bill 18 (2004).
 - Policy C/NR 14.5: Promote public awareness of historic, cultural, and paleontological resources.
 - Policy C/NR 14.6: Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.



3.18.2.3 Incorporated Cities Within the Plan Area

The table below presents the policies related to tribal cultural resources from each of the incorporated cities within the Plan Area that would be applicable to projects implemented under the Plan within the boundaries of any incorporated city.

Table 3.18-2. Applicable Local City Policies Related to Tribal Cultural Resources

Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Alhambra	Resources Element: Goal R-6: Preservation of the cultural identity of Alhambra as a diverse residential and commercial city with distinct single-family neighborhoods. Policy R-6A: Promote and encourage the preservation of Alhambra’s significant historic, architectural, cultural, archaeological, and paleontological resources. Policy R-6E: Enforce applicable historic preservation laws to preserve state or federally designated historic resources and other resources (e.g., archaeological and paleontological) eligible for such designation.	No applicable ordinances were identified.	No other applicable ordinances were identified.
Arcadia	Parks, Recreation, and Community Resources Element Goal PR-9: Retention and proper stewardship of historical and cultural resources. Policy PR-9.1: Encourage the maintenance and preservation of historically, culturally, and/or architecturally significant structures and sites in the community. Policy PR-9.5: Identify historic sites, structures, neighborhoods, and other resources through a Historic Resource Inventory.	Municipal codes related to tribal cultural resources relevant to the Plan Area can be found in Section 9103.17 (Historic Preservation) otherwise known as the Arcadia Historic Preservation Ordinance (Ordinance No. 2359, Article IX. Chapter 1, Division 3, Section 103.17).	No other applicable ordinances were identified.
Azusa	Chapter 3: The Built Environment: <i>Historic/Cultural Resources</i> Goal 1: Acknowledge, preserve, and protect the city’s Native American heritage. Policy 1.1: Determine, early in the planning process, through field surveys and Native American consultation, whether archaeological or cultural resources are located within a proposed development site. <i>Implementation Programs</i> HR2 ARCHAEOLOGICAL SURVEYS Require archaeological surveys of undeveloped areas including those areas that although part of the built environment, may have the potential for subsurface archaeological sites. In the case of the San Gabriel River corridor, which may not have project specific actions, conduct surveys as part of the overall planning process so that resources can be integrated into the planning and enhancement process. If resources are encountered, encourage avoidance of the resources if they are determined to be significant as defined in CEQA Guidelines Section 15064.5. If avoidance is not feasible, implement a mitigation plan to excavate, analyze, and report on the discoveries. In the event that any prehistoric, historic, or paleontological resources are discovered during construction-related earth-moving activities, all work within 50 feet of the resources shall be halted and the developer shall consult with a qualified archaeologist or paleontologist to assess the significance of the find. If any finds are determined to be significant by the qualified archaeologist, then representatives from the City of Azusa and the qualified archaeologist and/or paleontologist shall meet to determine the appropriate course of action.	Municipal codes related to tribal cultural resources relevant to the Plan Area can be found in Chapter 55 (Historic Preservation). Chapter 55 (Historic Preservation) establishes regulations for designation, maintenance, mitigation, environmental review, alteration, and preservation incentives of important cultural and historic resources. (Ord. No. 00-012, § 2, 10-16-00; Ord. No. 2023-05 , §§ 2, 4(Exh. A), 10-16-23).	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	Should human remains be discovered during the implementation of a proposed project, the local coroner must be contacted immediately. Both the Native American Heritage Commission (pursuant to NAGPRA) and any identify ed descendants should be notified, and recommendations received, if the remains are determined to probe of Native American origin (CEQA Guidelines Section 15064.5, Health and Safety Code Section 7070.5, Public Resources Code Sections 5097.94 and 5097.98).		
Baldwin Park	Open Space and Conservation Element Goal 8 Promote the preservation of historic resources in Baldwin Park. Policy 8.1 Implement provision contained in the City’s Historic Resources Code to protect historically significant structures. Policy 8.3 Maximize public awareness about Baldwin Park’s history and historical resources.	Municipal codes related to tribal cultural resources relevant to the Plan Area can be found in Subchapter 153.080 (Historic Overlay Zone). Section 53.080.010 describes the intent and purpose of this ordinance, established to recognize, protect and ensure proper utilization of historic resources in the interest of public, health, safety, prosperity, social and cultural enrichment, and general welfare. (Ord. 1346, passed 5-2-12)	No other applicable ordinances were identified.
Claremont	Land Use, Community Character, and Heritage Preservation Element Goal 2-14 Retain and celebrate Claremont’s rich history and heritage, as evidenced through its development patterns, buildings and building materials, landscaping, street treatments, parks and open space, and civic architecture. Policy 2-14.1: Continue to protect architectural, historical, open space, environmental, and archaeological resources throughout the City. Policy 2-14.7 Add to the Register of Structure of Historical and Architectural Merit of the City of Claremont sites and structures that have special historic or community value as historic resources and are worthy of preservation.	Municipal codes related to tribal cultural resources relevant to the Plan Area can be found in Chapter 16.072 (P/RC Park/Resource Conservation District), and Section 16.040.080 (Design Guidelines for Mixed-use Development) of Chapter 16.040 (MU Mixed Use Districts).	No other applicable ordinances were identified.
Covina	Land Use Element Policy 2.1.17: Identify and encourage the retention and preservation of significant architectural, historical, and/or cultural resources. Policy 3.14: The City of Covina shall preserve residential districts and buildings in the community that are deemed architecturally and/or historically significant.	Municipal codes related to tribal cultural resources relevant to the Plan Area can be found in Chapter 17.81 (Historic Preservation). This chapter states that an individual resource may be locally designated as a Landmark or Structure of Merit if it meets one or more of the following criteria: 1. It exemplifies or reflects special elements of the City’s cultural, social, economic, political, aesthetic, engineering, architectural, or natural history; or 2. It is identified with persons or events significant in local, state, or national history; or 3. It represents the work of a notable builder, designer, or architect; or 4. It embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or 5. It contributes to the significance of an historic area being a geographically definable area possessing a concentration of historic or scenic properties or thematically related grouping of properties which contribute to each other and are unified aesthetically by plan or physical development; or 6. It is one of the few remaining examples in the city of Covina, region, state, or nation possessing distinguishing characteristics of an architectural or historic type or specimen (CMC §17.81.050(A)).	No other applicable ordinances were identified.
El Monte	Cultural Resources Element: Goal CR-2 A community that embraces the rich diversity of residents and the cultural heritage they bring from all over the world by incorporating local cultural history and special places into the fabric of the built environment.	No applicable ordinances were identified.	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Glendora	<p>Historic Preservation Element</p> <p>Goal 1: Preserve and protect Glendora’s historic resources as physical reminders of the city’s past and as unique focal points to shape the community’s identity.</p> <p>Objective 1: Identify, evaluate, and document historic resources.</p> <p>Policy 1: Maintain a list of historic resources designated under national, state, and local agencies.</p> <p>Objective 2: Protect historic resources from demolition and inappropriate alterations.</p> <p>Policy 1: Ensure the protection of historic resources through the enforcement of existing codes.</p> <p>Policy 2: Historic resources should be relocated when retention of such buildings or structures on site is not feasible.</p> <p>Policy 3: In the downtown, mixed uses or adaptive reuse of historic resources shall be encouraged when necessary to make preservation feasible.</p> <p>Policy 4: Support the continuing education of city staff in the techniques of historic preservation.</p> <p>Policy 5: Provide relief from property taxes through Mills Act contracts.</p> <p>Goal 2: Use historic preservation concepts as tools to protect, enhance, and revitalize neighborhoods.</p> <p>Objective 4: Promote neighborhood preservation.</p> <p>Policy 1: Assist neighborhood groups in forming Historic Preservation Overlay Zoning’s.</p> <p>Policy 2: Develop a public outreach program which demonstrates the benefits of historic preservation.</p> <p>Policy 3: Development should be designed to be compatible with adjacent historic resources.</p> <p>Objective 5: Enhance historic streetscapes through public improvements.</p> <p>Policy 1: Preserve and when appropriate restore historic light standards.</p> <p>Policy 2: Preserve and when appropriate restore historic street trees.</p>	<p>Municipal codes related to tribal cultural resources relevant to the Plan Area can be found in Section 21.03.050 (Historic Preservation) of Chapter 21.03 (General Regulations). The purpose of Section 21.03.050 (Historic Preservation) is to promote the general welfare by providing for the identification, protection, enhancement, perpetuation and use of improvements and areas within the city that reflect special elements of historical, architectural, archaeological, cultural or aesthetic heritage.</p> <p>§ 21.02.060 Historic resources and landmarks.</p> <p>Any application for a permit, which will result in the alteration, relocation or demolition of an historic resource or landmark, shall be subject to Section 21.03.050 of this title. (Ord. 1618 § 1 Exh. A, 1993; Ord. 1984 § 2, 2014)</p>	<p>No other applicable ordinances were identified.</p>
Industry	<p>Resource Management Element</p> <p>Policy RM5-2: Support the proper handling and documentation of historically or archaeologically significant sites, burial sites, and objects that may be discovered.</p>	<p>No applicable ordinances were identified.</p>	<p>No other applicable ordinances were identified.</p>
Irwindale	<p>No applicable goals or policies related to tribal cultural resources were identified.</p>	<p>No applicable ordinances were identified.</p>	<p>No other applicable ordinances were identified.</p>
La Puente	<p>No applicable goals or policies related to tribal cultural resources were identified.</p>	<p>No applicable ordinances were identified.</p>	<p>No other applicable ordinances were identified.</p>
La Verne	<p>Cultural Resources</p> <p>Goal 2: Act now to preserve & protect our cultural resources.</p> <p>Policy 2.1 We shall ensure compliance with our preservation Program.</p> <p>Policy 2.5 Pursue preservation of archeological resources.</p> <p>Policy 2.6 Protect cultural use of California Environmental Quality Act provisions.</p>	<p>Municipal codes related to tribal cultural resources relevant to the Plan Area can be found in Chapter 18.16 (Development Review) and Section 18.16.100 (Precise plans – Findings).</p> <p>Chapter 18.16 (Development Review) defines the purpose of the development review to protect the public health, safety and welfare. Development review ensures that development is consistent with the general plan, applicable zoning and specific plans. It implements hillside, tree preservation, architectural, site planning, circulation,</p>	<p>Subdivision Ordinance contains effective protections for historic and cultural resources.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		landscaping and other planning policies. Development review shall be performed by either the community development director of the development review committee, as specified in this chapter. (Ord. 753 § 6, 1988) Section 18.16.100 (Precise plans – Findings) states to grant precise plan approval (2) the site plan is safe, functional and environmentally sensitive to the surroundings. Grading, where required, minimizes environmental damage to the extent possible. For purposes of this finding the approving body shall consider, but not be limited to, the following: <ul style="list-style-type: none">k. Orientation and location of buildings and open space;l. Vehicle access;m. Circulation, parking and loading;n. Building heights;o. Design of walls and fences;p. Preservation of natural land forms and vegetation;q. Protection and enhancement of historic, archaeological and cultural resources;r. Minimization of environmental impacts;s. Fiscal and economic impacts;t. Pedestrian amenity. (Ord. 904 §§ 3, 4, 1997; Ord. 753 § 6, 1988)	
Monrovia	No applicable goals or policies in the Monrovia General Plan were identified.	Municipal codes related to tribal cultural resources relevant to the Plan Area can be found in Chapter 17.40 (Historic Preservation), and Chapter 2.54 (Historic Preservation Commission).	No other applicable ordinances were identified.
Montebello	No applicable goals or policies related to tribal cultural resources were identified.	No applicable ordinances were identified.	No other applicable ordinances were identified.
Pasadena	No applicable goals or policies related to tribal cultural resources were identified.	Municipal codes related to tribal cultural resources relevant to the Plan Area can be found in Chapter 17.62 (Historic Preservation). Chapter 17.62 (Historic Preservation) establishes the Historic Preservation Ordinance of the City. The ordinance applies to all cultural and historical resources within the City.	No other applicable ordinances were identified.
Pico Rivera	Environmental Resources Element: Goal 8.7 Preservation of important cultural and paleontological resources that contribute to the unique identity and character of Pico Rivera. Policy 8.7-1 Resource Preservation. Protect and preserve significant historic, archaeological, and paleontological resources, including those recognized at the national, state, and local levels. Policy 8.7-2 Identification. Undertake programs to identify significant historic and archaeological resources that meet local, state, and federal criteria. Implementation Program for Policy 8.7-2: <ul style="list-style-type: none">— Develop a process and schedule to conduct a study that identifies historic and archaeological resources that meet local, state, and federal criteria.	No applicable ordinances were identified.	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 8.7-3 Consultation. As part of the development review process, ensure that potential impacts to historic, archaeological, and paleontological resources are minimized.</p> <p>Implementation Program for Policy 8.7-3:</p> <ul style="list-style-type: none">Consult with the following organizations and individuals regarding any known historic, archaeological, and paleontological resources that may be present: Pico Rivera History and Heritage Society; Information Centers of the California Historical Resources Information System; Native American Heritage Commission; and Native American groups and individuals. <p>Policy 8.7-4 Resource Assessment. Require new development necessitating discretionary approval that could potentially impact historic, archaeological, and/or paleontological resources to conduct a resource survey to ensure that potential sites are identified for avoidance or special treatment.</p> <p>Implementation Programs for Policy 8.7-4:</p> <ul style="list-style-type: none">Require the preparation of a historical resource assessment by a professional architectural historian who meets the Secretary of the Interior’s Standards for projects subject to discretionary approval that involve the demolition, relocation, or alteration of a building or structure over 45 years old or that would result in a change to the building or structure’s immediate setting and would cause a substantial adverse change in the significance of an historical resource pursuant to CEQA Guidelines Section 15064.5.Require, as a condition of project approval, the implementation of appropriate and feasible measures to reduce any potential impacts associated with a substantial adverse change in the significance of an historical resource identified in an historical resource assessment.Require that when any subsurface cultural resources, paleontological resources, or human remains are encountered, all work within 100 feet of the discovery be stopped and the area protected from further disturbance until the discovery is evaluated by a qualified professional. The appropriate City personnel shall be notified immediately. The resources shall be examined by qualified personnel to determine their significance and develop appropriate protection and preservation measures, if necessary. If human remains are discovered, they shall be treated in compliance with applicable state and federal laws, including notifying the County Coroner and consulting with the California Native American Heritage Commission, as appropriate.		
Pomona	No applicable goals or policies related to tribal cultural resources were identified.	No applicable ordinances were identified.	Pomona’s Historic Preservation Ordinance (Section .5809-13 of the Zoning Ordinance) established the official city landmarks program and the legal basis for the designation and treatment of historic properties.
Rosemead	No applicable goals or policies related to tribal cultural resources were identified.	No applicable ordinances were identified.	No other applicable ordinances were identified.
San Dimas	<p>Conservation Element:</p> <p>Goal Statement CN-2: Conserve the Historical and Cultural Resources of San Dimas</p> <p>Policy 2.1.1: Preserve significant paleontological and archaeological sites. Evaluate the significance of each site on a case-by-case basis.</p> <p>Policy 2.1.2 Preserve significant historical resources within the City of San Dimas. Evaluate each historical structure, place, and site on a case-by-case basis.</p>	No applicable ordinances were identified.	No other applicable ordinances were identified.
San Gabriel	<p>Cultural Resources Element:</p> <p>Goal 11.2: Celebrate San Gabriel’s connection to the culture of the Tongva People.</p>	Municipal codes related to tribal cultural resources relevant to the Plan Area can be found in Subchapter 153.600 (Historic Preservation and Cultural Resources), and Subchapter 153.604 (Historic Preservation and Cultural Resource Commission).	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Target 11.2.1: Document and enhance the continuing relationship between the Tongva people and the community.</p> <p>Target 11.2.2: Create an oral history to tap into the historical experiences of the Tongva/Gabrielino people.</p> <p>Target 11.2.3: Inventory structures, paleontological sites, archaeological sites, cultural landscapes, artifacts and documents in San Gabriel and institutions associated with the Tongva/Gabrielino people.</p> <p>Target 11.2.4: Create a bibliography of primary and secondary books and reports concerning the Tongva/Gabrielino people in San Gabriel.</p> <p>Target 11.2.5: Create an archive in association with the San Gabriel Historical Society, the San Gabriel Mission and the local community to preserve photographic, written, oral and iconographic material related to the Tongva/Gabrielino people.</p> <p>Goal 11.3: Improve a weak preservation ordinance.</p> <p>Target 11.3.1: Adopt an effective preservation ordinance that protects all structures, archaeological sites, cultural landscape, artifacts and documents from the period of settlement by native peoples, the Mission Period (1771-1834) and the Rancho Period (1835-1887).</p> <p>Target 11.3.2: Adopt an effective preservation ordinance that protects selected structures, archeological sites, cultural landscape, artifacts and documents of cultural value that are more than fifty years old.</p> <p>Community Design Element:</p> <p>Goal 10.17: Respect the value of historic landmark structures by requiring that the design of adjoining buildings embrace them.</p> <p>Target 10.17.1: Establish a 100’ zone immediately surrounding any historic structure appearing on the City’s register of historic and cultural resources, within which new construction must respect the architectural and historical integrity, viewscape, landscaping and other features associated with that structure.</p>	<p>Subchapter 153.600 (Historic Preservation and Cultural Resources) establishes the Historic Preservation and Cultural Resource Ordinance for protection of paleontological resources, archaeological and Native American resources, buildings, structures, objects, historic districts, sites, public art and parks, cultural landscapes, and natural features of the City. (Ord. 636-C.S., passed 8-15-17)</p> <p>Subchapter 153.604 (Historic Preservation and Cultural Resource Commission) establishes the San Gabriel Historic Preservation and Cultural Resource Commission and grants the Commission powers to advise the City Council, Planning Commission, and all city departments and staff on all matters relating to the identification, protection, retention, preservation, and registration of cultural resources in the city, as directed by the City Council.</p> <p>Subchapter § 153.625 Environmental Review. If any action required or taken pursuant to this subchapter is subject to the provisions of CEQA, the time in which such action must be taken shall be extended to the extent necessary to allow time to comply with the Act. This section also stipulates the requirements to prepare Cultural resources reports in a standard format: the California Office of Historic Preservation Archaeological Resource Management Reports (ARMR): Recommended Contents and Format. (Ord. 636-C.S., passed 8-15-17)</p>	
San Marino	No applicable goals or policies related to tribal cultural resources were identified.	<p>Municipal codes related to tribal cultural resources relevant to the Plan Area can be found in Article 18 (Historic Preservation).</p> <p>Under Article 18 (Historic Preservation) the purpose of this article is to promote the public health, safety, and general welfare by providing for the identification, designation, protection, enhancement, and ongoing use of historical resources that represent the City's cultural, architectural, social, economic, and political heritage. Article 18 establishes regulations for designation, maintenance, mitigation, environmental review, and preservation incentives of important cultural resources.</p>	No other applicable ordinances were identified.
South El Monte	No applicable goals or policies related to tribal cultural resources were identified.	<p>Municipal codes related to tribal cultural resources relevant to the Plan Area can be found in Chapter 17.78 (Historic Preservation).</p> <p>The purpose of Chapter 17.78 (Historic Preservation) is to provide special conditions and regulations for the protection, enhancement, perpetuation and use of places, buildings, structures, works of art, and other objects, having a special character or special historical or aesthetic interest or value, within the meaning of California Government Code Section 37361. (Ord. 822 §1, 1989; Ord. 963 §39, 1995)</p> <p>Chapter 17.78 (Historic Preservation) establishes regulations for designation, maintenance, mitigation, environmental review, alteration, and preservation incentives of important cultural and historic resources.</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Temple City	<p>Goal LU 5: Identification and Preservation. Identify and preserve Temple City’s historic and cultural resources to enrich our sense of place, foster stewardship and civic pride, and understand the City’s prehistory and history.</p> <p>LU 5.1 Consultation. Consult with the appropriate organizations and individuals (e.g. California Historical Resources Information System (CHRIS), the Native American Heritage Commission (NAHC), etc.) to minimize potential impacts to historic and cultural resources.</p>	<p>Municipal codes related to tribal cultural resources relevant to the Plan Area can be found in Article O (Water Efficient Landscape).</p> <p>Article O (Water Efficient Landscape) subsection 10-1 establishes that the following do not apply to the City’s water efficient landscape ordinance:</p> <p>1. Registered local, state, or federal historical sites; 2. Ecological restoration projects that do not require a permanent irrigation system;</p> <p>3. Mined land reclamation projects that do not require a permanent irrigation system; or</p> <p>4. Plant collections, as part of botanical gardens and arboretums open to the public. (Ord. 19-1036)</p>	<p>No other applicable ordinances were identified.</p>
West Covina	<p>Goal 4: Celebrate and Promote West Covina’s Cultural Assets</p> <p>P7.7 Assess, avoid, and mitigate potential impacts to archeological, paleontological, and tribal resources through the CEQA review process for development projects carried out within the City. Comply with existing regulations relating to Native American resources, including California Environmental Quality Act Section 15064.5(d) and (e) and Public Resources Code §5097.98 concerning burial grounds, and Assembly Bill 52 and Senate Bill 18 for consultation with Native American tribes for development projects carried out within the City.</p>	<p>No applicable ordinances were identified.</p>	<p>No other applicable ordinances were identified.</p>

3.18.3 Impact Assessment

3.18.3.1 Significance Criteria

Appendix G of the State CEQA guidelines was reviewed to determine if the Plan would result in significant impacts related to Tribal Cultural Resources. The criteria listed below consider if the Plan:

- 18(a) Would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*
- i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or*
 - ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the 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.*

According to CEQA (CCR Title 14, 15064.4), 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 (CCR Title 14, 15064.4(b)). The State CEQA Guidelines further state that a substantial adverse change in the significance of a resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historic resource would be materially impaired. Actions that would materially impair the significance of a historical resource are any actions that would demolish or adversely alter those physical characteristics of a historical resource that convey its historical significance and qualify it for inclusion in the CRHR or in a local register or survey that meet the requirements of PRC Sections 5020.1(k) and 5024.1(g).

3.18.3.2 Methodology

This analysis evaluates the construction and operation impacts of projects implemented under the proposed Plan on tribal cultural resources based on literature review and AB 52 outreach to understand conditions within and adjacent to the Plan Area.

The key construction-related impacts were identified and evaluated qualitatively based on the physical characteristics of the Plan Area and the magnitude, intensity, location, and duration of activities that could occur under the Plan. For the impact analyses below, the potential impacts are related to the location of future potential projects within the Plan Area, which includes the District ROW and adjacent parcels. Accordingly, the impact analysis is focused on project location, rather than the specific Plan component that may be proposed for an individual project.

3.18.3.3 Plan Impacts

3.18.3.3.1 18 (a). 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:

- i. 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)?
- ii. a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

3.18.3.3.1.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Significant and Unavoidable. Tribal cultural resources (TCRs) include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. These cultural resources may be listed or eligible for listing in the CRHR or local register, such as through a cultural resource records search or the NAHC Sacred Lands File search. TCRs may also be identified through Native American Consultation.

Construction activities for each of the project components may involve ground disturbance, construction equipment operation, stockpiling of materials, and views of partially built or installed structures. These construction activities have the potential to cause a substantial adverse change in the significance of a TCR if the resource is present at or near a project site through both direct destruction of the resource or indirectly due to localized noise, dust, traffic, and vibration. In order to avoid and/or minimize impacts to such resources, project proponents would be required to implement **MM TCR-1: Tribal Cultural Resources Assessment** and conduct a site-specific records search and pedestrian survey of the project site in advance of construction activity. If no potential resources are identified in the assessment, the potential for impacts would be considered less than significant at the project level.

If the site-specific assessment indicates resources are present on a project site, implementation of **MM TCR-2: Avoid Cultural and Tribal Cultural Resources, Prepare Treatment Plan** would ensure the project is either redesigned to avoid known resources or a treatment plan is prepared to effectively mitigate impacts to the resources. Implementation **MM TCR-4: Conduct Native American Monitoring** would further ensure that any unanticipated discoveries are handled appropriately. Project proponents would also be required to implement **MM TCR-3: Unanticipated Discovery** in the event other unanticipated discoveries of archaeological resources occurs during construction activity.

In addition to CRHP-eligible TCRs, TCRs can also be determined through consultation between the lead agency and a tribe (TCRs identified under PRC Section 5024.1(c) are strictly determined through

consultation between the lead agency and California Native American tribe). If no TCRs are identified through consultation, then nothing further would be required. If, however, a TCR is identified by the lead agency in the Plan Area through the consultation process, and if construction could result in a substantial adverse change in the significance of the TCR, then the impact would be considered significant. The effects and individual circumstances of a potential project's impacts on TCRs cannot be known at this time, as individual site reconnaissance and consultation has not been completed. While **MM TCR-1: Tribal Cultural Resources Assessment, MM TCR-2: Avoid Cultural and Tribal Cultural Resources, Prepare Treatment Plan, MM TCR-4: Conduct Native American Monitoring, and MM TCR-3: Unanticipated Discovery** would reduce impacts to Tribal cultural resources, impacts at the project or program level could still be significant.

Accordingly, the potential for construction activity to cause a substantial adverse change in the significance of archaeological resources in the Plan Area would be significant and unavoidable.

Operations

Significant and Unavoidable. By design, the presence of a connected greenway network would introduce more recreational users to the Plan Area. An increase in users to recreational resources near TCRs could indirectly and directly degrade resources through increased erosion, unanticipated destruction of in situ resources, and destruction or removal by facility users. While no further ground disturbance would occur following the completion of construction activities, and consideration of any present TCRs would have been addressed as part of the project design and construction process unanticipated impacts by recreational users within the plan area could be significant. Therefore, impacts to TCRs would be significant and unavoidable.

Mitigation Measures

For construction, the following mitigation measures shall be implemented:

MM TCR-1: Tribal Cultural Resources Assessment. Construction activities that result in ground disturbance have the potential to impact buried TCRs. A qualified archaeologist shall conduct an archaeological inventory and assessment per the Secretary of the Interior's Professional Qualifications Standards for Archaeology, for any project that would result in ground disturbance. The assessment shall include a records search of the Sacred Land File Search at NAHC and CHRIS, at the South Central Coastal Information Center at California State University Fullerton which administers the historical records for Los Angeles County.

If a location has been previously surveyed and no TCRs have been recorded on it, no further TCRs studies shall be required. If a location has not been previously surveyed based on the records search information, an intensive (100 percent) pedestrian ground surface survey (Phase I survey/Class III inventory) by qualified archaeologists shall be required. All TCRs identified during the site survey will be recorded, pursuant to applicable local/municipal guidance.

Any newly encountered tribal cultural resources shall be evaluated by a qualified archaeologist for their eligibility for listing in the CRHR or NHRP and for significance as a historical resource or unique archaeological resource per State CEQA Guidelines Section 15064.5. Recommendations shall be made for treatment of these resources if found to be significant, in consultation with the implementing agency and the appropriate Native American tribes. If, following the records search, literature review, sacred

land file search, and field survey, it is determined that there are no TCRs present in the project area, then no further action would be required.

MM TCR-2: Avoid Cultural and Tribal Cultural Resources, Prepare Treatment Plan. If a significant resource is present, the preferred treatment is to avoid the site/resource to preserve it in place, pursuant to State CEQA Guidelines Section 15126.4(b)(3). This may require redesign of the proposed project.

In accordance with State CEQA Guidelines Section 15126.4(b)(3)(C), if it is demonstrated that resources cannot be avoided, a qualified archaeologist shall develop additional treatment measures, which may include data recovery or other appropriate measures, in consultation with the project proponent, and any local Native American representatives expressing interest in prehistoric or tribal resources. For sites with archaeological resources that cannot be avoided, the project proponent shall prepare an Archaeological Evaluation and Treatment Plan, in coordination with the qualified archaeologist, that describes methods and procedures for conducting subsurface excavations to determine the vertical and horizontal extents of an archaeological site. The draft plan shall be provided for review to any tribes that expressed interest in prehistoric or tribal resources. Implementation of such a plan may include mechanical and/or manual excavations to provide data on the cultural constituents at the site and the depositional context of such materials (if found to exist). This data can be used to determine the integrity of the site and make a formal evaluation based on the eligibility criteria set forth in CEQA and Section 106 of the NHPA for inclusion in the CRHR and NRHP. The Archaeological Evaluation and Treatment measures should define the parameters of archaeological testing at the site and the extent of excavation and analysis of any materials recovered. The Archaeological Evaluation and Treatment measures must also include guidelines for treatment and curation of any materials recovered during the testing process. Subsequent to implementation of the Archaeological Evaluation and Treatment measures, a technical report describing the methods and results of archaeological testing and formal evaluations of the archaeological sites and recommendations for further treatment will be completed.

MM TCR-3: Unanticipated Discovery. If a TCR is discovered inadvertently during construction, all work in the immediate vicinity of the find (within a 60-foot buffer) shall stop until a Secretary of Interior-qualified archaeologist can evaluate the significance of the find. Work on other portions of the project outside the buffered area may continue during this assessment period. Additionally, local Native American tribes who have expressed interest and concern regarding the proposed project shall be contacted, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment. If the find is determined to be significant, the project proponent shall prepare a treatment plan in accordance with MM TCR-2 described above.

Mitigation Measure TCR-4: Conduct Native American Monitoring. Native American monitoring shall be conducted by the tribe that identified the TCRs through AB 52 consultation and have requested monitoring and Tribes that have been identified through **MM TCR-1** Native American monitors will work with a project's qualified archaeologist during ground disturbing activities in native sediments and will observe all ground-disturbing activities within a distance agreed upon by the tribal monitor and the archaeologist. Should unanticipated discoveries be made during Native American monitoring, then the unanticipated discoveries protocol described in **MM TCR-3** shall be enacted. This includes halting ground-disturbing activities for a reasonable period of time, consulting with the lead agency and Native

American representatives (if the find is Native American in origin), developing a mitigation plan, and potentially developing and implementing a data recovery plan. In the event of an unanticipated discovery of human remains, the monitor will follow Section 7050.5 of the Health and Safety Code.

For operation, impacts would be significant and unavoidable.

Significance After Mitigation

Implementation of mitigation measures would ensure that potential impacts to TCRs during construction would be avoided and/or minimized. However, although implementation of the mitigation measures could help reduce impacts, specific locations of projects and presence of tribal cultural resources, as well as the projects' effects on tribal cultural resources, are not known at this time. Therefore, it is possible that impacts could remain significant. Thus, impacts are considered potentially significant and unavoidable.

3.18.3.4 Impacts of Conceptual Designs

This section discusses potential impacts from the 10 conceptual designs discussed in Section 2.4.

3.18.3.4.1 18 (a). 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:

- i. 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)?
- ii. a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Construction

Significant and Unavoidable Construction activities for the 10 conceptual projects would typically involve ground disturbance, construction equipment operation, stockpiling of materials, views of incomplete structures, and worker activities. While most of the construction areas for the conceptual projects have experienced prior development/disturbance, it is possible that an unknown and unrecorded TCR may be present. If a TCR is encountered during construction of a conceptual project, a significant impact may result from disturbance, alteration, or destruction of the resource. The effects and individual circumstances for Construction activities for the 10 conceptual projects with regard to impacts on TCRs cannot be known at this time, as individual site resonance and consultation has not been completed. While **MM TCR-1: Tribal Cultural Resources Assessment, MM TCR-2: Avoid Cultural and Tribal Cultural Resources, Prepare Treatment Plan, MM TCR-4: Conduct Native American Monitoring, and MM TCR-3: Unanticipated Discovery** would reduce impacts to TCRs, impacts are still considered potentially significant and unavoidable.

Operations

Significant and Unavoidable. By design, the greenway network would introduce more users to the Plan Area. Increased usership is not anticipated to significantly impact tribal cultural resources. An increase in users to recreational resources near TCRs could indirectly and directly degrade resources through; increased erosion, unanticipated destruction of in situ resources, and destruction or removal by facility users. While no ground disturbing activities would occur during the operation of the proposed facilities of the 10 conceptual design examples, unanticipated impacts by recreational users within the plan area could be significant. Therefore, while no direct physical impacts to TCRs are planned from operation of the proposed facilities, unanticipated impacts may still occur. Impacts would be the same as described in Section 3.18.3.3.1.1, potentially significant and unavoidable.

3.19 Utilities and Service Systems

This section describes the existing conditions and applicable regulations pertaining to utilities and service systems in the Plan Area and the potential impacts associated with utilities and service systems that could result from implementation of the proposed Plan.

Table 3.19-1. Summary of Potential Impacts of the Plan on Utilities and Service Systems.

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
<i>Would the Plan:</i>			
19(a). Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			
Greenway Paths + Greenway Amenities	Less than Significant with Mitigation	Less than Significant with Mitigation	Construction: MM UTL-1: Prepare and Implement Utilities Plan Operations: MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant with Mitigation	Less than Significant with Mitigation	Construction: MM UTL-1: Prepare and Implement Utilities Plan Operations: MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies MM UTL-1: Prepare and Implement Utilities Plan
Greenway Paths + Safe Crossings	Less than Significant with Mitigation	Less than Significant with Mitigation	Construction:

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
<i>Would the Plan:</i>			
			MM UTL-1: Prepare and Implement Utilities Plan Operations: MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies
Greenway Paths + Stormwater Management	Less than Significant with Mitigation	Less than Significant	Construction: MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies MM UTL-1: Prepare and Implement Utilities Plan Operations: No Mitigation
19(b). Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			
Greenway Paths + Greenway Amenities	Less than Significant	Less than Significant	Construction: No mitigation Operations: No Mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant with Mitigation	Less than Significant	Construction: MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies MM UTL-1: Prepare and Implement Utilities Plan Operations: No Mitigation

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
Would the Plan:			
Greenway Paths + Safe Crossings	Less than Significant	Less than Significant	Construction: No mitigation
Greenway Paths + Stormwater Management	Less than Significant	Less than Significant	Operations: No Mitigation
19(c). Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			
Greenway Paths + Greenway Amenities	No Impact	Less than Significant with Mitigation	Construction: No Mitigation
Greenway Paths + Pocket Parks and Greenspaces	No Impact	Less than Significant with Mitigation	Operations: MM UTL-1: Prepare and Implement Utilities Plan
Greenway Paths + Safe Crossings	No Impact	Less than Significant with Mitigation	
Greenway Paths + Stormwater Management	No Impact	Less than Significant with Mitigation	
19(d). Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			
Greenway Paths + Greenway Amenities	Less than Significant	Less than Significant	Construction: No mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant	Less than Significant	Operations: No Mitigation
Greenway Paths + Safe Crossings	Less than Significant	Less than Significant	
Greenway Paths + Stormwater Management	Less than Significant	Less than Significant	
19(e). Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
<i>Would the Plan:</i>			
Greenway Paths + Greenway Amenities	Less than Significant	Less than Significant	Construction: No mitigation Operations: No Mitigation
Greenway Paths + Pocket Parks and Greenspaces	Less than Significant	Less than Significant	
Greenway Paths + Safe Crossings	Less than Significant	Less than Significant	
Greenway Paths + Stormwater Management	Less than Significant	Less than Significant	

3.19.1 Environmental Setting

3.19.1.1 Water Services

Water services within Los Angeles County are provided by a complex network of water districts, water wholesalers, and private companies. The Metropolitan Water District (Metropolitan) is Southern California's primary water wholesaler. Metropolitan operates and maintains an expansive range of reservoirs, water treatment plants, hydroelectric facilities, large-diameter pipelines and tunnels, and about 400 service connections to distribute water imported from hundreds of miles away. This water is delivered to 26 member agencies and 19 million people across 5,200 square miles of southern California (Metropolitan 2024a).

The SGV receives water from both the Colorado River and the California State Water Project. The Colorado River Aqueduct is a 242-mile system of open canals, tunnels, and siphons that carry water from the Colorado River to southern California (Metropolitan 2024b). The system works by pumping water up to higher elevations along the aqueduct and then allowing it to flow downhill by gravity. The Colorado River begins in the Rocky Mountains of Colorado and flows mostly southwest before reaching the Arizona-Nevada border and heading south towards Mexico. About 40 million people depend on water from the Colorado River. The sharing of river water resources is governed by the "Law of the River" and constitutes a series of interstate compacts, statutes, Supreme Court rulings, a treaty with Mexico, and other contracts and regulatory guidelines (Metropolitan 2024b).

The California State Water Project is the largest state-built water and power system in the United States and is operated and maintained by the California Department of Water Resources (DWR). The State Water Project supplies 30 percent of southern California's drinking water (Metropolitan 2024c). This water is supplied via the California Aqueduct, which originates in the Sacramento-San Joaquin Delta. Water is drawn from the Clifton Court Forebay reservoir southwest of Stockton and enters the Harvey O. Banks Pumping Plant in Tracy. The Banks Pumping Plant has the ability to pump more water during the wet months to fill off stream storage reservoirs and groundwater basins south of the Delta to improve water supply reliability. Water is transported 444 miles along the California Aqueduct, through the San Joaquin Valley, over the Tehachapi Range (pumped via the A.D. Edmonston Pumping Plant), and

eventually diverted into three branches to supply various regions of southern California (Metropolitan 2024b).

The F.E. Weymouth Water Treatment Plant began operation in 1941 and was the first plant built by Metropolitan. It treats both Colorado River and State Water Project water and serves parts of Los Angeles County, including the SGV and areas of Orange County. Weymouth Water Treatment Plant has a treatment capacity of 520 million gallons per day. A sophisticated water quality lab is located on the grounds of the Weymouth Water Treatment Plan (MWD 2018).

The water purveyors within the Plan Area include SGV Municipal Water District (SGVMWD), the Upper San Gabriel Valley Municipal Water District (Upper District) and Three Valleys Municipal Water District (TVMWD), which are member agencies to Metropolitan. Most of the water needs for the SGV are supplied from local resources. Of the annual water consumed in the SGV, approximately 80 percent is supplied by groundwater and 20 percent is imported water (Upper District 2023).

The SGVMWD uses the imported water to replenish groundwater in the SGV for future use. The SGVMWD entered into a contract with DWR in 1962. The allocations each year are dependent on supply conditions such as rainfall, snowpack, and the amount of water already in storage, as well as operational constraints for fish and wildlife protection, water quality, and environmental and legal restrictions (SGVMWD 2024). Its service area encompasses 144 square miles, which includes 18 cities and portions of unincorporated Los Angeles County with almost 1 million residents. The Upper District service area includes the cities of Arcadia, Azusa, Baldwin Park, Bradbury, City of Industry, Covina, Duarte, El Monte, Glendora, Irwindale, La Puente, Monrovia, Rosemead, San Gabriel, South El Monte, South Pasadena, Temple City, and West Covina (Upper District 2023).

TVMWD is a wholesale water agency that provides water to 13 customers (member agencies). The service area for TVMWD includes areas within the following cities: Azusa, Glendora, San Dimas, La Verne, Claremont, Covina, Pomona, Walnut, Rowland Heights, and Diamond Bar. Water supply for the service area consists of approximately 50 percent imported water, which consists of State Water Project and the Colorado River Aqueduct supplies (TVMWD 2023).

In order to reduce the County's dependence on imported water supply, County agencies are establishing water conservation programs. The creation of water reclamation projects and groundwater recharge facilities to capture stormwater runoff by the District is one example of augmenting local groundwater supplies (LA County Planning 2022). The District's water recharge facilities, dam, and spreading grounds located within the proposed Plan Area are shown on Figure 3.19-1.

The Colorado River watershed has been classified as experiencing a drought for two decades. During this time, Metropolitan has used planning and policy efforts to reduce per-capita water demands to historic lows, ultimately achieving water supply reliability (Metropolitan 2022). Despite this long-term success, threats remain. Increased demands, whether from growth or from per capita use, represent a major risk to reliability. Demands can increase from rebounding per capita water use, but even with efficient use, total demands can still increase as the population and economy grow over time. Variability in retail-level demands mostly comes from factors that affect water-using behaviors (e.g., weather, climate). Metropolitan has determined that the underlying mechanisms and assumptions used to make past Integrated Resources Plan (IRP) projections are unpredictable under current climate conditions (Metropolitan 2022).

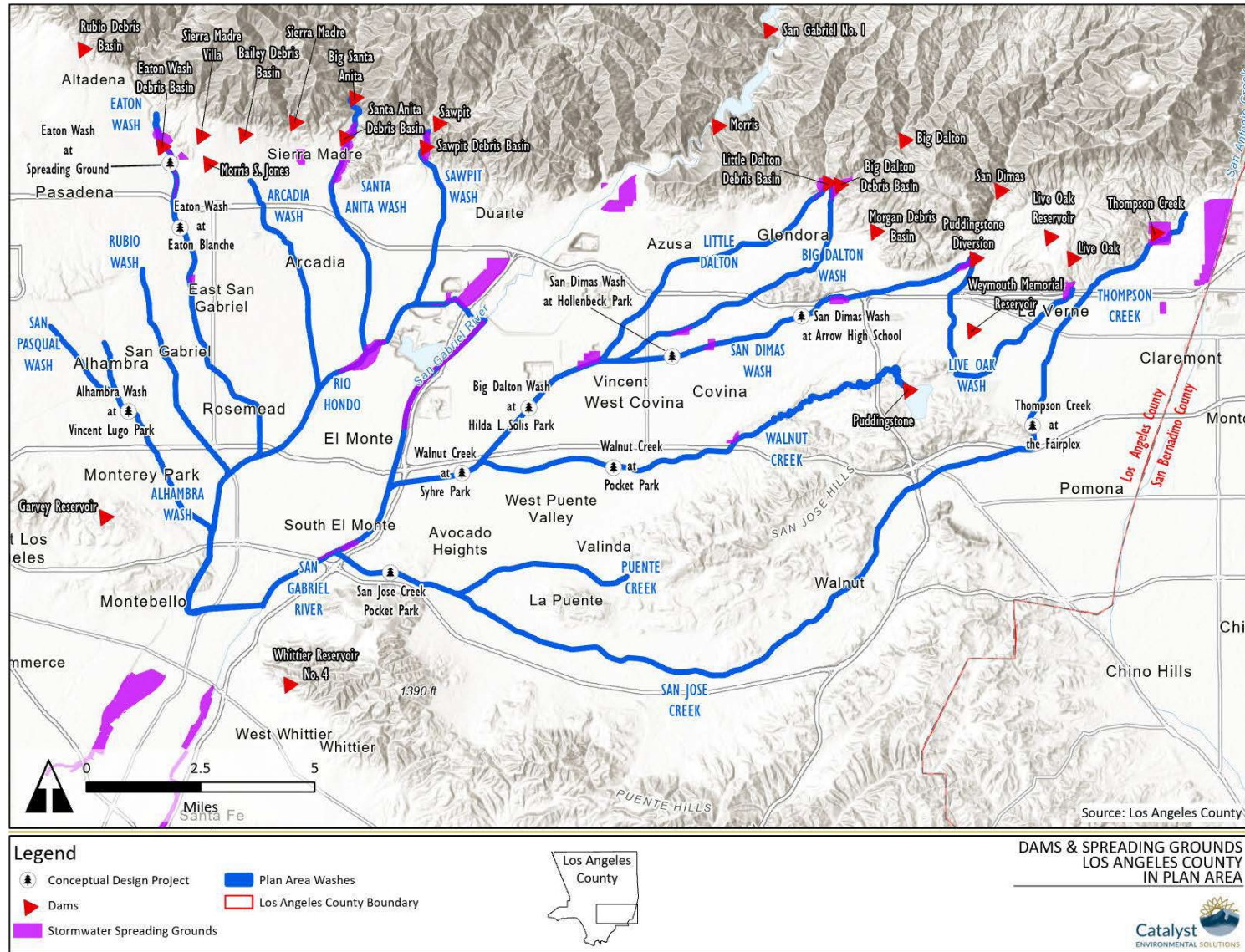


Figure 3.19-1. Dams and Spreading Grounds within the Plan Area

Thus, Metropolitan is engaged in developing a new analytical framework to define and account for uncertainties affecting water reliability and generate an adaptive management strategy. With the 2020 IRP decision support method, Metropolitan explicitly examined underlying drivers of change for the water supply and demand outlook for Southern California. The 2020 update collectively found that Southern California has the necessary tools and policies in place to adapt to a variety of plausible water use and demand scenarios (Metropolitan 2022).

3.19.1.2 Wastewater

Wastewater services within the Plan Area are provided by the Los Angeles County Sanitation Districts (Sanitation Districts). The Sanitation Districts are a public agency that consists of 24 independent special districts that serve the wastewater and solid waste management needs of approximately 5.5 million people in Los Angeles County. The Sanitation Districts service area covers approximately 850 square miles and encompasses 78 cities and unincorporated areas within the County. The Sanitation Districts operate and maintain the regional wastewater collection system, which includes approximately 1,400 miles of sewers, 49 pumping plants, and 11 wastewater treatment plants that transport and treat about half the wastewater in the county. The Sanitation Districts treat about 400 million gallons of water per day (Sanitation District 2023a). Within the Sanitation Districts service area, there are approximately 9,500 miles of sewers that are owned and operated by the cities and the County that are tributaries to the wastewater collection system (LA County Flood Control District 2015).

There are three Sanitation District water reclamation plants (WRPs) located within the vicinity of the Plan Area, including the Whittier Narrows, San Jose Creek, and Pomona water reclamation plants.

- Whittier Narrows WRP serves approximately 150,000 people; it treats approximately 15 million gallons of wastewater per day, all of which is reused at either the plant, the Upper District, or for groundwater recharge into the Rio Hondo and San Gabriel Coastal Spreading Grounds.
- San Jose Creek WRP serves approximately 1,000,000 people; it treats approximately 100 million gallons of wastewater per day, of which 42 million gallons per day are reused at over 130 sites.
- Pomona WRP serves approximately 130,000 people; it treats approximately 15 million gallons of wastewater per day, of which 8 million gallons per day are reused at over 190 sites (Sanitation Districts 2023b).

3.19.1.3 Stormwater

The District encompasses over 3,000 square miles, 85 cities, and approximately 2.1 million land parcels. The District includes the majority of drainage infrastructure within incorporated and unincorporated areas in every watershed of the county, including 500 miles of open channel, 2,800 miles of underground storm drains, and approximately 120,000 catch basins (Los Angeles County Department of Public Works 2024). In addition to the District maintaining regional storm drain structures, many of the cities within the Plan Area maintain storm drains within their respective city boundaries.

3.19.1.4 Solid Waste Management

The Sanitation District's solid waste management system currently provides about 20 percent of the countywide solid waste disposal needs through the operation of two sanitary landfills (Calabasas Landfill and Scholl Canyon Landfill) and three materials recovery/transfer facilities (in Puente Hills and Southgate). Sanitation Districts operate two facilities that convert landfill gas into renewable energy (in

Calabasas and Puente Hills) and are also a partner in a refuse-to-energy facility (Sanitation Districts 2023a).

There is one operational landfill with a service area that overlaps a small portion of the proposed Plan Area near Pasadena. The Scholl Canyon Landfill is owned by the City of Glendale and operated by City of Los Angeles Sanitation and Environment under a joint powers agreement. The landfill is prohibited from accepting solid waste from outside its watershed under a City of Glendale ordinance (Sanitation Districts 2023b). The Scholl Canyon Landfill services the incorporated cities of Glendale, La Cañada Flintridge, Pasadena, South Pasadena, San Marino, Sierra Madre; the Los Angeles County unincorporated communities known as Altadena, La Crescenta, Montrose; the unincorporated area bordered by the cities of San Gabriel, Rosemead, Temple City, Arcadia, and Pasadena; the unincorporated area immediately to the north of Arcadia and Pasadena; and the unincorporated area immediately to the north of the City of San Marino bordered by the City of Pasadena on the west, north and east sides.

The Puente Hill Materials Recovery Facility is located within the Plan Area. This facility accepts municipal solid waste from commercial and residential haulers with a goal to divert materials from landfills. Recyclables are recovered from trash at the facility as well as conversion of food waste to a slurry which is anaerobically digested into biogas (Sanitation Districts 2023b).

3.19.1.5 Utilities

The County's utility infrastructure, information, and communication networks are layered with utility rights of way and properties that contain tower structures, substations, generating plants, pipelines, storage fields, valve stations, wells, radio and television studios, and other equipment facilities. Most electric, natural gas, or telecommunication services are provided by private service providers within the unincorporated areas of Los Angeles County (LA County Planning 2022). Within the Plan Area, electricity is provided primarily by Southern California Edison and natural gas service is provided by SoCal Gas Company, although a subset of incorporated cities in the Plan Area have their own city-owned utilities.

3.19.2 Regulatory Setting

3.19.2.1 Federal

3.19.2.1.1 Clean Water Act

The CWA establishes regulatory requirements for potable water supplies, including raw and treated water quality criteria. The USEPA established primary drinking water standards in Section 304 of the CWA. States are required to ensure that potable water sold by retail providers to the public meets these standards. The County and all incorporated cities and water service providers are required to monitor water quality and conform to the regulatory requirements of the CWA.

3.19.2.1.2 Safe Drinking Water Act

Enacted in 1974 and implemented by the USEPA, the federal Safe Water Drinking Act imposes water quality and infrastructure standards for potable water delivery systems nationwide. The primary standards are health-based thresholds established for numerous toxic substances. Secondary standards are recommended thresholds for taste and mineral content.

3.19.2.2 State

3.19.2.2.1 California Water Plan

The California Water Plan is prepared by DWR and was most recently updated in 2023. The plan provides a framework for water managers, legislators, tribes, agencies, businesses, academia, stakeholders, and the public to consider options and make decisions regarding California's water future. The California Water Plan, which is updated every five years, presents basic data and information on California's water resources including water supply evaluations and assessments of agricultural, urban, and environmental water uses to quantify the gap between water supplies and uses. The California Water Plan also identifies and evaluates existing and proposed statewide demand management and water supply augmentation programs and projects to address the state's water needs. The California Water Plan provides resource management strategies and recommendations to strengthen integrated regional water management. The resource management strategies help regions meet future demands and sustain the environment, resources, and economy, involve communities in decision-making, and meet various goals. A resource management strategy is a project, program, or policy that helps local agencies and governments manage their water and related resources. These strategies can reduce water demand, improve operational efficiency, increase water supply, improve water quality, practice resource stewardship, and improve flood management. Additionally, the California Water Plan includes a finance plan that identifies critical priorities for State investment in integrated water management activities.

3.19.2.2.2 Integrated Waste Management Act (Public Resources Code Sections 41000-41460)

The California Integrated Waste Management Act of 1989 (AB 939), as amended, was enacted to reduce, recycle and reuse solid waste to the maximum extent feasible. Specifically, AB 939 requires city and county jurisdictions to identify an implementation schedule to divert 50 percent of total solid waste stream from landfill disposal by 2000 and also requires each city and county to promote source reduction, recycling, and safe disposal or transformation; and. Cities and counties are required to maintain the 50 percent diversion specified by AB 939 past the year 2000. AB 939 further requires cities and counties are also required to submit an annual report to CalRecycle, formerly the California Integrated Waste Management Board, to update their progress toward the AB 939 goals (i.e., source reduction, recycling and composting, and environmentally safe land disposal).

3.19.2.3 Regional

3.19.2.3.1 Greater Los Angeles County Integrated Regional Water Management Plan

The Greater Los Angeles County Region is comprised of the above five Sub-Regions that span from Ventura County to Orange County, including portions of both counties, and from the Pacific Ocean coastline to the San Gabriel Mountains, an area of over 2,200 square miles. The Greater Los Angeles County Integrated Regional Water Management Plan (IRWMP) reflects the Greater Los Angeles County Region's collaborative efforts to ensure a sustainable water supply through the more efficient use of water, the protection and improvement of water quality, and environmental stewardship. The plan integrates water supply, water quality, flood management, and open space strategies to maximize the utilization of local water resources. The region includes approximately 10 million residents, portions of

four counties, and 84 cities. The Greater Los Angeles County IRWMP was last amended in 2017 (LACDPW 2017).

3.19.2.3.2 Metropolitan Water District of Southern California Integrated Regional Water Management Plan

Metropolitan has released IRWMPs since 1996. These IRWMPs typically look ahead 25 years to assess the needs of southern California and adapt to challenges and are updated about every five years. In 2020, Metropolitan initiated a new IRWMP process using a fresh approach that evaluated multiple scenarios and how MWD could respond to maintain water reliability for the region. It is coordinated to be consistent with other long-term plans such as the new Climate Action Plan and Metropolitan's 2020 Urban Water Management Plan. Metropolitan's IRWMP is also coordinated with member agency plans to develop local resources. The IRWMP anticipates how much water southern California can expect from its imported and local supplies, and forecasts regional water demands. Understanding the gap between supplies and demand helps Metropolitan set the targets to maintain reliability and inform the board on what actions Metropolitan and its member agencies can take to close that gap. From these collaborative exercises, Metropolitan is investigating resources, policies, and investments needed to maintain reliable water supplies through 2045. Metropolitan is developing an adaptive management strategy along with a series of performance measures and reality checks so that plans can be adjusted as needed. The 2020 IRWMP Regional Needs Assessment was published in 2022, but the final IRWMP has not yet been released (Metropolitan 2022a).

3.19.2.3.3 OurCounty: The Los Angeles Countywide Sustainability Plan

OurCounty: The Los Angeles Countywide Sustainability Plan was adopted by the LA County Board of Supervisors on August 6, 2019. *OurCounty Sustainability Plan* includes 12 primary goals that have a total of 37 strategies, with a total of 159 actions. The plan identifies lead County entities and partners for each goal. *OurCounty Sustainability Plan* is intended to help guide decision-making in unincorporated areas and provide a model for decision-making in the 88 incorporated cities in the County. As a strategic plan, *OurCounty Sustainability Plan* does not supersede land use plans that have been adopted by the Regional Planning Commission and Board of Supervisors, including the County's general plan and various community, neighborhood, and area plans. Overall, *OurCounty Sustainability Plan* proposes to make the County a more equitable, prosperous, and resilient region in the years ahead. The plan's goals and milestones include the following:

- Powering unincorporated areas and County facilities with 100 percent renewable energy by 2025
- Increasing urban tree canopy coverage by 15 percent by 2035
- Diverting more than 95 percent of waste from landfills
- Developing land-use tools to limit new development in high climate-hazard areas
- Phasing out single-use plastic by 2025 to ensure a cleaner ocean and less landfill waste
- Cutting back on imported water by sourcing 80 percent of water locally by 2045
- Ensuring that all residents have safe and clean drinking water, and that rivers, lakes and the ocean meet federal water quality standards
- Leading efforts to make sure that at least 65 percent of new housing is built within ½ mile of high frequency transit by 2035
- Supporting construction of more than half a million affordable housing units by 2045 to improve public health and community sustainability

3.19.2.3.4 Los Angeles County General Plan

The Public Services and Facilities Element of the General Plan (LA County Planning 2022) includes the following goals and policies:

- Goal PS/F 2: Increased water conservation efforts.
 - Policy PS/F 2.1: Support water conservation measures.
- Goal PS/F 3: Increased local water supplies through the use of new technologies.
 - Policy PS/F 3.1: Increase the supply of water through the development of new sources, such as recycled water, gray water, and rainwater harvesting.
- Goal PS/F 4: Reliable sewer and urban runoff conveyance treatment systems.
 - Policy PS/F 4.1: Encourage the planning and continued development of efficient countywide sewer conveyance treatment systems.
- Goal PS/F 5: Adequate disposal capacity and minimal waste and pollution.
 - Policy PS/F 5.1: Maintain an efficient, safe and responsive waste management system that reduces waste while protecting the health and safety of the public.
- Goal PS/F 6: A County with adequate public utilities.
 - Policy PS/F 6.1: Ensure efficient and cost-effective utilities that serve existing and future needs.

3.19.2.3.5 Los Angeles County Water Plan

The Los Angeles County Water Plan, adopted in 2023, is organized around a framework of targets and strategies, supported by specific actions, to ensure a resilient water supply in the County. The four key focal areas of the plan are regional water supply reliability, groundwater management and quality, small at-risk system resilience and drinking water equity, and watershed sediment management. The County Water Plan fills current gaps to enhance the region's water resilience. The County Water Plan takes a bird's-eye view on what else can be done to optimize, leverage, and align programs and processes and complements existing efforts and fills in the gaps for matters not currently being addressed at a regional level. The County Water Plan does not recommend specific projects subject to environmental analysis or duplicate other ongoing efforts or supersede land use plans that have been adopted by the LA County Board of Supervisors.



3.19.2.4 Incorporated Cities Within the Plan Area

The table below presents the policies related to utilities and service systems from each of the incorporated cities within the Plan Area that would be applicable to projects implemented under the Plan within the boundaries of any incorporated city.

Table 3.19-2. Applicable Local City Policies Related to Utilities and Service Systems

Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Alhambra	<p>Water Services</p> <p>Goal SI-9 A reliable water supply, treatment, and distribution system that meets current and future water demand as affordably as possible, while considering the City’s goals related to resource conservation.</p> <p>Policy SI-9A Maintain, upgrade, and expand water supply, distribution, storage, and treatment facilities to ensure access to adequate water supplies.</p> <p>Policy SI-9B Ensure that local drinking water meets or exceeds federal and state drinking water regulatory standards.</p> <p>Policy SI-9C Explore opportunities to aid in recharge of local groundwater basins.</p> <p>Wastewater</p> <p>Goal SI-10 A wastewater and stormwater collection and treatment system that meets the needs of existing and planned development.</p> <p>Policy SI-10A Maintain, upgrade, and expand wastewater and stormwater collection facilities to ensure that wastewater and stormwater generated in Alhambra can be effectively managed.</p> <p>Policy SI-10C Require that development be connected to the municipal sewer system and ensure that adequate capacity is available for the treatment of generated wastewater flows and safe disposal of generated sludge.</p> <p>Policy SI-10E Require storm drain infrastructure that implements Low-Impact Development practices (bioretention areas, cisterns, and/ or rain barrels) and incorporates state-of the- art best management practices.</p> <p>Solid Waste Management</p> <p>Goal SI-11 Solid waste services that meet the demands of residents and businesses while meeting applicable solid waste diversion requirements.</p> <p>Policy SI-11A Provide an adequate and orderly system for collection and disposal of solid waste for existing and future development.</p> <p>Policy SI-11B As feasible, emphasize source reduction and recycling in order to maximize diversion of waste from area landfills.</p> <p>Utilities</p> <p>Goal SI-12 A high-quality and consistently reliable telecommunications system accessible throughout the community.</p>	<p>Municipal codes related to utilities and service systems relevant to the Plan Area can be found in Chapter 16.36 (Stormwater Low Impact Development (LID) Standards), Section 16.36.060 (Source Control Best Management Practices Requirements), Section 16.34.070 (Construction Activity Storm Water Measures), Section 23.48.030 (Applicability of State Model Water Efficient Landscape Ordinance), and Section 16.36.050 (Stormwater Pollution LID Control Measures).</p> <p>Chapter 16.36 (Stormwater Low Impact Development (LID) Standards) defines projects that must comply with the requirements of low impact development standards to include:</p> <p>(C) All development projects equal to 1 acre or greater of disturbed area that adds more than 10,000 square feet of impervious surface area.</p> <p>(J) Projects located in or directly adjacent to, or discharging directly to an environmentally sensitive area (ESA), where the development will:</p> <p> (1) Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and</p> <p> (2) Create 2,500 square feet or more of impervious surface area.</p> <p>(M) Redevelopment projects.</p> <p> (1) Land disturbing activity that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site on planning priority project categories.</p> <p> (2) Where redevelopment results in an alteration to more than fifty 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 must be mitigated.</p> <p> (3) Where redevelopment results in an alteration of less than fifty percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction stormwater quality control requirements, only the alteration must be mitigated, and not the entire development.</p> <p> (4) Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of facility or emergency redevelopment activity required to protect public health and safety. Impervious surface replacement, such as the reconstruction of parking lots and roadways which does not disturb additional area and maintains the original grade and alignment, is considered a routine maintenance activity. Redevelopment does not include the repaving of existing roads to maintain original line and grade.</p> <p>(N) Any other project as deemed appropriate by the Director.</p> <p>(Ord. 4654, passed 3-10-14)</p>	<p>City of Alhambra Final 2020 Urban Water Management Plan (UWMP) provides the City with a reliable management action plan for long-term resource planning to ensure adequate water supplies are available to meet existing and future water supply needs. In addition, the 2020 UMWP incorporates water supply reliability determinations resulting from potential prolonged drought, regulatory revisions, and/or changing climatic conditions. Further, the UWMP provides information on groundwater, surface water, and stormwater characteristics, and management actions (City of Alhambra 2021).</p> <p>The Model Water Efficient Landscaping Ordinance (MWELO), was adopted by the State on July 15, 2015. A corresponding ordinance was adopted by the City on January 11, 2016, and is contained in AMC Chapter 23.48, Landscaping Standards. Under Chapter 23.48, all projects that require landscape and irrigation plan review by the Model WELO are required to submit landscape and irrigation plans compliant with the Model WELO for approval by the Design Review Board.</p> <p>Energy Efficiency Climate Action Plan (City of Alhambra 2019) summarized goals and targets:</p> <ul style="list-style-type: none">• Residential Electricity Goal: Achieve a 5% reduction below 2005 residential electricity use by 2020.<ul style="list-style-type: none">○ Target: 34,850 MTCO2e• Nonresidential Electricity Goal: Achieve a 5% reduction below 2005 nonresidential electricity use by 2020.<ul style="list-style-type: none">○ Target: 12,423,110 kWh• New Development Goal: Reduce new electricity use to 20% below business-as-usual levels by 2020.<ul style="list-style-type: none">○ Target: 3,882,390 kWh• Municipal Electricity Goal: Achieve Gold Level status in SCE’s Energy Leader Partnership by reducing municipal electricity use and meeting demand response requirements.<ul style="list-style-type: none">○ Target: 332,440 kWh



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>Section 16.36.060 (Source Control Best Management Practices Requirements) requires the following Best Management Practices be implemented and if necessary additional BMPS which are listed in the National Pollutant Discharge Elimination System Municipal Separate Storm Sewer System (MS4) Permit Order No. R4-2012-0175:</p> <p>(E) Signage at storm drains. In the project area of new development or redevelopment subject to this chapter, a notice that dumping in storm drains and catch basins is illegal.</p> <p>(F) Outdoor storage of materials. (1) All materials stored outdoors in new development or redevelopment subject to this chapter which, if exposed to storm water, reasonably may be expected to add pollutants to storm water, shall be isolated from contact with storm water. (2) The storage area for materials referred to in division (1) above must be covered completely.</p> <p>(G) Outdoor trash storage areas. Except where they serve only single-family residences, solid waste containers in new development or redevelopment subject to this chapter shall be placed between collections.</p> <p>(H) Wash area. Each wash area for motor vehicles or equipment in any new development or redevelopment subject to this chapter shall use:</p> <p>(1) An adequate overhead covering;</p> <p>(2) A device that clarifies or otherwise pretreats all wash water; and</p> <p>(3) A drain conducting all treated wash water to a sanitary sewer.</p> <p>(Ord. 4654, passed 3-10-14)</p> <p>Under Section 16.34.070 (Construction Activity Storm Water Measures) projects must adhere to the following:</p> <p>(A) Each person applying to the city for a grading or building permit for projects for which compliance with regulations governing State Construction Activity Storm Water Permits (“GCASPs”) is required, must submit satisfactory proof to the city (1) that a Notice of Intent (NOI) to comply with the GCASP has been filed, and (2) that a Storm Water Pollution Prevention Plan has been prepared, before the city shall issue any grading or building permit on the construction project. A copy of the NOI and the SWPPP shall be maintained on-site during grading and construction and shall be made available for inspection, review and copying upon the request of any city inspector.</p> <p>(B) It shall be a violation of this chapter for any person or entity required under federal or state law to comply with the requirements for a State Construction Activity Storm Water Permit (GCASP) for construction activity in the city to conduct, authorize or permit construction activities in the city at any facility which discharges to the city’s MS4 without complying with all applicable requirements for a GCASP.</p> <p>(C) Each person applying for a grading or building permit for any project for which compliance with regulations governing State Construction Activity Storm Water Permits is not required, shall submit to the city for information, and shall implement a grading and construction activity runoff control program adequate to accomplish all of the following:</p> <p>(1) Retain on-site the sediments generated on or brought to the project site, using treatment control or structural BMPs;</p> <p>(2) Retain construction-related materials and wastes, spills and residues at the project site and prevent discharges to streets, drainage facilities, the MS4, receiving waters or adjacent properties;</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>(3) Contain non-storm water runoff from equipment and vehicle washing at the project site; and,</p> <p>(4) Control erosion from slopes and channels through use of effective BMPs, such as limitation of grading during the wet season, inspection of graded areas during rain events; planting and maintenance of vegetation on slopes, if any, and covering any slopes susceptible to erosion.</p> <p>(D) No person generating or producing pavement saw cutting wastes in any street, curb or sidewalk in the city shall fail to recover and properly dispose of such saw cutting wastes, and in no case shall such wastes be permitted or suffered to enter any part of the MS4, including, but not limited to any storm drain.</p> <p>(E) No person performing street and road maintenance in any street in the city shall fail to manage street and road maintenance materials in a manner which prevents such materials from being discharged to the MS4.</p> <p>(F) No person shall wash any concrete truck or any part of any concrete truck, including, but not limited to any chute, pump or tools, in any place in the city except an area designated for that purpose by the city, if the city has designated such a place. No person shall permit or suffer any concrete rinseate or wash water from any truck, pump, tool or equipment to enter any drain, open ditch, street or road or any catch basin or any other part of the MS4.</p> <p>(Ord. 4445, passed 2-10-03; Am. Ord. 4446, passed 2-24-03; Am. Ord. 4646, passed 12-9-13; Am. Ord. 4648, passed 12-9-13)</p> <p>Section 23.48.030 (Applicability of State Model Water Efficient Landscape Ordinance) states that:</p> <p><i>All projects that require landscape and irrigation plan review as required by the Model Water Efficient Landscape Ordinance shall comply with 23 California Code of Regulations 490, et seq. Applicants for such projects shall submit landscape and irrigation plans compliant with the Model Water Efficiency Landscape Ordinance for approval by the Design Review Board.</i></p> <p>(Ord. 4682, passed 1-11-16)</p> <p>Section 16.36.050 (Stormwater Pollution Low Impact Development Control Measures):</p> <p>(B) Street and road construction of 10,000 square feet or more of impervious surface shall follow USEPA guidance regarding Managing Wet Weather with Green Infrastructure: Green Streets (December 2008 EPA-833-F-08-009) to the maximum extent practicable.</p> <p>(C) The remainder of planning priority projects shall prepare a Low Impact Development Plan to comply with the following:</p> <p>(1) Retain stormwater runoff onsite for the Stormwater Quality Design Volume (SWQDv) defined as the runoff from:</p> <p>(a) The 85th percentile 24-hour runoff event as determined from the Los Angeles County 85th percentile precipitation isohyet map; or</p> <p>(b) The volume of runoff produced from a 0.75 inch, 24-hour rain event, whichever is greater.</p> <p>(2) Minimized hydromodification impacts to natural drainage systems as defined in the Municipal NPDES permit.</p> <p>(3) When, as determined by the City, 100 percent onsite retention of the SWQDv is technically infeasible, partially or fully, the infeasibility shall be demonstrated in the</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>submitted Low Impact Development Plan. The technical infeasibility may result from conditions that may include, but are not limited to:</p> <p>(a) The infiltration rate of saturated in-situ soils is less than 0.3 inch per hour and it is not technically feasible to amend the in-situ soils to attain an infiltration rate necessary to achieve reliable performance of infiltration or bioretention BMPs in retaining the SWQDv onsite.</p> <p>(b) Locations where seasonal high groundwater is within five to 10 feet of surface grade;</p> <p>(c) Locations within 100 feet of a groundwater well used for drinking water;</p> <p>(d) Brownfield development sites or other locations where pollutant mobilization is a documented concern;</p> <p>(e) Locations with potential geotechnical hazards;</p> <p>(f) Smart growth and infill or redevelopment locations where the density and/or nature of the project would create significant difficulty for compliance with the onsite volume retention requirement.</p> <p>(4) If partial or complete onsite retention is technically infeasible, the project Site may bio filtrate 1.5 times the portion of the remaining SWQDv that is not reliably retained onsite. Biofiltration BMPs must adhere to the design specifications provided in the Municipal NPDES Permit.</p> <p>(a) Additional alternative compliance options such as offsite infiltration may be available to the project site. The project site should contact the City to determine eligibility. Alternative compliance options are further specified in County of Los Angeles Low Impact Development Standards Manual 2009 or as may later be amended.</p> <p>(5) The remaining SWQDv that cannot be retained or biofiltered onsite must be treated onsite to reduce pollutant loading. BMPs must be selected and designed to meet pollutant-specific benchmarks as required per the Municipal NPDES Permit. Flow-through BMPs may be used to treat the remaining SWQDv and must be sized based on a rainfall intensity of:</p> <p>(a) 0.2 inches per hour, or</p> <p>(b) The one year, one-hour rainfall intensity as determined from the most recent Los Angeles County isohyet map, whichever is greater.</p> <p>(6) A multi-phased project may comply with the standards and requirements of this section for all of its phases by: (a) designing a system acceptable to the City to satisfy these standards and requirements for the entire site during the first phase, and (b) implementing these standards and requirements for each phase of development or redevelopment of the Site during the first phase or prior to commencement of construction of a later phase, to the extent necessary to treat the stormwater from such later phase. For purposes of this section, MULTI-PHASED PROJECT shall mean any planning priority project implemented over more than one phase and the site of a multi-phased project shall include any land and water area designed and used to store, treat or manage stormwater runoff in connection with the development or redevelopment, including any tracts, lots, or parcels of real property, whether developed or not, associated with, functionally connected to, or under common ownership or control with such development or redevelopment. (Ord. 4654, passed 3-10-14)</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Arcadia	<p>Resource Sustainability Element:</p> <p>Goal RS-4: Wise and sustainable water use practices that respond to and support the needs of City residents and businesses.</p> <p>Policy RS -4.2: Address state-of-the-science approaches to water supply, demand, and conservation as part of regular updates to the City's Urban Water Management Plan, including the possibility of using reclaimed water as part of a groundwater basin recharge strategy.</p> <p>Policy RS-4.3: Require that applications for major new development projects address the adequacy and reliability of water supplies as described in SB 610.</p> <p>Policy RS-4.4: Maintain a high level of groundwater recharge capacity within formal recharge facilities belonging to the City.</p> <p>Policy RS-4.5: Analyze the City's current water conservation programs (such as plumbing retrofits, public information programs) to expand, as necessary, the effectiveness of City efforts to reduce water consumption.</p> <p>Policy RS-4.6: Implement aggressive public and private programs to reduce water use and water waste associated with landscape irrigation, including the planting of native and drought-tolerant plants, use of efficient irrigation systems, and collection and recycling of runoff.</p> <p>Policy RS-4.7: Cooperate with the efforts of other cities and agencies and pursue City-sponsored ventures to make use of recycled water more cost effective. Prioritize establishment of recycled water infrastructure and services and implement the use of recycled water at schools, parks, at City facilities, and other potential irrigation, commercial, or industrial use sites.</p> <p>Policy RS-4.8: Explore how private on-site storm water capture systems can be designed and maintained to maximize protection of surface water quality and groundwater basin recharge capabilities.</p> <p>Policy RS-4.9: Incorporate Low Impact Development (LID) strategies into new construction and city projects.</p> <p>Policy RS-4.10: Fulfill the City's responsibilities relative to the requirements of the County's NPDES permit program by enforcing regulations aimed at reducing groundwater and urban runoff pollution.</p> <p>Policy RS-4.11: Maintain contingency plans for continuing water service in the event of large-scale emergencies.</p> <p>Policy RS-4.12: Require the installation of efficient irrigation systems (e.g., drip irrigation, soil moisture sensors and automatic irrigation systems) which minimize runoff and evaporation, and which maximize the water that will reach the plant roots.</p> <p>Policy RS-4.13: Investigate the efficacy and long-term benefits both environmentally and fiscally of using pervious pavement systems.</p> <p>Goal RS-5: Wise and creative energy use that incorporates new technologies for energy generation and new approaches to energy conservation.</p> <p>Policy RS-5.4: Investigate the options for adopting local "green" building standards that address energy use in particular. Consider having City facilities serve as a model for energy efficiency by incorporating state-of-the-art energy features in new public buildings and significant remodeling of existing buildings.</p> <p>Policy RS-5.8: Promote innovative building, site design, and orientation techniques which minimize energy use.</p>	<p>Municipal codes related to utilities and service systems relevant to the Plan Area can be found in Chapter 7828. (Low Impact Development (LID) – Control of Runoff Required for Planning Priority Projects), Chapter 7827. (Control Of Runoff Required - Construction Activity), Chapter 7554.3 (Applicability), Chapter 8 (Stormwater Management and Discharge Control) Section 7813. (Construction and Application), Chapter 8 (Stormwater Management and Discharge Control) Section 7823. (Best Management Practices Authorized and Required), and Chapter 11 (Underground Utility Districts) Section7991. (Responsibility of Property Owners).</p> <p>Under Chapter 7828. (Low Impact Development (LID) – Control of Runoff Required for Planning Priority Projects) Planning Priority Projects include and must follow this guidance:</p> <p>B. Street and road construction of 10,000 square feet or more of impervious surface shall follow USEPA guidance regarding Managing Wet Weather with Green Infrastructure: Green Streets (December 2008 EPA-833-F-08-009) to the maximum extent practicable.</p> <p>C. The remainder of Planning Priority Projects shall prepare a Low Impact Development Plan to comply with the following:</p> <p>(1) Retain stormwater runoff onsite for the Stormwater Quality Design Volume (SWQDv) defined as the runoff from:</p> <p style="padding-left: 40px;">(a) The 85th percentile 24-hour runoff event as determined from the Los Angeles County 85th percentile precipitation isohyet map; or</p> <p style="padding-left: 40px;">(b) The volume of runoff produced from a 0.75 inch, 24-hour rain event, whichever is greater.</p> <p>(2) Minimize hydromodification impacts to natural drainage systems as defined in the Permit.</p> <p>(3) When, as determined by the City, 100 percent onsite retention of the SWQDv is technically infeasible, partially or fully, the infeasibility shall be demonstrated in the submitted Low Impact Development Plan. The technical infeasibility may result from conditions that may include, but are not limited to:</p> <p style="padding-left: 40px;">(a) The infiltration rate of saturated in-situ soils is less than 0.3 inch per hour and it is not technically feasible to amend the in-situ soils to attain an infiltration rate necessary to achieve reliable performance of infiltration or bioretention BMPs in retaining the SWQDv onsite.</p> <p style="padding-left: 40px;">(b) Locations where seasonal high groundwater is within five to 10 feet of surface grade;</p> <p style="padding-left: 40px;">(c) Locations within 100 feet of a groundwater well used for drinking water;</p> <p style="padding-left: 40px;">(d) Brownfield development sites or other locations where pollutant mobilization is a documented concern;</p> <p style="padding-left: 40px;">(e) Locations with potential geotechnical hazards;</p> <p style="padding-left: 40px;">(f) Smart growth and infill or redevelopment locations where the density and/or nature of the project would create significant difficulty for compliance with the onsite volume retention requirement.</p> <p>(4) If partial or complete onsite retention is technically infeasible, the project Site may bio filtrate 1.5 times the portion of the remaining SWQDv that is not reliably retained onsite. Biofiltration BMPs must adhere to the design specifications provided in the Permit. Additional alternative compliance options such as offsite infiltration may be</p>	<p>City of Arcadia Final 2020 Urban Water Management Plan (UWMP) provides the City with a reliable management action plan for long-term resource planning to ensure adequate water supplies are available to meet existing and future water supply needs. In addition, the 2020 UMWP incorporates water supply reliability determinations resulting from potential prolonged drought, regulatory revisions, and/or changing climatic conditions. Further, the UWMP provides information on groundwater, surface water, and stormwater characteristics, and management actions (City of Arcadia 2021).</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Circulation and Infrastructure Element:</p> <p>Goal CI-9: A water production, storage, and distribution system that provides quality service equally to all areas of Arcadia, allows the City to maximize use of local water sources, and includes use of recycled water.</p> <p>Policy CI-9.2: Pursue water system upgrades and efficiencies that can reduce water waste.</p> <p>Policy CI-9.3: Increase water system redundancy for supply, transmission, storage, and control.</p> <p>Policy CI-9.6: Require developers to pay the full costs associated with water system improvements needed specifically to service their development, as well as fair-share costs for enhancements identified in the Water Master Plan and Capital Improvement and Equipment Plan.</p> <p>Policy CI-9.10: Support regional efforts to use recycled water to recharge groundwater basins.</p> <p>Goal CI-10: A local wastewater collection system that provides quality service equally to all areas of Arcadia.</p> <p>Policy CI-10.2: Provide adequate capacity to convey all sewage flows.</p> <p>Policy CI-10.5: Require developers to pay the full costs associated with sewer system improvements needed specifically to service their development, as well as fair-share costs for enhancements identified in the Capital Improvement and Equipment Plan.</p> <p>Goal CI-11: Storm drain infrastructure that minimizes regional and localized flood hazards.</p> <p>Policy CI-11.2: Continue to consult and coordinate local storm drain system improvement projects with the Los Angeles County Department of Public Works.</p> <p>Policy CI-11.5: Require developers to pay the full costs associated with storm drain system improvements needed specifically to service their development, as well as fair-share costs for enhancements identified in the Capital Improvement and Equipment Plan.</p> <p>Goal CI-12: Waste management practices that provide efficient and cost-effective services to Arcadia residents, businesses, and institutions, and that include an emphasis on waste reduction and recycling.</p> <p>Policy CI-12.2: Decrease overall community consumption of non-local, non-renewable, and non-recyclable materials.</p> <p>Policy CI-12.3: Encourage sustainable procurement and extended producer responsibility.</p> <p>Utilities</p> <p>Goal CI-13: Private telecommunications and utilities infrastructure and services responsive to consumer demands and consistent with City aesthetic objectives.</p> <p>Policy CI-13.1: Work with telecommunications service providers to meet the needs and demands of businesses, residents, and institutions for high quality and state-of-the-art telecommunications infrastructure and services, including the provision of top-level signal quality and cell phone services throughout the City.</p> <p>Policy CI-13.2: Continue to enforce City ordinances that facilitate the placement of utilities and telecommunications facilities in a manner that minimizes visual impact.</p>	<p>available to the project Site. Alternative compliance options are further specified in the County of Los Angeles Department of Public Works Stormwater Best Management Practices Design and Maintenance Manual. The project Site should contact the Director to determine eligibility and obtain approval. In all cases, the project Site must comply with all relevant provisions of the Permit.</p> <p>(5) The remaining SWQDv that cannot be retained or biofiltered onsite must be treated onsite to reduce pollutant loading. BMPs must be selected and designed to meet pollutant specific benchmarks as required per the Permit. Flow through BMPs may be used to treat the remaining SWQDv and must be sized based on a rainfall intensity of:</p> <p>(a) 0.2 inches per hour, or(b)The one year, one hour rainfall intensity as determined from the most recent Los Angeles County isohyet map, whichever is greater.</p> <p>(6) A Multi-Phased Project may comply with the standards and requirements of this section for all of its phases by:</p> <p>(a) designing a system acceptable to the City to satisfy these standards and requirements for the entire Site during the first phase, and</p> <p>(b) implementing these standards and requirements for each phase of Development or Redevelopment of the Site during the first phase or prior to commencement of construction of a later phase, to the extent necessary to treat the stormwater from such later phase. For purposes of this section, "Multi-Phased Project" shall mean any Planning Priority Project implemented over more than one phase and the Site of a Multi-Phased Project shall include any land and water area designed and used to store, treat or manage stormwater runoff in connection with the Development or Redevelopment, including any tracts, lots, or parcels of real property, whether Developed or not, associated with, functionally connected to, or under common ownership or control with such Development or Redevelopment.</p> <p>(Ord. No. 2325, § 1(Exh. A), 4-7-15)</p> <p>Chapter 7827. (Control of Runoff Required – Construction Activity):</p> <p>G. Generally. In addition to any other requirements set forth in this Chapter, prior to obtaining a grading or building permit, each operator of any construction activity shall submit evidence to the Director that all applicable permits have been obtained, including but not limited to the State Water Board's Construction Permit, State Water Board 401 Water Quality Certification. Each operator of any construction activity shall implement such an erosion and sediment control plan and BMPs required by the Director to ensure that discharges of pollutants are effectively prohibited and will not cause or contribute to an exceedance of water quality standards. A SWPPP prepared in accordance with the General Construction Permit may be substituted for an erosion and sediment control plan. All construction and grading activities shall comply with applicable laws and regulatory documents, including all applicable City ordinances and the City's Permit regulating discharges into and from the storm drain system.</p> <p>H. Best Management Practices for New Developments and Redevelopments. No grading permit shall be issued for any development with a disturbed area of one (1) acre or greater unless the applicant can show that (i) a Notice of Intent to comply with the State Construction Activity Stormwater Permit has been filed and (ii) a Stormwater Pollution Prevention Plan has been prepared. The City may adopt regulations establishing controls on the volume and rate of stormwater</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	Policy CI-13.3: Continue to require the placement of utilities underground for all new developments.	<p>runoff from new developments and redevelopments of less than one (1) acre as may be appropriate to minimize the discharge and transport of pollutants. The Public Works Director may require of any developer or construction contractor performing work in the City provide a local stormwater pollution prevention plan prior to the beginning of such work. Construction activity does not include routine maintenance to maintain original line and grade, hydraulic capacity, the original purpose of the facility or emergency construction activities required to protect the public health and safety.</p> <p>I. Erosion and Sediment Control Plan Required. In addition to any other requirements set forth in this Chapter, prior to obtaining a grading or building permit, each operator of any construction site of less than one (1) acre shall cause to be prepared and submitted to the City an erosion and sediment control plan. No operator of any construction activity shall commence any construction activity prior to receiving written approval of the erosion and sediment control plan from the Director.</p> <p>J. Erosion and Sediment Control Plan Contents. An erosion and sediment control plan must address the following elements, at a minimum:</p> <p>(4) For construction sites of less than one acre:</p> <p>(b) Best management practices designed to control erosion and sediment, and manage waste and non-stormwater in accordance with the Permit; and</p> <p>(5) For construction sites of one acre or more:</p> <p>(k) All elements of a Stormwater Pollution Prevention Plan, but only if a construction site is one acre or greater;</p> <p>(l) Methods to minimize the footprint of the disturbed area and to prevent soil compaction outside of the disturbed area;</p> <p>(m) Methods to protect native vegetation and trees;</p> <p>(n) Sediment and erosion control;</p> <p>(o) Controls to prevent tracking on and off the site;</p> <p>(p) Nonstormwater control (e.g., vehicle washing, dewatering, etc.);</p> <p>(q) Material management (delivery and storage);</p> <p>(r) Spill prevention and control;(i) Waste management (e.g., concrete washout, waste management, sanitary waste management);</p> <p>(s) Identification of site Risk Level as identified in the General Construction Permit;</p> <p>(t) Rationale for the selection and design of the proposed BMPs, including quantifying the expected soil loss from different BMPs; and</p> <p>(6) For all construction sites: Any other element required by the Director.</p> <p>K. Erosion and Sediment Control Plan Development. Erosion and sediment control plans for construction sites of one acre or more must be developed and certified by a Qualified SWPPP Developer. Structural BMPs shall be designed by a licensed California Engineer.</p> <p>L. Erosion and Sediment Control Plan Certification. Erosion and sediment control plans for construction sites of one acre or more shall be signed by the landowner or landowner's agent, certifying as follows:</p>	



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		<p>"I certify that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to ensure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system or those persons directly responsible for gathering the information, to the best of my knowledge and belief, the information submitted is true, accurate, and complete. I am aware that submitting false or inaccurate information, failing to update the erosion and sediment control plan to reflect current conditions, or failing to properly or adequately implement the erosion and sediment control plant may result in revocation of grading and other permits and other sanctions provided by law." (Ord. No. 2325, § 1(Exh. A), 4-7-15)</p> <p>Under Chapter 7554.3 (Applicability) the following projects fall under the Water Efficient Landscaping Ordinance:</p> <p>D. After December 1, 2015, and consistent with the Governor's Executive Order No. B-29-15, this Division shall apply to all of the following landscape projects:</p> <p>3. New construction projects with an aggregate landscape area equal to or greater than 500 square feet requiring a building or landscape permit, plan check, or design review;</p> <p>4. Rehabilitated landscapes projects with an aggregate landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit, plan check, or design review;3. Existing landscapes that were installed before December 1, 2015, and are over one acre in size are limited to Section 7554.3.E.</p> <p>E. Any project with an aggregate landscape area of 2,500 square feet or less may comply with the performance requirements of this ordinance or conform to the prescriptive measures contained in the City's Water Efficient Landscaping Documentation Package and Guidelines.</p> <p>F. For projects using treated or untreated graywater or rainwater captured on site, any lot or parcel within the project that has less than 2,500 square feet of landscape and meets the lot or parcel's landscape water requirement (Estimated Total Water Use) entirely with treated or untreated graywater or through stored rainwater captured on site is only subject to the prescriptive measures compliance option in the City's Water Efficient Landscaping Documentation Package and Guidelines. (Ord. No. 2330, § 1, 11-3-15)</p> <p>Chapter 7554.5 (Irrigation Requirements) of the Water Efficient Landscaping Ordinance, projects must adhere to the following:</p> <p>B. Irrigation Design Plan—This section applies to landscaped areas requiring permanent irrigation, not areas that require temporary irrigation solely for the plant establishment period. For the efficient use of water, an irrigation system shall meet all the requirements listed in this section and the manufacturers' recommendations. The irrigation system and its related components shall be planned and designed to allow for proper installation, management, and maintenance. An irrigation design plan meeting the following design criteria shall be submitted as part of the Landscape Documentation Package.</p> <p>(Ord. No. 2330, § 1, 11-3-15)</p> <p>Chapter 7554.6 (Soil and Grading Requirements) of the Water Efficient Landscaping Ordinance, projects must provide the following reports:</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>A. Soil Management Report—In order to reduce runoff and encourage healthy plant growth, a soil management report shall be completed by the project applicant, or his/her designee</p> <p>B. Grading Design Plan—For the efficient use of water, grading of a project site shall be designed to minimize soil erosion, runoff, and water waste. A grading plan shall be submitted as part of the Landscape Documentation Package. A comprehensive grading plan prepared by a civil engineer for other local agency permits satisfies this requirement. (Ord. No. 2330, § 1, 11-3-15)</p> <p>Chapter 7554.9 (Stormwater Management and Rainwater Retention) of the Water Efficient Landscaping Ordinance, projects must adhere to the following:</p> <p>D. Stormwater management combines practices to minimize runoff and increase infiltration which recharges groundwater and improves water quality. Implementing stormwater best management practices into the landscape and grading design plans to minimize runoff and to increase on-site rainwater retention and infiltration are encouraged.</p> <p>E. Project applicants shall refer to the City of Arcadia or Regional Water Quality Control Board for information on any applicable stormwater technical requirements.</p> <p>F. All planted landscape areas are required to have friable soil to maximize water retention and infiltration. Refer to Section 7554.4.A.3D. It is strongly recommended that landscape areas be designed for capture and infiltration capacity that is sufficient to prevent runoff from impervious surfaces (i.e. roof and paved areas) from either:</p> <p>The one inch, 24-hour rain event; or</p> <p>The 85th percentile, 24-hour rain event, and/or additional capacity as required by any applicable local, regional, state or federal regulation.</p> <p>(Ord. No. 2330, § 1, 11-3-15)</p> <p>Chapter 8 (Stormwater Management and Discharge Control) Section 7813. (Construction and Application) states the following:</p> <p>This Chapter shall be construed to assure consistency with the requirements of the Federal Clean Water Act and acts amendatory thereof or supplementary thereto, applicable implementing regulations, and existing or future NPDES Permit and any amendment, revision or reissuance thereof.</p> <p>(Ord. No. 2325, § 1(Exh. A), 4-7-15)</p> <p>Chapter 8 (Stormwater Management and Discharge Control) Section 7823. (Best Management Practices Authorized and Required) states the following:</p> <p>D. The following BMPs are required:</p> <p>(1) The occupant or tenant, or in the absence of occupant or tenant, the owner, lessee, or proprietor of any real property in the City in front of which there is a paved sidewalk shall maintain the sidewalk free of dirt or litter to the maximum extent practicable. Sweepings from the sidewalk shall not be swept or otherwise made or allowed to go into the gutter or roadway, but shall be disposed of in receptacles maintained on the real property as required for the disposal of garbage.</p> <p>(2) Standard for Parking Lots and Similar Structures. Persons owning or operating a paved parking lot or similar structure with twenty-five (25) or more parking spaces</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>shall clean those structures as frequently and thoroughly as practicable in a manner that does not result in discharge of pollutants to the storm drain system.</p> <p>(3) Each person who owns, manages, or operates any machinery or equipment which is to be repaired or maintained shall use Best Management Practices or shall place the machinery or equipment that is to be repaired or maintained in such a place that leaks, spills, and other maintenance-related pollutants are not discharged to the storm drain system.</p> <p>(4) All hazardous substances and hazardous materials shall be stored in such a manner as to prevent such substances or materials from coming into contact with stormwater or other runoff which discharges into the storm drain system. It is unlawful for any person to dispose of any hazardous waste in any trash container used for municipal trash disposal.</p> <p>(6) Standards for Private Drains and Catch Basins. Persons owning or operating drainage facilities that are directly connected to the public storm drain system shall clean those facilities between May 1st and September 30th of each year, and reclean those facilities, as needed, before their sumps are forty percent (40%) full of material. This requirement includes, but is not limited to, catch basins, culverts and parkway drains.</p> <p>(Ord. No. 2325, § 1(Exh. A), 4-7-15)</p> <p>Under Chapter 11 (Underground Utility Districts) Section 7991. (Responsibility of Property Owners) the following apply:</p> <p>(a) Every person owning, operating, leasing, occupying or renting a building or structure within a District shall construct and provide that portion of the service connection on his property between the facilities referred to in Section 8835 and the termination facility on or within said building or structure being served. If the above is not accomplished by any person within the time provided for in the resolution enacted pursuant to Section 8832, the City Engineer shall give notice in writing to the person in possession of such premises, and a notice in writing to the owner thereof as shown on the last equalized assessment roll, to provide the required underground facilities within 10 (10) days after receipt of such notice. (Part 3 added by Ord. 1375 adopted 3-5-68. Former Article VIII, Chapter 8, Part 3 was relocated to a new Article VII, Chapter 11, Part 1)</p>	
Azusa	<p>Chapter 3 The Built Environment:</p> <p><i>Electrical Power Supply and Transmission</i></p> <p>Goal 1: Provide an electrical supply system that is able to meet the projected electrical demands; upgrade and expand supply, transmission, and distribution facilities; and pursue funding sources to reduce the cost of electric provision for the city.</p> <p>Policy 1.1 Monitor the demands on the electrical system, manage development to mitigate impacts and/or facilitate improvements to the energy supply and distribution system, and maintain and expand energy supply and distribution facilities.</p> <p>Policy 1.2: Update the electric master plan to reflect anticipated growth and current capacity.</p> <p>Policy 1.3: Designate, preserve, and acquire land for electrical distribution facilities, as necessary.</p> <p><i>Land Use</i></p>	<p>Municipal codes related to utility and service systems relevant to the Plan Area can be found in Chapter 78 (Utilities) Section 78-84 (Overhead Facilities), Section 78-126 (Plumbing Connection Required), Division 7 (Landscape and Irrigation Standards) Section 78-532 (General Requirements), Section 78-533 (Special Requirements), Chapter 88.30 (Standards for All Development and Land Uses) Section 88.30.070 (Solid Waste/Recyclable Materials Storage), Section 88.30.070 (Underground Utilities), Chapter 60 (Stormwater and Urban Runoff Pollution Prevention) Section 60-9 (Stormwater and Runoff Pollution Mitigation for Construction Activity), Section 60-15 (Good Housekeeping Provisions), and Section 60-16 (Best Management Practice for Construction Activity), and Chapter 88.31 (Operational Standards) Section 88.31.030, Chapter 88.34 (Landscaping Standards) Section 88.34.060 (Landscape Standards).</p> <p>Under Chapter 78 (Utilities) Section 78-84 (Overhead Facilities) the following apply:</p> <p>(a) Unlawful use. Whenever the council creates an underground utility district and orders the removal of poles, overhead wires and associated overhead structures therein as provided in section 78-83, it is unlawful for any person or utility to erect,</p>	No other applicable plans, policies, or ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 9: Ensure that land use development is adequately served by supporting infrastructure and public services.</p> <p>Policy 9.1 Plan, implement, and monitor public infrastructure and service improvements necessary to support land uses accommodated by this General Plan.</p> <p>Policy 9.2 Require that type, amount, and location of development be correlated with the provision of adequate supporting infrastructure.</p> <p><i>Infrastructure</i></p> <p>Goal 1: Provide an electrical supply system that is able to meet the projected electrical demands; upgrade and expand supply, transmission, and distribution facilities; and pursue funding sources to reduce the cost of electric provision for the city.</p> <p>Policy 1.1: Monitor the demands on the electrical system, manage development to mitigate impacts and/or facilitate improvements to the energy supply and distribution system, and maintain and expand energy supply and distribution facilities.</p> <p>Policy 1.2: Update the electric master plan to reflect anticipated growth and current capacity.</p> <p>Policy 1.3: Designate, preserve, and acquire land for electrical distribution facilities, as necessary.</p> <p>Policy 1.7: Continue to underground all overhead electrical lines.</p> <p>Policy 1.8: Ensure the costs of improvements to the existing electrical supply and distribution facilities necessitated by new development to be borne by the new development benefiting from the improvements, either through the payment of fees, or the actual cost of construction, or both in accordance with State Nexus legislation.</p> <p>Goal 2: Provide a water supply system that is able to meet the projected water demands; upgrade and expand water treatment, supply, and distribution facilities; and pursue funding sources to reduce the cost of water provision for the city.</p> <p>Policy 2.5: Require all new development to connect to the sewer system.</p> <p>Policy 2.6: Minimize water consumption through site design, use of efficient systems, and other techniques.</p> <p>Policy 2.7: Continue the City’s water conservation efforts; review programs periodically and modify and/or expand them as appropriate and feasible.</p> <p>Policy 2.8: Continue to require the incorporation of water conservation features in the design of all new construction and site development.</p> <p>Policy 2.10: Require the use of reclaimed water for landscaped irrigation, grading, and other non-contact uses in new developments, where available or expected to be available.</p> <p>Policy 2.11: Ensure the costs of improvements to the existing water supply and distribution facilities necessitated by new development to be borne by the new development benefiting from the improvements, either through the payment of fees, or the actual cost of construction, or both in accordance with State Nexus legislation.</p> <p>Policy 2.12: Evaluate the water rate payer fees, development charges, and service acquisition charges to see if the fees and charges adequately meet the operation maintenance, renovation/upgrade, and new construction needs.</p> <p>Goal 3: Provide a wastewater (sewer) collection and treatment system that is able to support permitted land uses, upgrading existing deficient systems, and pursue funding sources to reduce costs of wastewater provision in the city.</p>	<p>construct, place, keep, maintain, continue, employ or operate poles, overhead wires and associated overhead structures in the district after the date when the overhead facilities are required to be removed by such resolution, except as the overhead facilities may be required to furnish service to an owner or occupant of property prior to the performance by such owner or occupant of the underground work necessary for such owner or occupant to continue to receive utility service as provided in section 78-87, and for such reasonable time required to remove the facilities after the work has been performed and except as otherwise provided in this article.</p> <p>(b) Types permitted. Notwithstanding this article, poles, overhead facilities and associated overhead structures may be installed and maintained in a district, with the approval of the city manager, in order to provide emergency or temporary service. Any resolution adopted pursuant to section 78-83 shall not, unless otherwise provided in such resolution, apply to any of the following types of facilities:</p> <p>(1) Any municipal facilities or equipment installed under the supervision and to the satisfaction of the city engineer.</p> <p>(2) Poles or electroliers used exclusively for street lighting.</p> <p>(3) Overhead wires, exclusive of supporting structures, crossing any portion of a district within which overhead wires have been prohibited or connecting to buildings on the perimeter of a district, when such wires originate in an area from which poles, overhead wires and associated overhead structures are not prohibited.</p> <p>(4) Overhead wires attached to the exterior surface of a building by means of a bracket or other fixture and extending from one location on the building to another location on the building or to an adjacent building without crossing any public street.</p> <p>(5) Antennas, associated equipment and supporting structures, used by a utility for furnishing communication services.</p> <p>(6) Equipment appurtenant to underground facilities, such as surface-mounted transformers, pedestal-mounted terminal boxes and meter cabinets and concealed ducts.</p> <p>(7) Temporary poles, overhead wires and associated overhead structures used or to be used in conjunction with construction projects.</p> <p>(Code 1971, §§ 13.04.040, 13.04.050; Ord. No. 98-09, § 2, 6-15-98)</p> <p>Under Section 78-126 (Plumbing Connection Required) the following apply:</p> <p>(a) All plumbing affecting the sanitary condition of any building or structure within the boundaries of any lot shall be connected with a public sewer. However, if such building or structure had been connected already to a cesspool or septic tank prior to the construction of a public sewer abutting the property on which such building or structure is located, it may be continued, but when such cesspool or septic tank is discontinued for use or is in an unsanitary condition, such building or structure shall be connected immediately with and drained into a public sewer. Provided, however, that if there is no public sewer in any street, alley or right-of-way abutting the lot upon which the structure is located and there is no public sewer to which it can be connected within 300 feet of the structure if the structure is:</p> <p>(2) Any other type of structure and the city engineer finds in writing that the expected effluent and soil conditions are such that adequate drainage would be accomplished and no pollution or harm would result, the structure may be connected to a cesspool</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 3.1: Ensure the City provides and maintains a sewer collection and treatment facilities system that adequately conveys and treats wastewater generated by existing and planned development at a maximized cost efficiency.</p> <p>Policy 3.3: Work with the County of Los Angeles to determine if the existing sewer collection systems are adequate to meet existing and anticipated future demand.</p> <p>Policy 3.5: Ensure the costs of improvements to the existing sewer collection and treatment facilities necessitated by new development to be borne by the new development benefiting from the improvements, either through the payment of fees, or the actual cost of construction, or both in accordance with State Nexus legislation.</p> <p>Policy 3.6 Evaluate the sewer connection fees and other charges to see if the fees and charges adequately meet the operation maintenance, renovation/ upgrade, and new construction needs.</p> <p>Policy 3.9 Continue to work with the County Sanitation District to ensure that use of Best Management Practices is used in the City.</p> <p>Goal 4: Provide a flood control system that is able to support the permitted land uses while preserving the public safety; upgrade existing deficient systems; and pursue funding sources to reduce the costs of flood control provision in the city.</p> <p>Policy 4.1: Maintain existing public storm drains and flood control facilities, upgrade and expand storm drain and flood control facilities.</p> <p>Policy 4.4: Monitor the demands and manage development to mitigate impacts and/or facilitate improvements to the storm drainage system.</p> <p>Policy 4.5: Designate, preserve, and acquire land, as necessary, for storm drainage and flood control facilities.</p> <p>Policy 4.7: Require improvements to the existing storm drain and flood control facilities necessitated by new development to be borne by the new development benefiting from the improvements, either through the payment of fees, or the actual cost of construction, or both in accordance with State Nexus legislation.</p> <p>Policy 4.8: Require new developments to employ the most efficient drainage technology to increase ground percolation, control drainage, and minimize damage to environmentally sensitive areas.</p> <p>Goal 5: Maintain solid waste collection and disposal services in accordance with the California integrated waste management act of 1989, pursue funding sources to reduce the cost of the collection and disposal services in the city.</p> <p>Policy 5.1: Maintain adequate solid waste collection for commercial, industrial, and residential developments in accordance with State law.</p> <p>Policy 5.2: Provide trash and recycling receptacles along City streets, in parks and along trails, and other pedestrian oriented areas.</p> <p>Goal 6: Maintain and expand service provision to city of Azusa residences and businesses.</p> <p>Policy 6.1: Continue to work with service providers to maintain current levels of service and improved levels of service. Revise and replace programs that do not achieve their intended purpose.</p> <p>Policy 6.2: Review requests for new utility facilities, relocations, or expansions to existing facilities.</p>	<p>or septic tank for such length of time and subject to such conditions as the city engineer may impose for the protection of the public health, safety and welfare. (Code 1971, § 16.04.130)</p> <p>Under Division 7 (Landscape and Irrigation Standards) Section 78-532 (General Requirements) the following apply:</p> <p>(a) These standards described herein are intended to be minimum requirements of development. Property enhancements beyond these standards are encouraged as they will further the goal of a more beautiful overall environment in which to live and work. Certain conditions outlined herein may be waived or changed upon formal request and accepted by the superintendent of public works, or designee, but in no case will any condition be modified in a manner which will adversely affect the intent of these standards.</p> <p>(b) Prior to any work at the project side, landscape and irrigation plans must be approved and signed by the superintendent of public works. These drawings shall contain all planting and irrigation work to be constructed as a part of the development. If the plans meet or exceed the requirements, they will be approved by the superintendent of public works, or designee. If corrections to the plans are required, the deficiencies will be noted and the plans will have to be corrected by the developed and resubmitted. Compliance with the letter and intent of these standards is the superintendent's responsibility during construction and the property owner's responsibility for the life of the project. The superintendent of public works, or designee has the responsibility to interpret and enforce these standards.</p> <p>(Ord. No. 93-03, § 2(16.40.020), 3-15-93)</p> <p>Under Section 78-533 (Special Requirements) the following apply:</p> <p>Areas of projects which will be dedicated to the city such as median islands, maintenance districts, parks, etc., shall be clearly delineated on the plans. Special requirements in addition to these standards may be required for those areas. Any special requirements will be noted after initial submittal of plans. Any questions regarding projects with special requirements shall be directed to the community development department. (Ord. No. 93-03, § 2(16.40.030), 3-15-93)</p> <p>Under Chapter 88.30 (Standards for All Development and Land Uses) Section 88.30.070 (Solid Waste/Recyclable Materials Storage) the following apply:</p> <p>B. Applicability. These requirements apply to new multi-family residential and nonresidential development, or changes to existing multi-family residential or nonresidential development that increase gross floor area by 25 percent or more.</p> <p>C. Extent of Storage Area Required. Solid waste and recyclables storage areas shall be provided in the number, dimensions, and types required by the department or review authority. Additional storage areas may be required, as deemed necessary by the director.</p> <p>D. Enclosure Requirements. Storage areas shall be fully enclosed by a six-foot solid enclosure that is architecturally compatible with adjacent structures.</p> <ol style="list-style-type: none">1. The dimensions and materials of the enclosure shall comply with standards provided by the department.2. Gates shall be solid and continuously maintained in working order.3. A concrete apron shall be provided within the enclosure.	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>4. Landscaping shall be provided to soften and screen the enclosure in compliance with Chapter 88.34 (Landscaping Standards). See Figure 3-4.</p> <p>Under Section 88.30.070 (Underground Utilities) the following applies: All electric, telephone and other telecommunications facilities, street lighting wiring, cable television and other wiring conduits, shall be placed underground by the developer. This requirement shall not apply in the case of an addition to an existing structure that increases the existing floor area by less than 50 percent.</p> <p>Under Chapter 60 (Stormwater and Urban Runoff Pollution Prevention) Section 60-9 (Stormwater and Runoff Pollution Mitigation for Construction Activity) the following apply: No person shall commence any construction activity for which a permit is required by this Code without implementing all stormwater and runoff pollution mitigation measures required by such permit. (Ord. No. 04-02, § 2, 2-2-04)</p> <p>Under Section 60-15 (Good Housekeeping Provisions) the following apply: An owner or occupant of any property shall comply with the following good housekeeping requirements: No person shall leave, deposit, discharge, dump, or otherwise expose any pollutant in an area where actual or potential discharge to the city streets or the storm drain system may occur. Any spills, discharge, or residues shall be removed as soon as possible and disposed of properly.</p> <p>(1) Runoff from landscape irrigation, air conditioning condensate, water line flushing, foundation/footing drains, individual residential car washing, dechlorinated swimming pool discharges and sidewalk washing shall be conducted in a manner not in violation of other provisions of this Code.</p> <p>(2) Runoff from washing paved areas, including but not limited to parking lots, on industrial or commercial property is prohibited unless specifically required by federal, state, or local health or safety codes and not in violation of any other provision of this Code. Runoff from authorized washing of paved areas shall be minimized to the extent practicable.</p> <p>(3) Objects, such as motor vehicle parts, containing grease, oil, or other hazardous materials, and unsealed receptacles containing hazardous materials, shall not be stored in areas exposed to stormwater or otherwise susceptible to runoff.</p> <p>(4) Any machinery or equipment which is to be repaired or maintained in areas exposed to stormwater or otherwise susceptible to runoff shall be provided with containment areas to control leaks, spills, or discharges.</p> <p>(5) All motor vehicle parking lots with more than 25 parking spaces and located in areas exposed to stormwater or otherwise susceptible to runoff shall have debris removed by regular sweeping or other equally effective measures. Such debris shall be collected and properly disposed of. (Ord. No. 04-02, § 2, 2-2-04)</p> <p>Under Section 60-16 (Best Management Practice for Construction Activity) the following apply: All BMPs required as a condition of any permit for construction activity granted pursuant to this Code shall be maintained in full force and effect during the term of the project, unless otherwise authorized by the city. (Ord. No. 04-02, § 2, 2-2-04)</p> <p>Under Chapter 88.31 (Operational Standards) Section 88.31.030 the following apply:</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>Outdoor lighting on private property shall comply with the following requirements.</p> <p>B. Outdoor lighting shall utilize energy-efficient fixtures and lamps; examples include high pressure sodium, hardwired compact fluorescent, or other lighting technology that is of equal or greater energy efficiency.</p> <p>Under Chapter 88.34 (Landscaping Standards) Section 88.34.060 (Landscape Standards) the following applies:</p> <p>A. Landscape Design. The required landscape plan shall be designed to integrate all elements of the project (e.g., buildings, parking lots, and streets) to achieve their aesthetic objectives, desirable microclimates, and minimize water and energy demand. (Ord. No. 10-O1, §§ 8, 9, 3-1-10)</p>	
Baldwin Park	<p>Health and Sustainability Element:</p> <p>Goal HS-4. Increase the efficiency and sustainability of public and private infrastructure in Baldwin Park.</p> <p>Policy 4.01: Reduce the amount of impermeable surfaces citywide.</p> <p>Policy 4.02: Incorporate Low Impact Development (LID) techniques in the design and upgrade of public infrastructure.</p> <p>Action HS-4.1: Develop a city-wide approach to stormwater management that takes advantage of excellent local soil infiltration environment, including bottomless catch basins; porous concrete gutters; pervious pavers at intersections, crosswalks, and in park hardscapes; linear bioinfiltration strips in parkways and building setbacks; and rain gardens with dry wells.</p> <p>Action HS-4.4: Continue to require all new development projects that exceed \$25,000 to install Low Impact Development technologies to treat, capture, and infiltrate stormwater and urban runoff on site, where it lands.</p> <p>Action HS-4.5: Require the use of permeable paving for parking lots, streets, driveways, pathways, etc.</p> <p>Action HS-4.7: Work to mitigate irrigation practices that result in overspray and collection of runoff in gutters.</p> <p>Action HS-4.9: Require all new developments to utilize Low Impact Development strategies, including rain gardens, bioswales, stormwater filters and screens for storm drains, in-ground infiltration using dry wells and infiltration trenches, and water recycling facilities, with the goal of retaining and treating all stormwater on site.</p> <p>Goal HS-8. Achieve a high level of water conservation, and continue to improve the quality of local groundwater.</p> <p>Policy 8.01: Promote drought-tolerant landscaping and water conservation technologies and techniques.</p> <p>Policy 8.02: Protect and restore above and below ground water bodies from the negative impacts of stormwater pollution. (See also Modern and Green Infrastructure.)</p> <p>Policy 8.03: Reduce the amount of impervious surfaces in the City through selection of materials, site planning, and street design.</p> <p>Action HS-8.1: Develop a native and drought-tolerant planting palette for use by local developers, with a focus on the physical and climatic context and corresponding maintenance needs.</p>	<p>Municipal codes related to utilities and service systems relevant to the Plan Area can be found in Section 153.160 (Water-Efficient Landscaping Standards) Subsection 153.160.020 (Applicability), Subsection 153.160.200 (Stormwater Management and Rainwater Retention), and Chapter 52 (Storm Water and Urban Runoff Pollution Prevention) Section 52.11 (control of Pollutants from State Permitted Construction Activities), Section 52.12 (Control of Pollutants from Other Construction Activities), Section 52.13 (Control of Pollutants from New Developments/Redevelopment Projects), and Chapter 97 (Streets, Sidewalks and Public Places) Section 97.061 (Circumstances Requiring Undergrounding), and Section 97.062 (Exemption).</p> <p>Under Section 153.160 (Water-Efficient Landscaping Standards) Subsection 153.160.020 (Applicability) the following projects must adhere to water-efficient landscaping standards:</p> <p>(A) Landscape projects. After December 1, 2015 and consistent with Executive Order No. B-29-15, the provisions of this subchapter shall apply to all of the following landscape projects:</p> <p>(1) New development projects with an aggregate landscape area equal to or greater than 500 square feet requiring a building or landscape permit, plan check, or design review.</p> <p>(2) Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit, plan check or design review.</p> <p>(B) The reporting requirements of this subchapter shall become effective December 1, 2015 and the remainder of this subchapter shall be effective no later than February 1, 2016.</p> <p>(C) Any project with an aggregate landscape area of 2,500 square feet or less may comply with the performance requirements of this subchapter or conform to the prescriptive measures contained in § 153.160.225.</p> <p>(D) For projects using treated or untreated graywater or rainwater captured on site, any lot or parcel within the project that has less than 2,500 square feet of landscape and meets the lot or parcel's landscape water requirement (estimated total water use) entirely with treated or untreated graywater or through stored rainwater captured on site is subject only to § 153.160.220(A)(5) of the city's Municipal Code. (Ord. 1346, passed 5-2-12; Am. Ord. 1379, passed 11-4-15)</p>	No other applicable plans, policies, or ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Action HS-8.2: Install drought-tolerant landscaping and water-conserving irrigation systems at City facilities, medians, and parkway strips to reduce water use and maintenance costs.</p> <p>Action HS-8.3: Require that all newly installed private landscaping covering more than 1,000 square feet install drought-tolerant landscaping and water conserving irrigation systems.</p> <p>Action HS-8.5: Encourage the use of high-efficiency irrigation technology, and allow recycled site water to be used for irrigation.</p> <p>Action HS-8.6: Explore opportunities for more actions using treated or raw well water for park irrigation.</p> <p>Action HS-8.7: Consider adopting an ordinance that requires the installation of water efficient fixtures upon the sale of a property.</p> <p>Action HS-8.8: Increase awareness and involve the public in addressing water runoff problems associated with daily activities.</p> <p>Action HS-8.9: Work with new development projects to increase on-site water infiltration and storage, and to preserve, restore, or incorporate natural drainage systems into the site design for the project.</p> <p>Action HS-8.10: Require contractors to comply with approved stormwater pollution prevention planning practices for all projects.</p> <p>Action HS-8.11: Conduct routine inspections of construction sites to check for proper erosion control methods during construction activities.</p> <p>Action HS-8.12: Consider revising the Water Conservation Ordinance to allow the use of artificial turf for landscaping purposes.</p> <p>Open Space and Conservation Element:</p> <p>Goal 5.0: Conserve and protect groundwater supply and water resources.</p> <p>Policy 5.1: Encourage water conservation through education, use of drought tolerant landscapes, and water-conserving technology.</p> <p>Policy 5.2: Promote the use of native plant material in landscapes and drought tolerant trees, especially in landscapes on City properties.</p> <p>Policy 5.3: Encourage use and production of reclaimed water.</p> <p>Policy 5.4: Continue enforcement of municipal National Pollutant Discharge Elimination System (NPDES) Permit to protect water quality within the San Gabriel River watershed.</p> <p>Policy 5.5: Cooperate with the EPA in efforts to remedy groundwater contamination and implement cleanup practices for the Baldwin Park Superfund site.</p> <p>Policy 5.6: Vigorously prosecute unlicensed dumping of toxic or hazardous materials into the ground or water in Baldwin Park. Encourage citizens to report dumping when they observe it.</p> <p>Goal 7: Reduce the amount of solid waste produced in Baldwin Park.</p> <p>Policy 7.1: Implement goals and policies contained in the City’s Household Hazardous Waste and Source Reduction and Recycling Elements as mandated by state law AB939, as amended.</p> <p>Policy 7.4: Encourage participation in local and County waste disposal programs for such household hazardous waste items as automotive products, paints, chemicals, tires and batteries.</p>	<p>Under Section 153.160 (Water-Efficient Landscaping Standards) Subsection 153.160.200 (Stormwater Management and Rainwater Retention) projects defined above must adhere to the following:</p> <p>A) Stormwater best management practices. Stormwater management practices minimize runoff and increase infiltration which recharges groundwater and improves water quality. Implementing stormwater best management practices into the landscape and grading design plans to minimize runoff and to increase on-site rainwater retention and infiltration are encouraged.</p> <p>(B) Regional Water Quality Control Board. Project applicants shall refer to the Regional Water Quality Control Board for information on any applicable stormwater technical requirements.</p> <p>(C) Friable soil. All planted landscape areas are required to have friable soil to maximize water retention and infiltration. (Ord. 1346, passed 5-2-12; Am. Ord. 1379, passed 11-4-15)</p> <p>Chapter 52 (Storm Water and Urban Runoff Pollution Prevention) Section 52.11 (control of Pollutants from State Permitted Construction Activities) states the following:</p> <p>(A) No person shall be granted a grading permit by the city or shall commence or continue any construction activity within the city that is subject to an General Construction Activity Storm Water NPDES Permit without showing proof of having applied for such permit.</p> <p>(B) Any person engaged in a construction activity requiring an NPDES General Construction Activity Storm Water NPDES Permit construction permit shall retain at the construction site the following documents: (i) a copy of the Notice of Intent to Comply with Terms of the General Permit to Discharge Water Associated with Construction Activity; (ii) a waste discharge identification number issued by the SWRCB; (iii) a Storm Water Pollution Prevention Plan and Monitoring Program Plan for the construction activity requiring the construction permit; and (iv) records of all inspections, compliance and non-compliance reports, evidence of self-inspection and good housekeeping practices.</p> <p>(C) Any person engaged in a construction activity in the city requiring an NPDES General Construction Storm Water Activity permit shall, upon reasonable request from a duly authorized officer of the city, provide any of the documents specified in division (B) and shall retain said documents for at least three years after completion of construction. (Ord. 1193, passed 8-21-02)</p> <p>Chapter 52 (Storm Water and Urban Runoff Pollution Prevention) Section 52.12 (Control of Pollutants from Other Construction Activities) states the following:</p> <p>Any person engaged in a construction activity that is not subject to the General Construction Storm Water Activity NPDES Permit but is subject to the municipal NPDES Permit, shall be required to comply with requirements contained therein as specified in the city's Storm Water Quality Management Program, including any revisions made thereto. (Ord. 1193, passed 8-21-02)</p> <p>Under Chapter 52 (Storm Water and Urban Runoff Pollution Prevention) Section 52.13 (Control of Pollutants from New Developments/Redevelopment Projects) the following projects must adhere to Chapter 52:</p> <p>(D) Stormwater pollution control measures for development planning and construction activities.</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Health and Sustainability Element:</p> <p>Action HS-7.1: Implement an Energy Efficient City Plan that evaluates and prioritizes best practices for increasing the energy efficiency of City operations.</p> <p>Action HS-7.2: Perform energy audits of existing City operations and maintenance practices on a regular basis to identify and implement energy savings measures.</p> <p>Action HS-7.3: Continue to replace City operating systems as needed with energy efficient alternatives.</p> <p>Action HS-7.4: Continue to explore opportunities to generate energy on City properties, including installation of solar panels.</p> <p>Action HS-7.6: Adopt the Energy Action Plan prepared in conjunction with the San Gabriel Valley Council of Governments. Implement identified actions and strive to meet performance targets identified in the Energy Action Plan.</p> <p>Goal HS-19. Demonstrate Baldwin Park’s commitment to sustainability through progressive use of green building policies, practices, and technologies.</p> <p>Action HS-19.1: When new municipal facilities are constructed, endeavor to achieve building efficiency that would meet Leadership in Energy and Environmental Design (LEED)’s Silver certification level, or an equivalent.</p> <p>Open Space and Conservation Element:</p> <p>Goal 6.0: Conserve energy resources through the use of technology and conservation methods.</p> <p>Policy 6.1: Encourage innovative building designs that conserve and minimize energy consumption.</p> <p>Policy 6.2: Enforce Title 24 regulations to conserve energy.</p> <p>Solid Waste Management</p> <p>Goal 7: Reduce the amount of solid waste produced in Baldwin Park.</p> <p>Policy 7.1: Implement goals and policies contained in the City’s Household Hazardous Waste and Source Reduction and Recycling Elements as mandated by state law AB939, as amended.</p> <p>Policy 7.2: Maximize public awareness of all source reduction and recycling programs.</p> <p>Policy 7.3: Encourage composting of organic materials and recycling in general as an alternative to waste disposal.</p> <p>Policy 7.4: Encourage participation in local and County waste disposal programs for such household hazardous waste items as automotive products, paints, chemicals, tires and batteries.</p>	<p>(3) Applicability. The following development and redevelopment projects, termed “planning priority projects,” shall comply with the requirements of this chapter:</p> <p>(a) All development projects equal to 1 acre or greater of disturbed area that adds more than 10,000 square feet of impervious surface area.</p> <p>(i) Projects located in or directly adjacent to, or discharging directly to an environmentally sensitive area (ESA), where the development will:</p> <p>1. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and</p> <p>2. Create 2,500 square feet or more of impervious surface area.</p> <p>(k) Redevelopment projects.</p> <p>1. Land disturbing activity that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site on planning priority project categories.</p> <p>2. Where redevelopment results in an alteration to more than 50% 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 must be mitigated.</p> <p>3. Where redevelopment results in an alteration of less than 50% of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction stormwater quality control requirements, only the alteration must be mitigated, and not the entire development.</p> <p>4. Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of facility or emergency redevelopment activity required to protect public health and safety. Impervious surface replacement, such as the reconstruction of parking lots and roadways which does not disturb additional area and maintains the original grade and alignment, is considered a routine maintenance activity. Redevelopment does not include the repaving of existing roads to maintain original line and grade.</p> <p>(5) Stormwater pollution control requirements. The site for every planning priority project shall be designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest and use.</p> <p>(c) The remainder of planning priority projects shall prepare a Low Impact Development plan to comply with the following:</p> <p>1. Retain stormwater runoff onsite for the stormwater quality design volume (SWQDv) defined as the runoff from:</p> <p>a. The 85th percentile 24-hour runoff event as determined from the Los Angeles County 85th percentile precipitation isohyetal map; or</p> <p>b. The volume of runoff produced from a 0.75 inch, 24-hour rain event, whichever is greater.</p> <p>2. When, as determined by the City Engineer, 100% onsite retention of the SWQDv is technically infeasible, partially or fully, the infeasibility shall be demonstrated in the submitted Low Impact Development plan.</p> <p>5. A multi-phased project may comply with the standards and requirements of this section for all of its phases by: (a) designing a system acceptable to the</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>Department of Public Works to satisfy these standards and requirements for the entire site during the first phase, and (b) implementing these standards and requirements for each phase of development or redevelopment of the site during the first phase or prior to commencement of construction of a later phase, to the extent necessary to treat the stormwater from such later phase. For purposes of this section, MULTI-PHASED PROJECT shall mean any planning priority project implemented over more than one phase and the site of a multi-phased project shall include any land and water area designed and used to store, treat or manage stormwater runoff in connection with the development or redevelopment, including any tracts, lots, or parcels of real property, whether developed or not, associated with, functionally connected to, or under common ownership or control with such development or redevelopment. (Ord. 1193, passed 8-21-02; Am. Ord. 1363, passed 2-19-14)</p> <p>Under Chapter 97 (Streets, Sidewalks and Public Places) Section 97.061 (Circumstances Requiring Undergrounding) the following apply:</p> <p>Notwithstanding any other provision of this code, the undergrounding of utility facilities shall be required in all of the following circumstances, except as expressly provided in this section:</p> <p>(C) Other. All utilities to serve any other property upon which it is proposed to construct or reconstruct any building or structure, or combination thereof, for which one or more building permits is required, where the estimated cost of the construction is \$3,000 or more.</p> <p>(E) Responsibility for compliance. The owner and/or person who occupies any property to which this subchapter applies shall be responsible for compliance therewith, including but not limited to obtaining the installation of required facilities by the appropriate utility company or companies. ('83 Code, § 12.36.020) (Ord. 820, passed - -81; Am. Ord. 837, passed - -82)</p> <p>Under Section 97.062 (Exemption) the following apply:</p> <p>The Director shall grant an exemption from the provisions of this subchapter if he finds all of the following facts present:</p> <p>(A) All adjacent properties are served by overhead utility facilities;</p> <p>(B) The compliance with the provisions of this section constitute an undue financial hardship which renders the proposed development economically unfeasible; and</p> <p>(C) The owner of the property involved agrees, in written form as approved by the City Attorney, to join and participate in an undergrounding utility district should one be initiated pursuant to applicable law, within 10 years after the date upon which a building permit for such buildings or structures is issued, without protest as to the formation of such district. The agreement shall be recorded and shall bind, for the period of time, all assignees and successors in interest to the then owner of the property. ('83 Code, § 12.36.030) (Ord. 820, passed - -81; Am. Ord. 837, passed - -82)</p>	
Claremont	<p>Human Services, Recreational Programs, and Community Facilities Element:</p> <p>Goal 7-13: Promote affordable and quality water service capable of adequately meeting normal and emergency water demands to all areas in the City.</p> <p>Policy 7-13.1: Study alternatives for maintaining affordable water rates.</p> <p>Policy 7-13.2: Advocate regular evaluation of the entire water supply and distribution system to ensure its continued adequacy, reliability, and safety.</p>	<p>Municipal codes related to utilities and service systems relevant to the Plan Area can be found in Chapter 16.131 (Water Efficient Landscape Requirements), Section 16.131.030 (Implementation Procedures), Section 16.131.040 (Landscape Water Use Standards), and Chapter 8.30 (Water Conservation) Section 8.30.030 (Application), and Section 8.30.040 (Permanent Water Conservation Requirements), and Chapter 8.28 (Stormwater and Runoff Pollution Control) Section 8.28.032 (Best Management Practices Required), Chapter 8.30 (Water Conservation) Section 8.30.030 (Application),</p>	<p>No other applicable plans, policies, or ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 7-14: Maintain a wastewater system adequate to protect the health and safety of all Claremont residents, businesses, and institutions.</p> <p>Policy 7-14.2: Require that all new development or expansion of existing facilities bears the cost of expanding the wastewater disposal system to handle the increased loads which they are expected to generate.</p> <p>Goal 7-16: Advocate for quality universal access to established and emerging telecommunications services for all households, institutions, and businesses within the City limits.</p> <p>Policy 7-16.4: Manage the public right-of-way to ensure maximum productivity and best public use, and ensure payment of fair and adequate compensation, in the form of franchise fees, money, and/ or services, for use of public rights-of-way.</p> <p>Goal 7-18: Preserve community aesthetics while providing for utility needs.</p> <p>Policy 7-18.2: Continue to require the placement of utilities underground with new development.</p> <p>Policy 7- 18.3 Strengthen requirements for underground utilities in older sections of the City as part of redevelopment and remodeling projects to address public safety issues and to improve the aesthetic quality of streets.</p> <p>Goal 7-20: Increase the availability of reclaimed water resources in Claremont.</p> <p>Policy 7- 20. 1 Support the efforts of the Sanitation Districts of Los Angeles County and other agencies to provide reclaimed water infrastructure throughout the region.</p> <p>Policy 7- 20.2 Work with Three Valleys Municipal Water District to explore recycled water opportunities within Claremont.</p> <p>Goal 7-22: Minimize the volume of solid waste that enters regional landfills.</p> <p>Policy 7-22.1 Encourage additional recycling in all sectors of the community.</p> <p>Policy 7-22.2 Encourage the recycling of construction and demolition of materials in an effort to divert these items from entering landfills.</p> <p>Open Space, Parkland, Conservation, and Air Quality Element:</p> <p>Goal 5-13: Maximize energy conservation throughout all segments of the community to reduce air pollutant emissions, and to reduce consumption of natural resources and fossil fuels.</p> <p>Policy 5-13.1 Promote the use of energy-saving designs and devices in all new construction and reconstruction.</p> <p>Policy 5-13.2: Incorporate the use of energy conservation strategies in City projects.</p> <p>Goal 5-14: Incorporate green building and other sustainable building practices into development projects.</p> <p>Policy 5-14.1: Facilitate the use of green building standards and Leadership in Energy and Environmental Design (LEED) in both private and public projects.</p> <p>Policy 5-14.2: Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements, as appropriate.</p>	<p>Section 8.28.040 (Control of Runoff Required – Construction Activity), Section 8.28.041 (Control of Runoff Required – New Development and Redevelopment), Section 8.28.050 (Stormwater Pollution Control Measures for Development Planning and Construction Activities), Chapter 15.18 (Energy Code), Chapter 16.145 (Solar Energy Systems) Section 16.145.010 (Permitted Uses) and Section 16.145.020 (Solar Access Protection), and Chapter 8.08 (Garbage and Solid Waste) Section 8.08.060 (Self-hauler Requirements).</p> <p>Under Chapter 16.131 (Water Efficient Landscape Requirements) the following projects apply:</p> <p>C. New Landscape Installations or Rehabilitation Projects</p> <p>This chapter shall apply to the following landscape projects:</p> <p>2. New landscape installations or landscape rehabilitation projects by public agencies or private nonresidential developers, except for cemeteries, with a landscaped area, including pools or other water features but excluding hardscape, equal to or greater than 2,500 square feet, and which are otherwise subject to a discretionary approval of a landscape plan, or which otherwise require a ministerial permit for a landscape or water feature;</p> <p>D. Existing Landscapes</p> <p>Section 16.131.040.B of this chapter shall apply to:</p> <p>3. All landscaped areas over one acre in size, whether installed prior to or after January 1, 2010; and</p> <p>4. All landscaped areas installed after January 1, 2010 to which Section 16.131.020.A is applicable. [Note: Authority cited: Section 65595, Government Code. Reference: Section 65596, Government Code.] (10-02)</p> <p>Under Section 16.131.030 (Implementation Procedures) the following is required:</p> <p>C. Prior to installation, a landscape documentation package shall be submitted to the City for review and approval of all landscape projects subject to the provisions of this chapter. Any landscape documentation package submitted to the City shall comply with the provisions of the guidelines.</p> <p>D. The landscape documentation package shall include a certification by a professional appropriately licensed in the State of California stating that the landscape design and water use calculations have been prepared by or under the supervision of the licensed professional and are certified to be in compliance with the provisions of this chapter and the guidelines. [Note: Authority cited: Section 65595, Government Code. Reference: Section 65596, Government Code.] (10-02)</p> <p>Under Section 16.131.040 (Landscape Water Use Standards) the following water use standards are required:</p> <p>C. New and Rehabilitated Landscapes</p> <p>For landscape installation or rehabilitation projects subject to the applicability requirements of Section 16.131.020.A, the estimated applied water use allowed for the landscaped area shall not exceed the maximum applied water allowance (MAWA) calculated using an evapotranspiration adjustment factor (ETAF) of 0.7, except for special landscaped areas where the MAWA is calculated using an ETAF of 1.0; or the design of the landscaped area shall otherwise be shown to be</p>	



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		<p>equivalently water-efficient in a manner acceptable to the City; as provided in the guidelines.</p> <p>D. Existing Landscapes</p> <p>Irrigation of all landscaped areas shall be conducted in a manner conforming to the rules and requirements, and shall be subject to penalties and incentives for water conservation and water waste prevention as determined and implemented by the local water purveyor or as mutually agreed by local water purveyor and the City. (10-02)</p> <p>Under Chapter 8.30 (Water Conservation) Section 8.30.030 (Application) the following applies to water conservation in the City:</p> <p>A. The provisions of this chapter apply to any person in the use of any potable water in the City.</p> <p>C. The provisions of this chapter do not apply to the use of recycled water, with the exception of Section 8.30.040(A).</p> <p>E. This chapter is intended solely to further the conservation of water. It is not intended to implement any provision of federal, state, or local statutes, ordinances, or regulations relating to protection of water quality or control of drainage or runoff.</p> <p>F. Where any provision of the Claremont Municipal Code is in conflict with this chapter, the provision of this chapter shall take precedence. (09-10)</p> <p>Under Section 8.30.040 (Permanent Water Conservation Requirements) the following water conservation requirements are effective at all times:</p> <p>A. Limits on water hours. Outdoor watering or irrigating of lawn, landscape or any other vegetated area with potable water is prohibited between the hours of 9:00 a.m. and 5:00 p.m. Pacific Standard Time (PST) on any day, except by use of a hand-held bucket or similar container, a hand-held hose equipped with a positive self-closing water shut-off nozzle or device, or for very short periods of time for the express purpose of adjusting ore repairing an irrigation system. This subsection does not apply to landscape irrigation systems that exclusively use very low-flow drip type irrigation systems when no emitter produces more than two (2) gallons of water per hour.</p> <p>B. Limit on watering duration. Watering or irrigating of lawn, landscape or other vegetated area with potable water using a landscape irrigation system or a watering device that is not continuously attended is limited to no more than fifteen (15) minutes watering per day per station. This subsection does not apply to landscape irrigation systems that exclusively use very low-flow drip type irrigation systems when no emitter produces more than two (2) gallons of water per hour and weather based controllers or stream rotor sprinklers that meet a 70% efficiency standard.</p> <p>C. No excessive water flow or runoff. Watering or irrigating of any lawn, landscape or other vegetated area in a manner that causes or allows excessive water flow or runoff onto an adjoining sidewalk, driveway, street, alley, gutter or ditch is prohibited.</p> <p>D. No washing down hard or paved surfaces. Washing down hard or paved surfaces, including but not limited to sidewalks, walkways, driveways, parking areas, tennis courts, patios or alleys is prohibited, except when necessary to alleviate safety or sanitary hazards, and then only by use of a hand-held bucket or similar container, a hand-held hose equipped with a positive self-closing water shut-off device, a low-volume, high-pressure cleaning machine equipped to recycle any water used, or a low-volume high-pressure water broom.</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>E. Obligation to fix leaks, breaks or malfunctions. Excessive use, loss or escape of water through breaks, leaks or other malfunctions in the water user’s plumbing or distribution system for any period of time after such escape of water should have reasonably been discovered and corrected and in no event more than five (5) business days of the property owner receiving notice from the local retail water agency or the City of Claremont, is prohibited.</p> <p>F. Re-circulating water required for water fountains and decorative water features. Operating a water fountain or other decorative water feature that does not use re-circulated water is prohibited.</p> <p>G. Limits on washing vehicles. Using water to wash or clean a vehicle, including but not limited to any automobile, truck, van, bus, motorcycle, boat or trailer, whether motorized or not is prohibited, except by use of a hand-held bucket or similar container or a hand-held hose equipped with a positive self-closing water shut-off nozzle or device. This subsection does not apply to any commercial car washing facility.</p> <p>Under Chapter 8.28 (Stormwater and Runoff Pollution Control) Section 8.28.032 (Best Management Practices Required) the following stormwater and runoff best management practices must be adhered to:</p> <p>F. The following BMPs are required of every owner or occupant of any property:</p> <ol style="list-style-type: none">1. No person shall leave, deposit, discharge, dump, or otherwise expose any chemical, fuel, animal waste, garbage, batteries and/or septic waste in an area where actual or potential discharge to the City streets or the storm drain system may occur. Any spills, discharge, or residues shall be removed as soon as possible and disposed of properly.2. Runoff from landscape irrigation, air conditioning condensate, water-line flushing, foundation/footing drains, individual residential car washing, dechlorinated/debrominated swimming pool/spa discharges and sidewalk washing shall be conducted in a manner which minimizes or eliminates the possibility of pollutant discharges reaching the City storm drain system or receiving waters.3. Runoff from washing paved areas, including, but not limited to, parking lots, on industrial or commercial property is prohibited unless specifically required by federal, state, or local health or safety codes and not in violation of any other provision of this Code. Runoff from authorized washing of paved areas shall be minimized to the extent practicable.4. Objects, such as motor vehicle parts containing grease, oil, or other hazardous materials, and unsealed receptacles containing hazardous materials, shall not be stored in area exposed to stormwater or otherwise susceptible to runoff.5. Any machinery or equipment which is to be repaired or maintained in areas exposed to stormwater or otherwise susceptible to runoff shall be provided with containment areas to control leaks, spills, or discharges.6. All motor vehicle parking lots with more than 25 parking spaces and located in areas exposed to stormwater or otherwise susceptible to runoff shall have debris removed by regular sweeping or other equally effective measures. Such debris shall be collected and properly disposed of.7. Motor vehicle parking lots with a gravel/sediment base to implement BMPs to prevent the discharge of gravel and sediment to the MS4. (22-01; 14-05) <p>Under Section 8.28.040 (Control of Runoff Required – Construction Activity) the following best management practices must be adhered to:</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>F. The following minimum set of BMPs shall apply to all construction sites:</p> <ol style="list-style-type: none">1. Site management – housekeeping;2. Erosion controls – scheduling and preservation of existing vegetation;3. Sediment controls – perimeter controls and stabilized construction site entrance/exit;4. Non-stormwater management – water conservation practices and dewatering operations;5. Waste management – material delivery and storage; stockpile management; solid waste management; concrete waste management; and sanitary/septic waste management. <p>G. The following minimum BMPs are required for both private or public roadway paving or repair operations:</p> <ol style="list-style-type: none">1. Restrict paving and repaving activities to exclude periods of rainfall or predicted rainfall unless required by emergency conditions.2. Install gravel bags and filter fabric or other equivalent inlet protection at all susceptible storm drain inlets and at manholes to prevent spills of paving products and tack coat.3. Prevent the discharge of release of agents including soybean oil, other oils, or diesel to the asphalt.4. Minimize non-stormwater runoff from water use for roller equipment and for evaporative cooling of the asphalt.5. Clean equipment over absorbent pads, drip pans, plastic sheeting or other materials to capture all spillage and dispose properly.6. Collect liquid waste in a container, with a secure lid, for transport to a maintenance facility to be reused, recycled, or disposed of properly.7. Collect solid waste by vacuuming or sweeping and securing in an appropriate container for transport to a maintenance facility to be reused, recycled, or disposed of properly.8. Cover “cold-mix” asphalt with protective sheeting during a rainstorm.9. Cover loads with tarp before haul-off to a storage site, and do not overload trucks.10. Minimize airborne dust by using water spray or other approved dust suppressant during grinding.11. Avoid stockpiling soil, sand, sediment, asphalt material and asphalt grindings materials or rubble in or near stormwater drainage systems or receiving waters.12. Protect stockpiles with a cover or sediment barriers during rain. (22-01; 14-05) <p>Under Section 8.28.041 (Control of Runoff Required – New Development and Redevelopment) the following applies:</p> <p>E. Prior to construction of a development equal to or greater than 300 square feet, new development/redevelopment project (as defined in this chapter) such project shall be evaluated by the City for its potential to discharge pollutants to the storm drain system or to receiving waters based on its intended land use. Such evaluation shall be conducted in accordance with development planning requirements established by the Regional Board or its Executive Officer, pursuant</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>to the municipal NPDES permit. No discretionary permit may be issued for any construction or development project until the Director finds that the project plans comply with the Low Impact Development/ Standard Urban Stormwater Mitigation Plan requirements set forth in the permit and in this chapter.</p> <p>F. Once a project has been evaluated for its potential to discharge pollutants to the storm drain system or receiving waters, the City shall require appropriate BMPs to be implemented during construction and following project completion. The prescription of BMPs shall be in keeping with the Low Impact Development design standards pursuant to the municipal NPDES permit and this chapter. (22-01; 14-05)</p> <p>Under Section 8.28.050 (Stormwater Pollution Control Measures for Development Planning and Construction Activities) the following applies:</p> <p>G. The following development and redevelopment projects, termed “planning priority projects,” shall comply with the requirements of this section:</p> <ol style="list-style-type: none">1. New development projects that are in any of the following categories:<ol style="list-style-type: none">a. Projects equal to one acre or greater of disturbed area and adding more than 10,000 square feet or more of impervious surface area (collectively over the entire project site).2. Redevelopment projects that create and/or replace 5,000 square feet or more of impervious surfaces (collectively over the entire project site) on any of the following:<ol style="list-style-type: none">a. Existing sites of 10,000 square feet or more of impervious surface area.b. Industrial parks 10,000 square feet or more of impervious surface area.c. Commercial malls 10,000 square feet or more of impervious surface area.4. New development and redevelopment projects that create and/or replace 2,500 square feet or more of impervious area; discharge stormwater that is likely to impact a sensitive biological species or habitat; and are located in or directly adjacent to or are discharging to an ASBS, Sensitive Ecological Area in Los Angeles County.5. Street and road construction of 10,000 square feet or more of impervious surface area, in addition to complying with the requirements of this section, shall also follow the City’s Green Streets Policy (available on the City’s website). Street and road construction applies to standalone streets, roads, highways, and freeway projects. Temporary access roads are not subject to this requirement.<p>Appedix A The following construction projects are subject to the stormwater runoff mitigation requirements in this chapter:</p><ol style="list-style-type: none">1. The project will be built on a currently vacant and/or undeveloped parcel.2. Projects that add and/or replace 50 percent of any impervious surface area with a total square footage of 300 square or greater.3. Projects that will create a new detached structure that is 300 square feet in floor area or greater.4. The project is located in or within 200 feet of an environmentally sensitive area.<p>F. The following considerations are applicable to redevelopment projects:</p>	



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		<div>1. Where redevelopment results in an alteration of more than 50 percent of impervious surfaces of a previously existing development the entire project must be mitigated.</div> <div>2. Where redevelopment results in an alteration of less than 50 percent of impervious surfaces of a previously existing development, only the alteration must be mitigated, and not the entire development.</div> <div>3. Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of facility or emergency redevelopment activity required to protect public health and safety. Impervious surface replacement, such as the reconstruction of parking lots and roadways which does not disturb additional area and maintains the original grade and alignment, is considered a routine maintenance activity. Redevelopment does not include the repaving of existing roads to maintain original line and grade.</div> <div>G. Stormwater Pollution Control Requirements. Every applicable project shall be designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest and use.</div> <div>1. Projects that add and/or replace 300 square feet or more impervious surface shall complete the City of Claremont’s low impact development worksheet (available on the City’s website) and retain the 85th percentile 24-hour runoff event volume (as calculated on the worksheet).</div> <div>4. Street and road construction of 10,000 square feet or more of impervious surface shall be in accordance with the City of Claremont’s green street policy and the USEPA guidance regarding Managing Wet Weather with Green Infrastructure: Green Streets (December 2008 EPA-833-F-08-009) to the maximum extent practicable.</div> <div>5. The remainder of planning priority projects shall prepare a Low Impact Development Plan to comply with the following:<div>a. Retain and infiltrate stormwater runoff on site for the Stormwater Quality Design Volume (SWQDv) defined as the runoff from the 85th percentile 24-hour runoff event; or bioretention and/or rainfall harvest and use of the SWQDv. If partial or complete on-site retention is technically infeasible, the project site may biofiltrate 1.5 times the portion of the remaining SWQDv that is not reliably retained on site. biofiltration BMPs must adhere to the design specifications provided in the Los Angeles County Low Impact Development Manual.</div><div>b. Additional alternative compliance options such as off-site infiltration may be available to the project site. The project site should contact the City of Claremont to determine eligibility.</div></div> <div>6. The remaining SWQDv that cannot be retained or biofiltered on site must be treated on site to reduce pollutant loading. BMPs must be selected and designed to meet pollutant-specific benchmarks as required per the municipal NPDES permit. Flow-through BMPs may be used to treat the remaining SWQDv and must be sized based on a rainfall intensity:<div>a. 0.2 inches per hour for each hour of a storm event; or</div></div>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>b. The maximum flow rate of runoff produced by the 85th percentile hourly rainfall intensity for each hour of the storm event, as determined by historical rainfall records, multiplied by a factor of two.</p> <p>ii. A multi-phased project shall comply with the standards and requirements of this section for all of its phases by: (1) designing a system acceptable to the City of Claremont to satisfy these standards and requirements for the entire Site during the first phase; and (2) implementing these standards and requirements for each phase of development or redevelopment of the site during the first phase or prior to commencement of construction of a later phase, to the extent necessary to treat the stormwater from such later phase. For purposes of this section, “multi-phased project” shall mean any planning priority project implemented over more than one phase and the site of a multi-phased project shall include any land and water area designed and used to store, treat, or manage stormwater runoff in connection with the development or redevelopment, including any tracts, lots, or parcels of real property, whether developed or not, associated with, functionally connected to, or under common ownership or control with such development or redevelopment.</p> <p>I. Hydromodification Management Requirements. Planning priority projects located within natural drainage systems shall implement hydrological control measures to prevent accelerated downstream erosion and protect stream habitat.</p> <p>1. Natural drainage systems that are subject to the hydromodification assessments and control include all drainages that have not been modified using engineering controls or drainages that are tributary to a natural drainage system. Examples of engineering modifications to a drainage include channelization, armoring with concrete, and application of rip-rap.</p> <p>3. Projects disturbing an area less than or equal to one acre shall implement the Low Impact Development control standards in subsection (F)(5) of this section.</p> <p>4. Projects disturbing an area greater than 1 acre, but less than 50 acres will be presumed to meet pre-development hydrology if one of the following demonstrations are made:</p> <p>a. The project is designed to retain on site the runoff of the 95th percentile 24-hour storm; or</p> <p>b. The runoff flow rate, volume, velocity, and duration of the post-development condition does not exceed the pre-development condition for the two-year, 24-hour storm event; or</p> <p>c. The erosion potential (Ep) in the receiving water is approximately one. Ep shall be determined in accordance with the NPDES permit.</p> <p>5. Projects disturbing 50 acres or more will be presumed to meet pre-development hydrology based on the successful demonstration of one of the following conditions:</p> <p>a. The project site infiltrates on-site runoff from a two-year, 24-hour storm event; or</p> <p>b. The runoff flow rate, volume, velocity, and duration for the post-development condition does not exceed the pre-development condition for the two-year, 24-hour storm event. These conditions must be substantiated by hydrologic modeling.</p> <p>Under Chapter 15.18 (Energy Code) the City has adopted the following:</p>	



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		<p>A. The California Energy Code, 2022 Edition and Appendices, with changes, additions, and deletions set forth in this chapter, are adopted by reference as the Energy Code of the City.</p> <p>(13-10; 16-13; 19-08; 22-08)</p> <p>Under Chapter 16.145 (Solar Energy Systems) the following sections apply:</p> <p>Section 16.145.010 (Permitted Uses)</p> <p>Solar energy systems are a permitted use within all zones, whether as part of a structure or incidental to one or more structures. The use of solar energy systems is subject to the restraints imposed by the zoning limitations of this title, by existing vegetation, buildings, walls, fences, and other structures, and by diversity of topography.</p> <p>(08-05)</p> <p>Section 16.145.020 (Solar Access Protection)</p> <p>No building permit shall be issued if the proposed building, wall, fence, or other structure shall shade more than 10 percent of the absorption area of an existing solar energy system located on any other property between the hours of 10:00 a.m. and 2:00 p.m. Pacific Standard Time on December 21, unless one or more of the following conditions exist:</p> <p>A. The building, wall, fence, or other structure is located more than 45 degrees off true south of the property on which the solar energy system is located.</p> <p>B. The property owner would be prevented from constructing a single story building not exceeding 10 feet in building height on the property for which the building permit is sought, if such building cannot be designed or located to avoid casting a shadow of more than 10 percent of the absorption area of an existing solar energy system located on any other property between the hours of 10:00 a.m. and 2:00 p.m. Pacific Standard Time on December 21. (08-05)</p> <p>Under Chapter 8.08 (Garbage and Solid Waste) Section 8.08.060 (Self-hauler Requirements) the following apply:</p> <p>A person engaged in the business of recycling, commercial gardening, or construction/deconstruction activities may be authorized to collect, remove, and dispose of waste matter, including recyclable material, organic waste, and/or construction debris as incident to such business, utilizing employees and appropriate equipment owned by said contractor, and subject to the following requirements:</p> <p>1. Self-haulers shall source separate all recyclable materials and organic waste (materials that the City otherwise requires generators to separate for collection in the City's organics and recycling collection program) generated on site from solid waste in a manner consistent with 14 CCR Sections 18984.1 and 18984.2, or shall haul organic waste to a high diversion organic waste processing facility as specified in 14 CCR Section 18984.3.</p> <p>2. Self-haulers shall haul their source separated recyclable materials to a facility that recovers those materials; and haul their source separated green container organic waste to a solid waste facility, operation, activity, or property that processes or recovers source separated organic waste. Alternatively, self-haulers may haul organic waste to a high diversion organic waste processing facility.</p> <p>4. An organic waste generator that self-hauls organic waste is not required to record or report information to the City. (21-07)</p>	



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Covina	<p>Natural Resources and Open Space Element:</p> <p><i>Water Resources and Air Quality</i></p> <p>Policy a. Support the efforts at all levels of government to monitor and regulate water quality and conditions, ensuring that all applicable standards are met.</p> <p>Policy b. Support the efforts at and various codes and standards of all levels of government to protect ground water resources from depletion and sources of pollution, such as soil-leaching hazardous materials.</p> <p>Policy c. Support Federal, State, and regional efforts to remedy existing ground water pollution problems.</p> <p>Policy i. Ensure the adequacy of water supplies to meet all existing and future demands and applications, particularly public safety.</p> <p>Policy l. Follow the Covina Water Conservation Ordinance, when necessary, and provide conservation kits and general information to best promote water conservation.</p> <p>Policy m. Follow the City’s Water-Efficient Landscape Ordinance for the sites of new and significantly expanded/remodeled developments as a viable conservation tool.</p> <p>Policy n. Encourage the incorporation of water conservation features in the design of all new and significantly expanded/remodeled developments and in the installation of conservation devices in existing developments, including, but not limited to, low-flow toilets and shower registers.</p> <p>Circulation Element:</p> <p>Policy Area 1: Maintenance and improvement of public rights-of-way and related infrastructure to accommodate future growth.</p> <p>Policy Area 4: Sewer, storm drainage, and public utilities and related systems.</p> <p>Policy 1: Ensure, to the greatest extent feasible, through director liaison efforts, the continued maintenance and adequacy and, where necessary, improvement of Covina’s sewers and sewage disposal system to prevent contamination of ground water and receiving water quality and to accommodate long-term growth and revitalization.</p> <p>Policy 3: Ensure, to the greatest extent feasible, through director liaison efforts, the continued maintenance and adequacy and, where necessary, improvement of Covina’s storm drains and storm drainage system to prevent or minimize Flooding and soil erosion and to accommodate future growth and revitalization.</p> <p>Policy 7. Ensure, to the greatest extent feasible, through liaison efforts, that energy and communications supply and distribution facilities and stations are structurally, mechanically, and physically sound, well maintained, sufficiently monitored, and adequate to meet project edgrowth and revitalization.</p> <p>Policy 8. Ensure, to the greatest extent feasible, through liaison efforts, that all current and future energy and communications demands, particularly peak period demands, will be met.</p> <p>Policy 9. Accommodate the necessity of utility companies and similar entities to obtain rights-of-way and easements, while attempting to maintain appropriate community standards.</p> <p>Policy 10. Continue to require that utility company and related new transmission and supply lines, including those for streetlights, be placed underground.</p> <p>Policy</p>	<p>Municipal codes related to utilities and service relevant to the Plan Area can be found in Chapter 13.06 (Water Conservation), Under Section 13.06.040 (Permanent Water Conservation Requirements – Prohibition Against Waste), Chapter 17.82 (Water-efficient Landscape Regulations) Section 17.82.040 (Applicability of Water-efficient Landscape Regulations, and Section 17.82.060 (Landscape Water Use Standards), Chapter 8.50 (Storm Water Quality and Urban Runoff Control) Section 8.50.060 (Best Management Practices and Permits Authorized and Required), Section 8.50.100 (Construction Sites Requiring a Building Permit and/or a Grading Plan), and Section 8.50.120 (Low Impact Development), Chapter 14.28 (Energy Code) Section 14.28.010 (2022 California Energy Code Adoption by Reference), Section 17.59.060 (Property Development Standards and Special Development Regulations), Chapter 8.09 (Diversion Requirements for Construction and Demolition Projects) Section 8.09.030 (Recyclable and Reusable Construction and Demolition Debris), Section 8.09.040 (Minimum Construction and Demolition Debris Diversion Requirements), and Chapter 11.16 (Undergrounding of Utilities) Section 11.16.040 (Unlawful Acts Within Districts).</p> <p>Under Chapter 13.06 (Water Conservation) the following must adhere to the City’s water conservation ordinance:</p> <p>A. The provisions of this chapter apply to any person in the use of potable water provided by the city of Covina.</p> <p>B. The provisions of this chapter do not apply to the following:</p> <p>1. Uses of water necessary to protect public health and safety or for essential government services, such as police, fire and other similar emergency services.</p> <p>2. The use of recycled water, with the exception of CMC 13.06.040(A).</p> <p>3. The use of water by commercial nurseries and commercial growers to sustain plants, trees, shrubs, crops or other vegetation intended for commercial sale. (Ord. 22-10 § 1, 2022; Ord. 09-1973 § 1, 2009.)</p> <p>Under Section 13.06.040 (Permanent Water Conservation Requirements – Prohibition Against Waste) projects must follow water conservation requirements effective at all times.</p> <p>Under Chapter 17.82 (Water-efficient Landscape Regulations) Section 17.82.040 (Applicability of Water-efficient Landscape Regulations) the following project must adhere to the water-efficient landscape regulations:</p> <p>A. The water-efficient landscape regulations set forth in this chapter shall apply to the following landscape projects:</p> <p>1. New construction projects by public agencies or private developers of nonresidential projects which have a proposed landscaped area equal to or greater than 2,500 square feet, and are otherwise subject to:</p> <p>a. A discretionary approval of a landscape plan, or</p> <p>b. A ministerial permit for a landscape or water feature;</p> <p>3. Landscape rehabilitation projects by public agencies, private developers, associations, or property managers of residential or nonresidential projects which:</p> <p>a. Have a proposed landscaped area equal to or greater than 2,500 square feet,</p> <p>b. Propose to rehabilitate 50 percent or more of the existing landscaped area,</p> <p>c. Will be completed within one year, and</p>	<p>City of Covina 2020 Urban Water Management Plan (UWMP) provides the City with a reliable management action plan for long-term resource planning to ensure adequate water supplies are available to meet existing and future water supply needs. In addition, the 2020 UMWP incorporates water supply reliability determinations resulting from potential prolonged drought, regulatory revisions, and/or changing climatic conditions. Further, the UWMP provides information on groundwater, surface water, and stormwater characteristics, and management actions (City of Covina 2021).</p>



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		<p>d. Are otherwise subject to:</p> <p>i. A discretionary approval of a landscape plan, or</p> <p>ii. A ministerial permit for a landscape or water feature;</p> <p>D. A landscape design plan for projects in fire-prone areas and fuel modification zones shall comply with any applicable fire safety requirements. When conflicts between the provisions of applicable fire safety requirements and fire safety design elements exist, the fire safety requirements shall have priority. (Ord. 10-1979 § 2, 2010.)</p> <p>Under Section 17.82.060 (Landscape Water Use Standards) the following landscaped water standards apply:</p> <p>A. For new landscape installation or rehabilitated landscape projects subject to CMC 17.82.040(A), the estimated applied water use allowed for the landscaped area shall not exceed the MAWA calculated using an ET adjustment factor of 0.7, except for special landscaped areas where the MAWA is calculated using an ET adjustment factor of 1.0; or the design of the landscaped area shall otherwise be shown to be equivalently water-efficient in a manner acceptable to the city, as provided in the guidelines.</p> <p>B. Irrigation of all landscaped areas shall be conducted in a manner conforming to the rules, regulations, and requirements, including any established watering windows, and shall be subject to the penalties and incentives for water conservation and water waste prevention as determined and implemented by the applicable local water purveyors or as mutually agreed by the local water purveyors and the city.</p> <p>C. All irrigation controllers installed on or after January 1, 2012, within the city shall be smart controllers. (Ord. 10-1979 § 2, 2010.)</p> <p>Under Chapter 8.50 (Storm Water Quality and Urban Runoff Control) Section 8.50.060 (Best Management Practices and Permits Authorized and Required) the following Best Management Practices are required:</p> <p>1. No vehicle, machinery, device or storage container shall be allowed to leak, spill or discharge in any manner oil, grease, coolant, or other hazardous material onto any street, alley, road, parking area, or surface in the city whereon such pollutants or hazardous materials can or may be conveyed into the MS4 or any receiving water by storm water or non-storm water runoff.</p> <p>2. Objects such as vehicle motor parts containing grease, oil or other hazardous substances, and unsealed receptacles containing hazardous materials, shall not be stored in areas susceptible to storm water runoff or stored so that they may leak into the MS4.</p> <p>3. Any machine which is to be repaired or maintained in an uncovered outdoor area shall be placed on a pad of absorbent material to contain leaks, spills or small discharges. Any absorbent material used to contain such leaks, spills or discharges shall be properly disposed of.</p> <p>4. Machinery and equipment, including motor vehicles, which are leaking oil or fluid must be repaired.</p> <p>5. The uncovered outdoor storage of unsealed containers containing grease, oil, or other hazardous substances is prohibited in areas susceptible to runoff.</p>	



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		<p>6. The discharge of wash waters into the MS4 from the cleaning or washing of gas stations, automotive repair facilities and other types of automotive service facilities is prohibited.</p> <p>7. The discharge of wastewater into the MS4 from mobile auto washing, steam cleaning, mobile carpet cleaning and other such mobile commercial and industrial operations is prohibited.</p> <p>8. The discharge of wastewater from the washing of toxic material from paved or unpaved areas or the washing out of concrete trucks or concrete or cement-laden pumps, tools, and equipment into the MS4 is prohibited.</p> <p>9. The discharge into the MS4 of wastewater from the washing of impervious surfaces in industrial/commercial areas is prohibited.</p> <p>12. In areas exposed to storm water, the use of best management practices (including but not limited to the practices set forth in subsections (D)(1) through (11) of this section) and/or removal and lawful disposal of all fuels, chemicals, fuel and chemical wastes, animal wastes, garbage, batteries, and other materials which have potential adverse impacts on water quality shall be required. Treatment control best management practices must be properly operated and maintained to prevent the breeding of vectors.</p> <p>13. Dumping or disposal of the following materials into the MS4 system is prohibited: construction debris; any state or federally banned or unregistered pesticides; food and food processing wastes; and fuel and chemical wastes, animal wastes, garbage, batteries, and other materials that have potential adverse impacts on water quality. (Ord. 15-2038 § 1, 2015.)</p> <p>Under Section 8.50.100 (Construction Sites Requiring a Building Permit and/or a Grading Plan) the following are required:</p> <p>A. Generally. In addition to any other requirements set forth in this chapter, prior to obtaining a grading or building permit, each operator of any construction activity shall submit evidence to the director that all applicable permits have been obtained, including but not limited to the State Water Board’s Construction Permit and State Water Board 401 Water Quality Certification. Each operator of any construction activity shall implement such an erosion and sediment control plan and BMPs required by the director to ensure that discharges of pollutants are effectively prohibited and will not cause or contribute to an exceedance of water quality standards. A SWPPP prepared in accordance with the general construction permit may be substituted for an erosion and sediment control plan. All construction and grading activities shall comply with applicable laws and regulatory documents, including all applicable city ordinances and the city’s permit regulating discharges into and from the storm drain system.</p> <p>B. Erosion and Sediment Control Plan Required. In addition to any other requirements set forth in this chapter, prior to obtaining a grading or building permit, each operator of any construction site of less than one acre shall cause to be prepared and submitted to the city an erosion and sediment control plan. No operator of any construction activity shall commence any construction activity prior to receiving written approval of the erosion and sediment control plan from the director.</p> <p>D. Erosion and Sediment Control Plan Development. For construction sites one acre or greater, erosion and sediment control plans must be developed and certified by a</p>	



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		<p>qualified SWPPP developer. Structural BMPs shall be designed by a licensed California engineer.</p> <p>Under Section 8.50.120 (Low Impact Development) the following projects must adhere to the following storm water pollution control requirements:</p> <p>C. Applicability. The following development and redevelopment projects, termed “planning priority projects,” shall comply with the requirements of this section:</p> <ul style="list-style-type: none">1. All development projects equal to one acre or greater of disturbed area that adds more than 10,000 square feet of impervious surface area.6. Parking lots with 5,000 square feet or more of impervious surface area, or with 25 or more parking spaces.7. Street and road construction of 10,000 square feet or more of impervious surface area.9. Projects located in or directly adjacent to, or discharging directly to, an environmentally sensitive area (ESA), where the development will:<ul style="list-style-type: none">a. Discharge storm water runoff that is likely to impact a sensitive biological species or habitat; andb. Create 2,500 square feet or more of impervious surface area.11. Redevelopment Projects.<ul style="list-style-type: none">a. Land disturbing activity that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site on planning priority project categories.b. 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 storm water quality control requirements, the entire project must be mitigated.c. Where redevelopment results in an alteration of less than 50 percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction storm water quality control requirements, only the alteration must be mitigated, and not the entire development. <p>E. Storm Water Pollution Control Requirements. The site for every planning priority project shall be designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest and use.</p> <ul style="list-style-type: none">2. Street and road construction of 10,000 square feet or more of impervious surface area (and street and road redevelopment that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site), in addition to complying with all other applicable provisions of this section shall employ green street strategies per the U.S. EPA guidance manual, “Managing Wet Weather with Green Infrastructure: Green Streets” (EPA-833-F-08-009, December 2008) to the maximum extent practicable.3. The remainder of planning priority projects shall prepare a Low Impact Development plan to comply with the following:	



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		<p>a. Retain storm water runoff on site for the storm water quality design volume (SWQDv) defined as the runoff from:</p> <p>i. The eighty-fifth percentile 24-hour runoff event as determined from the Los Angeles County eighty-fifth percentile precipitation isohyetal map; or</p> <p>ii. The volume of runoff produced from a three-quarter-inch, 24-hour rain event, whichever is greater.</p> <p>F. Non-Planning Priority Projects. For new development or redevelopment projects not meeting the “planning priority projects” thresholds, but which may potentially have adverse impacts on post-development storm water quality, a site-specific plan including post-construction design, source and/or treatment control to mitigate storm water pollution shall be required where one or more of the following project characteristics exist:</p> <p>1. Vehicle or equipment fueling areas;</p> <p>2. Vehicle or equipment maintenance areas, including washing and repair;</p> <p>4. Outdoor handling or storage of hazardous materials;</p> <p>5. Outdoor manufacturing areas</p> <p>H. Conditional Use Permit. For any development project requiring a conditional use permit (“CUP”) or other discretionary entitlement required under CMC Title 17, or other applicable title of the Covina Municipal Code, the Low Impact Development plan shall be approved prior to the issuance of any such CUP or other discretionary entitlement.</p> <p>Under Chapter 14.28 (Energy Code) Section 14.28.010 (2022 California Energy Code Adoption by Reference) the City has adopted the 2022 California Energy Code. Said code shall be and become the Covina energy code. One copy of said code is on file in the office of the city clerk, and is hereby referred to, adopted, and made a part hereof as if fully set out in this chapter. (Ord. 22-19 § 13, 2022; Ord. 19-10 § 16, 2019.)</p> <p>Under Section 17.59.060 (Property Development Standards and Special Development Regulations) the following applies to energy:</p> <p>B. Special Development Regulations.</p> <p>11. Lighting. Exterior building lighting provides visibility and safety by illuminating sidewalks, pedestrian paths, and plazas. The light fixtures shall match the architectural style of the primary buildings. The maximum height of light poles from the finished surface to the top of the light fixture shall be 20 feet. Energy-efficient LED lights with shields shall be installed. The light illumination shall not exceed one foot-candle at the property line. Applicant shall submit a photometric plan/diagram prepared by an licensed engineer to demonstrate compliance with the standard of one foot-candle at the property line.</p> <p>Under Chapter 8.09 (Diversion Requirements for Construction and Demolition Projects) Section 8.09.030 (Recyclable and Reusable Construction and Demolition Debris) the following apply:</p> <p>For the purposes of this chapter, the following construction and demolition debris is determined to be recyclable and reusable:</p> <p>A. Masonry building materials and similar products generally used in construction including, but not limited to, asphalt, concrete, rock, stone, and brick.</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>B. Wood materials including all dimensional lumber, fencing, or construction wood that has not been chemically treated, creosoted, CCA pressure treated, contaminated, or painted.</p> <p>C. Plant materials including trees, tree parts, shrubs, stumps, logs, brush, or any other type of plant or green waste that is cleared from a site for construction or other purpose.</p> <p>D. Land clearing and excavating debris including vegetation, rocks, and soils.</p> <p>E. Metals, including all metal scrap such as, but not limited to, pipes, siding, window frames, doorframes, and fences.</p> <p>G. Other salvageable materials including, but not limited to, wallboard, doors, windows, fixtures, sinks, bath tubs, and appliances.</p> <p>H. Any other construction or demolition debris that is nonhazardous and available for recycling or reuse, as may be identified on the building plans approved by the city. (Ord. 18-03 § 1, 2018.)</p> <p>Under Section 8.09.040 (Minimum Construction and Demolition Debris Diversion Requirements) the following apply:</p> <p>A. All covered projects shall reuse, recycle, or divert from landfills or disposal sites at least 75 percent, or the state-mandated construction and demolition diversion percentage, whichever is greater, of all construction and demolition debris, unless a lower rate is approved by the city as a part of the project’s pre-project recycling plan (“PPRP”) required pursuant to CMC 8.09.070.</p> <p>B. Diversion may be satisfied by any of the following methods:</p> <ol style="list-style-type: none">1. Documented on-site or off-site reuse of the construction and demolition debris.2. Documented delivery of construction and demolition debris to an approved recycling facility.3. Documented delivery of salvaged materials to a donation center.4. Other methods as approved by the city. <p>C. For nonresidential projects, 100 percent of trees, stumps, rocks, and associated vegetation and soils resulting from land clearing shall be reused or recycled.</p> <p>D. All hazardous waste and universal waste removed from any project site must be properly disposed of and diverted from landfills. (Ord. 18-03 § 1, 2018.)</p> <p>Under Chapter 11.16 (Undergrounding of Utilities) Section 11.16.040 (Unlawful Acts Within Districts) the following applies:</p> <p>Whenever the council creates an underground utility district and orders the removal of poles, overhead wires and associated overhead structures therein as provided in CMC 11.16.030, it is unlawful for any person or utility to erect, construct, place, keep, maintain, continue, employ or operate poles, overhead wires and associated overhead structures in the district after the date when such overhead facilities are required to be removed by such resolution, except as such overhead facilities may be required to furnish service to an owner or occupant of property prior to the performance by such owner or occupant of the underground work necessary for such owner or occupant to continue to receive utility service as provided in CMC 11.16.090, and for such reasonable time required to remove such facilities after such work has been performed, and except as otherwise provided in this chapter. (Ord. 10-1987 § 4, 2010; 1964 Code § 28A.4.)</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
El Monte	<p>Community Design Element:</p> <p>Goal CD-4: High-quality architectural design of residential, commercial, and industrial buildings evidenced by thoughtful attention and balance of quality materials, durability, aesthetics, functionality, and sustainability concepts.</p> <p>Policy CD-4.5 Sustainability. Encourage “green building” and environmentally sustainable design concepts with respect to energy conservation, water conservation, storm drainage, etc.</p> <p>Housing Element:</p> <p>Policy 1.3. Require adequate provision of public services and facilities, infrastructure, open space, adequate parking and traffic management, pedestrian and bicycle routes, and public safety to create highly desirable neighborhoods.</p> <p>Policy 2.3 Require new residential projects to be adequately served by parks and recreation services, libraries, sanitary sewers and storm drains, transportation, public safety and other public services and facilities.</p> <p>Public Health and Safety Element:</p> <p>Policy 1.4. Encourage Caltrans, Southern Pacific Railroad, and local utility companies to regularly inspect and strengthen (if needed) bridges, elevated roadways, freeways, utilities, and other infrastructure susceptible to failure during an earthquake.</p> <p>Public Services and Facilities Element:</p> <p>Policy 3.1. Divert waste from the landfill in levels that meet or exceed state mandates and support sustainability practices through a comprehensive program of source reduction and recycling.</p> <p>Policy 3.2. Ensure that hazardous materials and waste are recycled and disposed of in a manner that is safe for the environment, residents, and visitors in El Monte.</p> <p>Policy 3.3. Continue to require and enforce the implementation of best management practices for existing public and private entities and new development to minimize stormwater runoff.</p> <p>Policy 3.4. Maintain a wastewater system adequate to serve the needs of the community and protect the health and safety of all residents, businesses, and institutions. (Policy 3.4)</p> <p>Policy 3.5. Investigate and pursue, wherever feasible, the use of trees, swales, and other green infrastructure to help conserve water, replenish the aquifer, and implement best practices.</p> <p>Policy 3.6. Continue to provide sufficient quantity of municipal water service that meets or exceeds state and federal health standards for drinking water.</p> <p>Policy 3.7. Require the incorporation of best management practices, where feasible, to conserve water in public landscaping, private development projects, and public agencies.</p> <p>Policy 3.8. Ensure that adequate investments continue to be made in repairing, rehabilitating, and upgrading City infrastructure to serve current and future customers.</p>	<p>Municipal codes related to utilities and service systems relevant to the Plan Area can be found in Chapter 13.16 (Stormwater Management and Discharge Control) Section 13.16.100 (Reduction of Pollutants in Stormwater), Chapter 13.20 (Stormwater and Urban Runoff Pollution Control) Section 13.20.020 (Stormwater Pollution Control Measures for Development Planning and Construction Activities), Chapter 14.02 (Water Usage Prohibitions Applying to All Persons) Section 14.02.015 (Water Usage Prohibitions applying to All Persons), and Chapter 17.74 (Water Efficiency) Section 17.74.020 (Applicability).</p> <p>Under Chapter 15.06 (Energy Code) Section 15.06.010 (Adoption of 2019 California Energy Code) the 2019 California Energy Code is adopted in its entirety and incorporated by reference into the El Monte Municipal Code, together with, and subject to, those amendments, additions and modifications delineated in this chapter, below. For the purposes of this Chapter 15.06, the 2019 California Energy Code as adopted herein may be referred to as the "El Monte Energy Code" or "this Code." (Ord. No. 3011 , § 3(Exh. A), 6-21-2022).</p> <p>Under Chapter 13.16 (Stormwater Management and Discharge Control) Section 13.16.100 (Reduction of Pollutants in Stormwater) the following applies to stormwater in the City: A. 1. Littering. No person shall throw, deposit, leave, maintain, keep, or permit to be thrown, deposited, placed, left or maintained, any refuse, rubbish, garbage, or other discarded or abandoned objects, articles, and accumulations, in or upon any street, alley, sidewalk, storm drain, inlet, catch basin, conduit or other drainage structures, business place, or upon any public or private plot of land in the city, so that the same might be or become a pollutant, except containers or in lawfully established waste disposal facilities.</p> <p>2. The occupant or tenant, or in the absence of occupant or tenant, the owner, lessee or proprietor of any real property in the city in front of which there is a paved sidewalk shall maintain said sidewalk free of dirt or litter to the maximum extent practicable. Sweepings from said sidewalk shall not be swept or otherwise made or allowed to go into the gutter or roadway, but shall be disposed of in receptacles maintained on said real property as required for the disposal of garbage.</p> <p>3. No person shall throw or deposit litter in any fountain, pond, lake, stream, or any other body in a park or elsewhere within the city.</p> <p>B. Standard for Parking Lots and Similar Structures. Persons owning or operating a paved parking lot, gas station pavement, paved private street or road, or similar structure, shall clean those structures as frequently and thoroughly as practicable in a manner that does not result in discharge of pollutants to the city storm drain system.</p> <p>D. Notification of Intent and Compliance with General Permits. Each industrial discharger, discharger associated with construction activity, or other discharger, described in any general stormwater permit addressing such discharges, as may be adopted by the United States Environmental Protection Agency, the State Water Resources Control Board, or the California Regional Water Quality Control Board, shall provide notice of intent, comply with, and undertake all other activities required by any general stormwater permit applicable to such discharges. Each discharger identified in an individual National Pollutant Discharge Elimination System permit relating to stormwater discharges shall comply with and undertake all activities required by such permit.</p> <p>E. Compliance with Best Management Practices. Where Best Management Practices guidelines or requirements have been adopted by any federal, state of California,</p>	No other applicable plans, policies, or ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 3.9. Engage and inform the public and business community in a variety of venues regarding the importance of waste management, water quality, and waste management services.</p> <p>Policy 4.3. Require development to pay the full cost of improving water, wastewater, road, parks, or other infrastructure necessitated by their projects, unless findings are made that the fair share requirement should be waived due to overriding public benefit.</p> <p>Public Health and Safety Element:</p> <p>Goal PHS-1 Adequate protection from seismic and geologic hazards, to ensure public health and safety, infrastructure, and City facilities and services are maintained.</p> <p>PHS-1.4 Critical Structures. Encourage Caltrans, Southern Pacific Railroad, and local utility companies to regularly inspect and strengthen (if needed) bridges, elevated roadways, freeways, utilities, and other infrastructure susceptible to failure during an earthquake.</p> <p>Policy 2.5 Implement green infrastructure projects (e.g., greenways, community forest, linear parks, vegetated swales, mini parks, etc.) to help filter stormwater runoff, improve water resources, and restore the health of our watershed. (Policy 2.5)</p>	<p>regional, and/or City Agency, for any activity, operation, or facility which may cause or contribute to stormwater pollution or contamination, illicit discharges, and/or discharges of nonstormwater to the stormwater system, every person undertaking such activity or operation, or owning or operating such facility shall comply with such guidelines or requirements as may be identified by the Director. (Ord. 2572 §§ 6, 7, 2002; prior code § 7810)</p> <p>Under Chapter 13.20 (Stormwater and Urban Runoff Pollution Control) Section 13.20.020 (Stormwater Pollution Control Measures for Development Planning and Construction Activities) the following projects must adhere to this section and implement the following best management practices:</p> <p>C. Applicability. This section is applicable to projects as defined below:</p> <p>1. All development and redevelopment projects, termed "planning priority projects," as defined in the municipal NPDES permit currently in effect at the time of the development application, shall comply with subsection E of Section 13.20.020. 2. Street and road construction projects of 10 thousand (10,000) square feet or more of impervious surface, in addition to complying with all other applicable provisions of Section 13.20.020, shall follow USEPA guidance regarding "Managing West Weather with Green Infrastructure: Green Streets" (December 2008, EPA-833-F-08-009) to the maximum extent practicable. This subsection applies to standalone streets, roads, highways, and freeway projects, and also applies to streets within larger projects, including capital improvement projects (CIPs).</p> <p>4. Any other project, as deemed appropriate by the department, submitted for complete discretionary or non-discretionary permit application filed with the department after December 31, 2012.</p> <p>E. Stormwater Pollution Control Requirements. All applicable projects listed in subsection C of Section 13.20.020 shall be designed to control pollutants, pollutant loads, and runoff volumes to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest and use. All applicable projects shall prepare a Low Impact Development plan that is submitted to and approved by the Department. All LID plans shall comply with the following: a. Low impact development standards and best management practices implementation hierarchy: All project applicants shall:</p> <p>i. Properly select, design and maintain Low Impact Development and hydromodification control best management practices to address pollutants that are likely to be generated, reduce changes to pre-development hydrology, assure long-term function and avoid breeding of vectors.</p> <p>ii. Prioritize the selection of best management practices to remove stormwater pollutants, reduce stormwater runoff volume, and beneficially use stormwater to support an integrated approach to protecting water quality and managing water resources in the following order:</p> <p>1. On-site infiltration, bioretention and/or rainfall harvest and use; then</p> <p>2. On-site biofiltration, offsite groundwater replenishment, and/or off-site retrofit.</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>Under Chapter 17.74 (Water Efficiency) Section 17.74.020 (Applicability) the following projects must comply with the Cities water efficiency regulations: A. This chapter shall apply to all of the following landscape projects:</p> <ol style="list-style-type: none">1. New construction projects with an aggregate landscape area equal to or greater than five hundred (500) square feet requiring a building or landscape permit, plan check or design review;2. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than two thousand five hundred (2,500) square feet requiring a building or landscape permit, plan check, or design review; and3. Existing landscapes limited to Sections 17.74.220, 17.74.230, and 17.74.240 of this chapter. B. Any project with an aggregate landscape area of two thousand five hundred (2,500) square feet or less may comply with the performance requirements of this section or conform to the prescriptive measures contained in Table 17.74-5. <p>C. For projects using treated or untreated graywater or rainwater captured on site, any lot or parcel within the project that has less than two thousand five hundred (2,500) square feet of landscape and meets the lot or parcel's landscape water requirement (estimated total water use) entirely with treated or untreated graywater or through stored rainwater captured on site is subject only to Table 17.74-5 Section E. This section does not apply to:</p> <ol style="list-style-type: none">1. Registered federal, state or local historical sites;2. Ecological restoration projects that do not require a permanent irrigation system;3. Mined-land reclamation projects that do not require a permanent irrigation system;4. Existing plant collections, as part of botanical gardens and arboreta open to the public. (Ord. No. 3011 , § 3(Exh. B), 6-21-2022; Ord. No. 3023 , § 4.B(Exh. B), 5-2-2023)	
Glendora	<p>Land Use Element</p> <p>Goal LU-24: Coordinated infrastructure development with land use planning.</p> <p>Policy LU-24.1 Ensure the City of Glendora makes diligent efforts in coordinating with adjacent jurisdictions for projects that may have an impact on Glendora’s traffic, infrastructure, water quality or other interjurisdictional topics.</p> <p>Policy LU-24.3 Provide sufficient analysis of potential infrastructure impacts associated future development and the potential impacts on adjacent jurisdictions.</p> <p>Conservation Element</p> <p>Goal CON-8 Proper conveyance and treatment of stormwater and implementation of techniques to reduce pollutants consistent with Federal, State and regional regulations and standards.</p> <p>Policy CON-8.1 Ensure existing drainage facilities are properly maintained.</p> <p>Policy CON-8.2 Ensure all new development and redevelopment projects comply with Federal, State, regional and City regulations and ordinances related to stormwater.</p> <p>Policy CON-8.3 Incorporate project-level stormwater mitigation measures to reduce potential impacts to water quality and ensure mitigation measures are adequately monitored.</p> <p>Policy CON-8.6 Investigate the potential to create city or multi-jurisdictional facilities which remove or reduce stormwater pollutants.</p>	<p>Municipal codes related to utilities and service systems relevant to the Plan Area can be found in Chapter 21.03 (General Regulations) Section 21.03.090 (Urban Runoff Pollution), and Section 21.030.060 (State Model Water Efficient Landscaping Ordinance Adopted by Reference) Chapter 6.09 (Construction and Demolition Waste Management) Section 6.09.050 (Required Diversion Rate) and Section 6.09.060 (Submission of waste management plan (WMP)), and Chapter 15.12 (Sewers) Section 15.12.010 (Connection permit required).</p> <p>Under Chapter 21.03 (General Regulations) Section 21.03.090 (Urban Runoff Pollution) project in the City must ensure the following:</p> <p>K. Erosion and Sediment Control Plan (ESCP)—Control of Pollutants from Construction Activities.</p> <ol style="list-style-type: none">1. No person shall be granted a grading permit or shall commence or continue any construction activity in the city that causes the disturbance of less than one acre or more of soil by clearing, grading, and excavating, without submitting an ESCP/local SWPPP for review and approval by the city.2. No person shall be granted a grading permit or shall commence or continue any construction activity in the city that causes the disturbance of one acre or more of soil by clearing, grading, and excavating, without demonstrating to the city that such person has prepared a ESCP/SWPPP and obtained a NPDES General Construction Activity Storm Water Permit from the SWRCB. The	<p>City of Glendora Draft 2015 Urban Water Management Plan (UWMP) provides the City of Glendora with a reliable management action plan for long-term resource planning to ensure adequate water supplies are available to meet existing and future water supply needs. In addition, the 2020 UMWP incorporates water supply reliability determinations resulting from potential prolonged drought, regulatory revisions, and/or changing climatic conditions. Further, the UWMP provides information on groundwater, surface water, and stormwater characteristics, and management actions (City of Glendora 2016).</p>



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	<p>Goal CON-6 Reduced generation of solid waste within Glendora.</p> <p>Policy ON-6.2 Continue to work towards fulfilling the requirements established in the California Integrated Waste Management Act for the diversion of solid waste.</p> <p>Goal CON-5 Reduced demand for energy resources through the use of conservation techniques.</p> <p>Policy CON-5.1 Investigate and implement opportunities for energy conservation at all City-maintained facilities.</p> <p>Policy CON-5.2 Encourage the incorporation of energy conservation features in the design of all new construction and substantial rehabilitation projects and encourage the installation of conservation devices in existing developments.</p> <p>Goal CON-4 Adequate conveyance and disposal of wastewater.</p> <p>Policy CON-4.2 Ensure new development and redevelopment projects adequately analyze potential impacts to the existing wastewater infrastructure system.</p> <p>Policy CON-4.3 Incorporate project-level stormwater mitigation measures to reduce potential impacts to water quality and ensure mitigation measures are adequately monitored.</p> <p>Policy CON-4.6 Ensure new development and redevelopment projects adequately analyze potential impacts to the existing wastewater infrastructure system.</p> <p>Policy CON-4.7 Protect the planning area from the conveyance of wastewater from outside the planning area that would have the potential to require additional wastewater conveyance or treatment facilities.</p> <p>Goal CON-2 Utilization of water conservation technologies and practices.</p> <p>Policy CON-2.4 Establish and implement water conservation methods for all municipal facilities.</p> <p>Goal CON-1 Protection and conservation of Glendora’s water resources. Policies CON-1.1 Establish a comprehensive program for the utilization of recycled water for irrigation purposes.</p> <p>Policy CON-1.2 Reduce water demand for irrigation purposes through the utilization of water conserving landscape materials.</p> <p>Policy CON-1.3 Establish specific requirements for the use of water conserving landscape materials in new development and redevelopment projects, parks and municipal facilities.</p>	<p>SWPPP shall be prepared by a Qualified SWPPP Developer (QSD). All structural BMPs must be designed by a licensed California civil engineer.</p> <p>L. Control of Pollutants from Other Construction Activities. Any person engaged in a construction activity subject to the municipal National Pollutant Discharge Elimination System permit, shall be required to implement best management practices specified by the regional board, its executive officer, or the city's public works director.</p> <p>M. Control of Pollutants from New Development and Redevelopment—Low Impact Development (LID).</p> <p>1. This section creates Glendora's Planning and Land Development Program for all new development and redevelopment to accomplish the following:</p> <p>a. Lessen the water quality impacts of development by using smart growth practices such as compact development, directing development towards existing communities via infill or redevelopment, and safeguarding of environmentally sensitive areas.</p> <p>b. Minimize the adverse impacts from storm water runoff on the biological integrity of natural drainage systems and the beneficial uses of waterbodies in accordance with requirements under CEQA (California Public Resources Code Section 21000 et seq.).</p> <p>c. Minimize the percentage of impervious surfaces on land developments by minimizing soil compaction during construction, designing projects to minimize the impervious area footprint, and employing LID design principles to mimic predevelopment hydrology through infiltration, evapotranspiration and rainfall harvest and use.</p> <p>d. Maintain existing riparian buffers and enhance riparian buffers when possible.</p> <p>e. Minimize pollutant loadings from impervious surfaces such as roof tops, parking lots, and roadways through the use of properly designed, technically appropriate BMPs (including source control BMPs such as good housekeeping practices), LID strategies, and treatment control BMPs.</p> <p>f. Properly select, design and maintain LID and hydromodification control BMPs from the LID manual to address pollutants that are likely to be generated, reduce changes to pre-development hydrology, assure long-term function, and avoid the breeding of vectors.</p> <p>g. Prioritize the selection of BMPs to remove storm water pollutants, reduce storm water runoff volume, and beneficially use storm water to support an integrated approach to protecting water quality and managing water resources in the following order of preference:</p> <p>i. On-site infiltration, bioretention and/or rainfall harvest and use.</p> <p>ii. On-site biofiltration, off-site ground water replenishment, and/or off-site retrofit.</p> <p>2. Applicability.</p> <p>a. New Development Projects. Development projects subject to LID requirements during conditioning and approval for the design and implementation of post-construction controls to mitigate storm water pollution, prior to completion of the project(s), are:</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>i. All development projects equal to one acre or greater of disturbed area and adding more than 10 thousand square feet of impervious surface area.</p> <p>Parking lots five thousand square feet or more of impervious surface area, or with twenty-five or more parking spaces.</p> <p>vii. Street and road construction of 10 thousand square feet or more of impervious surface area shall follow USEPA guidance regarding managing wet weather with green infrastructure: Green Streets (December 2008 EPA-833-F-08-009 or most recent edition) to the maximum extent practicable. Street and road construction applies to standalone streets, roads, highways, and freeway projects, and also applies to streets within larger projects.</p> <p>ix. Redevelopment projects in subject categories that meet redevelopment thresholds identified in subsection (M)(2)(b) (Redevelopment projects).</p> <p>x. Projects located in or directly adjacent to, or discharging directly to a significant ecological area (SEA), where the development will:</p> <p>(A) Discharge storm water runoff that is likely to impact a sensitive biological species or habitat; and</p> <p>(B) Create two thousand five hundred square feet or more of impervious surface area.</p> <p>b. Redevelopment Projects. Redevelopment projects subject to LID conditioning and approval for the design and implementation of post-construction controls to mitigate storm water pollution, prior to completion of the project(s), are:</p> <p>i. Land-disturbing activity that results in the creation or addition or replacement of five thousand square feet or more of impervious surface are on an already developed site on development categories as stated in subsection (M)(2)(c)(i) (Integrated water quality/flow reduction/resources management criteria).</p> <p>ii. Where redevelopment results in an alteration to more than fifty percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction storm water quality control requirements, the entire project must be mitigated.</p> <p>iii. Where redevelopment results in an alteration of less than fifty percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction storm water quality control requirements, only the alteration must be mitigated, and not the entire development.</p> <p>(A) Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of facility or emergency redevelopment activity required to protect public health and safety. Impervious surface replacement, such as the reconstruction of parking lots and roadways which does not disturb additional area and maintains the original grade and alignment, is considered a routine maintenance activity. Redevelopment does not include the repaving of existing roads to maintain original line and grade.</p> <p>c. New Development/Redevelopment Project Performance Criteria.</p> <p>i. Integrated Water Quality/Flow Reduction/Resources Management Criteria.</p> <p>(A) Each new development and redevelopment project (referred to hereinafter as "new projects") shall control pollutants, pollutant loads, and runoff volume</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>emanating from the project site by: (1) minimizing the impervious surface area; and (2) controlling runoff from impervious surfaces through infiltration, bioretention and/or rainfall harvest and use.</p> <p>(B) All projects shall retain on-site the stormwater quality design volume (SWQDv) defined as the runoff from:</p> <p>(1) The 0.75-inch, twenty-four-hour rain event or</p> <p>(2) The 85th percentile, twenty-four-hour rain event, as determined from the Los Angeles County 85th percentile precipitation isohyetal map, whichever is greater.</p> <p>(C) Bioretention and biofiltration systems shall meet the design specifications provided in Attachment H of the MS4 NPDES permit.</p> <p>(D) When evaluating the potential for on-site retention, credit will include considering the maximum potential for evapotranspiration from green roofs and rainfall harvest and use.</p> <p>d. Hydromodification (Flow/Volume/Duration) Control Criteria. All new development and redevelopment projects located within natural drainage systems must implement hydrologic control measures, to prevent accelerated downstream erosion and to protect stream habitat in natural drainage systems. The purpose of the hydrologic controls is to minimize changes in post-development hydrologic storm water runoff discharge rates, velocities, and duration. This shall be achieved by maintaining the project's pre-project storm water runoff flow rates and durations.</p> <p>iii. Hydromodification Control Criteria. The hydromodification control criteria to protect natural drainage systems are as follows:</p> <p>(A) Projects disturbing an area greater than one acre but less than fifty acres within natural drainage systems will be presumed to meet pre-development hydrology if one of the following demonstrations is made:</p> <p>(1) The project is designed to retain on-site, through infiltration, evapotranspiration, and/or harvest and use, the storm water volume from the runoff of the 95th percentile, twenty-four-hour storm; or</p> <p>(2) The runoff flow rate, volume, velocity, and duration for the post-development condition do not exceed the pre-development condition for the two-year, twenty-four-hour rainfall event. This condition may be substantiated by simple screening models, including those described in Hydromodification Effects on Flow Peaks and Durations in Southern California Urbanizing Watersheds (Hawley et al., 2011) or other models acceptable to the Executive Officer of the Regional Water Board; or</p> <p>(3) The erosion potential (Ep) in the receiving water channel will approximate 1, as determined by a hydromodification analysis study and the equation presented in Attachment J in the current NPDES MS4 permit.</p> <p>(B) Projects disturbing fifty acres or more within natural drainage systems will be presumed to meet pre-development hydrology based on the successful demonstration of one of the following conditions:</p> <p>(1) The site infiltrates on-site at least the runoff from a two-year, twenty-four-hour storm event; or</p> <p>(2) The runoff flow rate, volume, velocity, and duration for the post-development condition does not exceed the pre-development condition for the two-year, twenty-four-hour rainfall events. These conditions must be</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>substantiated by hydrologic modeling acceptable to the Regional Water Board executive officer; or</p> <p>(3) The erosion potential (Ep) in the receiving water channel will approximate 1, as determined by a Hydromodification Analysis Study and the equation presented in Attachment J.</p> <p>(Ord. 1633 § 1, 1995; Ord. 1722 § 2, 2000; Ord. 1994 §§ 2, 4, 6, 2014)</p> <p>Section 21.030.060 (State Model Water Efficient Landscaping Ordinance Adopted by Reference) states the following:</p> <p>The city adopts by reference the California State Model Water Efficient Landscaping Ordinance (AB 1881), and any amendments thereto, as the law of the city. One copy of the California State Model Water Efficient Landscaping Ordinance has been, and is now, filed in the office of planning, and the ordinance is adopted by reference as if incorporated and set out in full in this chapter.</p> <p>(Ord. 1996 § 3, 2015; Ord. 1997 § 3, 2015; Ord. 2043 § 3, 2019)</p> <p>Under Chapter 6.09 (Construction and Demolition Waste Management) Section 6.09.050 (Required Diversion Rate) the following applies: The applicant for a covered project shall divert a minimum of fifty percent by weight of the construction and demolition debris resulting from the project.</p> <p>(Ord. 1811 § 1, 2005)</p> <p>Under Chapter 6.09 (Construction and Demolition Waste Management) Section 6.09.060 (Submission of waste management plan (WMP)) the following applies:</p> <p>(a) WMP Forms. Applicants for building or demolition permits involving any covered project shall complete and submit a waste management plan (WMP), on a WMP application form approved by the city for this purpose as part of the application packet for the building or demolition permit. The completed WMP shall indicate all of the following:</p> <p>(1) The estimated weight of project C&D debris, by materials type, to be generated;</p> <p>(2) The maximum weight of such materials that can feasibly be diverted via reuse or recycling;</p> <p>(3) The vendor or facility that the applicant proposes to use to collect or receive that material; and</p> <p>(4) The estimated weight of C&D materials that will be landfilled.</p> <p>(b) Calculating Weight of Debris. In estimating the weight of materials identified in the WMP, the applicant shall use the standardized conversion rates approved by the city for this purpose including standard engineering practices as approved in the California Building Code and/or the conversion factors approved by the California Integrated Waste Management Board.</p> <p>(c) Deconstruction. In preparing the WMP, applicants for building or demolition permits involving the removal of all or part of an existing structure shall consider deconstruction, to the maximum extent feasible, and shall make the materials generated thereby available for salvage prior to being transported for disposal in a landfill. Deconstruction can be used to meet the fifty percent diversion requirement provided it is accounted for in the WMP.</p> <p>(Ord. 1811 § 1, 2005)</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>Under Chapter 15.12 (Sewers) Section 15.12.010 (Connection permit required) the following applies:</p> <p>It is unlawful for any person other than the city engineer to commence or make any connection with any public or house connection sewer, or do or cause the same to be done, or to construct or cause to be constructed, or to use or cause to be used, or to alter or cause to be altered, any public or house connection sewer within the city without first obtaining a permit from the city engineer to do so.</p> <p>(Prior code § 16.13)</p>	
Industry	<p>Resource Management Element:</p> <p>Goal RM1 A reliable system that enables the City to efficiently and cost- effectively manage its water resources and needs.</p> <p>Policy RM1-1 Work with local water providers to construct, maintain, and upgrade our water supply, transmission, storage, and treatment facilities to support existing and new development.</p> <p>Policy RM 1-2 Encourage the use of recycled water.</p> <p>Policy RM 1-3 Encourage the conservation of water resources through the use of drought-tolerant plants and water saving irrigation systems.</p> <p>Policy RM 1-4 Require the control and management of urban runoff, consistent with Regional Water Quality Control Board an Los Angeles County MS4 Permit regulations.</p> <p>Policy RM 1-5 Seek and pursue the most efficient and cost-effective means of implementing NPDES permit requirements. Allow new development projects to creatively implement NPDES standards and requirements.</p> <p>Policy RM 1-6 Encourage the use of low impact development strategies to intercept runoff, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.</p> <p>Policy RM 1-7 Protect groundwater quality by incorporating strategies that prevent pollution, require remediation where necessary, capture and treat urban runoff, and recharge the aquifer. Cooperate with federal, state, and local agencies that are charged with improving water quality in the region.</p> <p>Policy RM 1-8 Require the management of wastewater discharge and collection consistent with requirements adopted by the Regional Water Quality Control Board.</p> <p>Goal RM4 A cost-effective, integrated waste management system that meets or exceeds state and federal recycling and waste diversion mandates.</p> <p>Policy RM4-1 Meet or exceed AB 939 requirements.</p>	<p>Municipal codes related to utility and service systems relevant to the Plan Area can be found in Chapter 13.16 (Stormwater and Urban Runoff Pollution Control) Section 13.16.070 (Requirements for New Development and Redevelopment Projects), Section 13.16.080 (Requirements for Industrial/Commercial and Construction Activities), Chapter 13.18 (Water Efficient Landscapes) Section 13.18.030 (Applicability), Chapter 3.28 (utilities tax) Section 3.28.040 (Electricity tax) and Section 3.28.060 (Water tax), Chapter 8.20 (Integrated Waste Management) Section 8.20.580 (C&D diversion/recycling requirement) and Section 8.20.590 (Waste management plan requirement), and Article II (Service Connections, Meters and Customer's Facilities) 13.04.070 (Application for service)</p> <p>Under Chapter 13.16 (Stormwater and Urban Runoff Pollution Control) Section 13.16.070 (Requirements for New Development and Redevelopment Projects) the following applies:</p> <p>A. Compliance with Municipal National Pollutant Discharge Elimination System (NPDES) Permit. The following new development and redevelopment projects are required to comply with the municipal NPDES permit:</p> <ol style="list-style-type: none">1. All development projects equal to one acre or greater of disturbed area and adding more than 10 thousand square feet of impervious surface area.6. Parking lots with five thousand square feet or more of impervious area or with twenty-five or more parking spaces.8. Street and road construction of 10 thousand square feet or more of impervious surface area must be consistent with the city's Green Street Policy. This street and road construction consistency requirement applies to stand alone streets, roads, and highway projects, and also applies to streets within larger projects.10. Projects located in or directly adjacent to/or discharging directly to a significant ecological area (SEA), where the development will: a. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and b. Create two thousand five hundred square feet or more of impervious surface area.11. The following redevelopment projects:<ol style="list-style-type: none">a. Land-disturbing activities which create, add, or replace five thousand square feet or more of impervious surface area on an already developed site excluding single-family dwellings and accessory structures.b. Land-disturbing activities which create, add, or replace 10 thousand square feet or more of impervious surface area on existing single-family dwellings and accessory structures.	<p>No other applicable plans, policies, or ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>c. Where redevelopment results in an alteration to more than fifty percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-development stormwater quality control requirements, the entire project must be mitigated.</p> <p>d. Where redevelopment results in an alteration to less than fifty percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-development stormwater quality control requirements, only the alteration must be mitigated, and not the entire development.</p> <p>C. Incorporation of Municipal NPDES Planning and Land Development Program Requirements into Project Plans. New development and redevelopment projects subject to the planning and land development requirements under the municipal NPDES permit must incorporate required BMPs into plans submitted to the city as follows:</p> <p>1. In General. Projects must control pollutants, pollutant loads, and runoff volume from the project site by minimizing the impervious surface area and controlling runoff through infiltration, bioretention, or rainfall harvest and use. Projects must incorporate BMPs in accordance with the requirements of the municipal NPDES permit.</p> <p>2. Stormwater Mitigation. Project applicants must prepare a stormwater mitigation plan that includes those BMPs necessary to control stormwater pollution from the completed project. The structural or treatment control BMPs (including, as applicable, post-construction treatment control BMPs) in the stormwater mitigation plan must meet the design standards set forth in the municipal NPDES permit.</p> <p>6. Hydromodification.</p> <p>a. All non-exempt new development and redevelopment projects located within natural drainage systems as defined in the municipal NPDES permit must implement hydrologic control measures to prevent accelerated downstream erosion and to protect stream habitat in natural drainage systems. Projects exempt from hydromodification controls are listed in the municipal NPDES permit.</p> <p>b. Non-exempt new development and redevelopment projects must include one, or a combination of, hydromodification control BMPs, low impact development (LID) strategies, or stream and riparian buffer restoration measures: ii. Non-single-family home projects disturbing an area greater than one acre but less than fifty acres within natural drainage systems must demonstrate one of the following:</p> <p>(A) The project has been designed to retain on-site, through infiltration, evapotranspiration, and/or harvest and use, the stormwater volume from the runoff of the 95th percentile, twenty-four-hour storm; or</p> <p>(B) The runoff flow rate, volume, velocity, and duration for the post-development condition do not exceed the pre-development condition for the two-year, twenty-four-hour rainfall event; or</p> <p>(C) The erosion potential (Ep) in the receiving water channel will approximate 1, as determined by a hydromodification analysis study and the equation</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>presented in Attachment J of the municipal NPDES permit, or other approved equations.</p> <p>iii. Non-single-family home projects disturbing fifty acres or more within natural drainage systems must demonstrate one of the following:</p> <p>(A) The project has been designed to infiltrate on-site the stormwater volume from the runoff of the two-year, twenty-four-hour storm event; or</p> <p>(B) The runoff flow rate, volume, velocity, and duration for the post-development condition do not exceed the pre-development condition for the two-year, twenty-four-hour rainfall event; or</p> <p>(C) The erosion potential (Ep) in the receiving water channel will approximate 1, as determined by a hydromodification analysis study and the equation presented in Attachment J of the municipal NPDES permit, or other approved equations.</p> <p>E. Construction sites less than one acre must implement an effective combination of erosion and sediment control BMPs from the municipal NPDES permit to prevent erosion and sediment loss, and the discharge of construction wastes.</p> <p>F. Construction sites covering one acre or more must adhere to the requirements set forth in the municipal NPDES permit and the construction general permit. A stormwater pollution prevention plan (SWPPP) for construction sites of one acre or greater must be developed by a qualified SWPPP developer (QSD) consistent with the municipal NPDES permit. (Ord. 792 § 2, 2015)</p> <p>Under Chapter 13.18 (Water Efficient Landscapes) Section 13.18.030 (Applicability) the following project must adhere to the City's water efficient landscape ordinance:</p> <p>A. This chapter shall apply to all of the following landscape projects:</p> <ol style="list-style-type: none">1. New construction projects with an aggregate landscape area equal to or greater than five hundred square feet requiring a building or landscape permit, plan check or design review;2. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than two thousand five hundred square feet requiring a building or landscape permit, plan check, or design review;3. Existing landscapes limited to Section 3.1 of the Water Efficient Landscape Guidelines. <p>B. Any project with an aggregate landscape area of two thousand five hundred square feet or less may comply with the performance requirements of this ordinance or conform to the prescriptive measures contained in Appendix E of the Water Efficient Landscape Guidelines.</p> <p>C. For projects using treated or untreated graywater or rainwater captured on site, any lot or parcel within the project that has less than two thousand five hundred square feet of landscape and meets the lot or parcel's landscape water requirement (estimated total water use) entirely with treated or untreated graywater or through stored rainwater captured on site is subject only to Section B.5 of Appendix E of the Water Efficient Landscape Guidelines. (Ord. 793 § 5, 2016)</p> <p>Under Chapter 3.28 (utilities tax) Section 3.28.040 (Electricity tax) the following apply:</p> <p>A. There is imposed and levied a tax upon every person in the city using electrical energy in the city. The tax imposed by this section shall be at the rate of five percent of the charges made for such energy and shall be paid by the</p>	



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		<p>person paying for such energy. "Charges," as used in this section, shall include charges made for: (1) metered energy; and (2) minimum charges for such service, including customer charges, service charges, demand charges, standby charges, and annual and monthly charges.</p> <p>Under Chapter 3.28 (utilities tax) Section 3.28.060 (Water tax) the following apply:</p> <p>A. There is imposed and levied a tax upon every person using, in the city, water which is delivered through mains or pipes. The tax imposed by this section shall be at the rate of five percent of the charges made for such water and shall be paid by the person paying for such water. "Charges," as used in this section, shall include charges made for: (1) metered water; and (2) minimum charges for services, including customer charges, ready to serve charges, standby charges, and annual and monthly charges</p> <p>Under Chapter 8.20 (Integrated Waste Management) Section 8.20.580 (C&D diversion/recycling requirement) the following apply:</p> <p>All covered projects shall reuse, recycle, or divert the minimum percentage of construction and demolition debris generated from landfills and/or disposal sites. This minimum diversion requirement for construction and demolition debris is defined by the CALGreen Building Code, and at the time of the adoption of this chapter, is currently sixty-five percent. The CALGreen Building Code diversion/recycling requirement may change from time-to-time. It is the sole responsibility of the applicant to be familiar with current CALGreen Building Code requirements.</p> <p>(Ord. 818 § 3, 2022)</p> <p>Under Chapter 8.20 (Integrated Waste Management) Section 8.20.590 (Waste management plan requirement) the following applies:</p> <p>A. Covered Projects. Prior to beginning any construction or demolition activities, the applicant shall submit a waste management plan to the WMP compliance official and shall be subject to all applicable provisions of this chapter. Failure to comply with any of the terms of this section shall subject the project applicant to the full range of enforcement mechanisms set forth in this chapter.</p> <p>B. Non-covered projects are defined as those projects which do not generate any solid waste, recyclable materials or any discarded materials, all other projects are considered "covered projects."</p> <p>C. Compliance as a condition of approval. Compliance with the provisions of this chapter shall be listed as a condition of approval on any building or demolition permit issued for a covered project.</p> <p>D. City-Sponsored Projects (Construction and Renovation). All city-sponsored construction and renovation projects shall be considered "covered projects" for the purposes of this chapter and shall submit a waste management plan prior to beginning any construction or demolition activities and shall be subject to the provisions of this chapter.</p> <p>E. City-Sponsored Projects (Demolition). All city-sponsored demolition projects shall be considered "covered projects" for the purposes of this chapter and shall submit a waste management plan prior to beginning any demolition activities and shall be subject to the provisions of this chapter.</p> <p>F. Exempted Projects. A diversion deposit and a waste management plan shall not be required for the following:</p> <p>1. Work for which a building or demolition permit is not required.</p>	



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		<p>2. Roofing projects that do not include tear-off of existing roof.</p> <p>3. Work for which only a plumbing, only an electrical, or only a mechanical permit is required.</p> <p>4. Seismic tie-down projects.</p> <p>5. Emergency demolition required to protect the public health and safety.</p> <p>While not required, it shall be encouraged, that at least sixty-five percent of all project-related construction and demolition waste from exempt projects be diverted whenever possible.</p> <p>(Ord. 818 § 3, 2022)</p> <p>Under Article II (Service Connections, Meters and Customer's Facilities) 13.04.070 (Application for service) the following applies:</p> <p>A.</p> <p>1. The department may require a prospective customer to sign as applicant, or his or her agent to sign as such, an application for the service desired and also to establish his or her credit. Application may be made to the business office of the department or to a duly authorized employee.</p> <p>2. The department's requirements for the type of service desired must be met before an application will be approved. If mains, service connections and meters required for service to the premises have not been installed, the applicant will be informed of the terms and conditions which must be met before an application for service will be approved.</p> <p>3. When an application for service is made by a former customer who has failed to pay charges owned by him or her to the department, service may be refused until such charges are paid.</p>	
Irwindale	<p>Infrastructure Element:</p> <p>Issue Area – Maintenance of Service Standards. City of Irwindale will continue to maintain the highest levels of public service to respond to the existing and future demand for such services.</p> <p>Policy 1. The City will continue to support the efforts of the City of Irwindale Public Works Department in maintaining the highest service standards feasible.</p> <p>Policy 2. The City will continue to cooperate with those utility providers in the City to ensure that sufficient infrastructure capacity is available to meet current and future service demands.</p> <p><i>Programs:</i></p> <p>Capital Improvement Planning. The City's Capital Improvement Program (CIP) is a five-year plan that indicates the timing of major capital expenditures. Individual projects are reviewed and ranked on an annual basis, and may include streetscape upgrades, installation of traffic signals, slurry seal for streets, sidewalk repair, flood control infrastructure, and sewer line upgrades. The City will continue to update, review, and implement its CIP to consider infrastructure-related improvements.</p> <p>Mitigation Fee/User Fee Study. The City will explore strategies to ensure that the City's residents do not bear an undue burden associated with new development. The City will determine a reasonable and fair method of assessing new development for the cost of providing any additional infrastructure required by the development. The first step of this program's implementation calls for the preparation of a mitigation fee strategy</p>	<p>Municipal codes related to utility and service systems relevant to the Plan Area can be found in Chapter 3.16 (Utilities Tax) Section 3.16.030 (Electricity), Section 3.15.050 (Water), Chapter 8.24 (Waste or Refuse Disposal Sites) Section 8.24.260 (Water Pollution Control), Chapter 8.28 (Storm Water and Urban Runoff Pollution) Section 8.28.110 (Control of Pollutants from State Permitted construction Activities), Section 8.28.120 (Control of Pollutants from Other Construction Activities), Chapter 15.30 (Water Efficient Landscape Standards and Guidelines) Section 15.30.060 (Landscape Water Use Standards)</p> <p>Under Chapter 3.16 (Utilities Tax) Section 3.16.030 (Electricity) the following apply:</p> <p>A. There is imposed a tax upon every person in the city using electrical energy in the city. The tax imposed by this section shall be at the rate of seven and one-half percent of the charges made for such energy and shall be paid by the person paying for such energy. (Ord. No. 639, § 1, 11-3-09)</p> <p>Under Section 3.15.050 (Water) the following apply:</p> <p>A. There is imposed a tax upon every person in the city using water in the city which is delivered through mains or pipes. The tax imposed by this section shall be at the rate of seven and one-half percent 7.5%) of the charges made for such water and shall be paid by the person paying for such water.</p> <p>(Ord. No. 639, § 1, 11-3-09)</p> <p>Under Chapter 8.24 (Waste or Refuse Disposal Sites) Section 8.24.260 (Water Pollution Control) the following apply:</p>	<p>The City of Irwindale provides Stormwater and Construction Best Management Practices (BMPs) online (City of Irwindale 2023). The BMPs include the following:</p> <ul style="list-style-type: none">– Protection of natural features;– Construction phasing;– Vegetative buffers;– Site stabilization;– Storm drain inlet protection;– Dirt stockpiles;– Slopes;– Construction entrance maintenance, and;– Silt fencing.



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	<p>study to be initiated by the City Manager. The subsequent phases of this program will involve examining the current truck fees to ensure that the City is receiving its fair share of licensing fees, given the relatively high volumes of truck traffic in the City.</p> <p>Resource Management Element:</p> <p>Issue Area – Natural Resources. The City of Irwindale will continue to cooperate in the maintenance and conservation of the area’s natural resources.</p> <p>Policy 4. The City of Irwindale will continue to protect the use of the area’s resources through appropriate land use controls and planning.</p> <p>Issue Area – Resource Preservation The City of Irwindale will maintain and preserve those natural and man-made amenities that contribute to the City’s livability.</p> <p>Policy 9. The City will continue to cooperate with the other agencies that are charged with improving air and water quality in the region.</p> <p>Policy 10. The City of Irwindale will continue to cooperate with surrounding cities in the formulation and implementation of regional resource management plans and programs.</p> <p>Policy 11. The City of Irwindale supports the ethic of conservation of non-renewable resources. This includes efforts to reduce the use of energy (in any form), greenhouse gas (GHG) emissions (consistent with AB 32) and efforts to find new and more energy efficient methods for delivering services. The City supports the development of building standards that enable the community to design energy saving features such as solar energy systems, water efficient landscaping, and sustainable, green, and energy efficient building standards.</p> <p><i>Programs:</i></p> <p>Energy Conservation. The City shall continue to enforce the energy conservation standards in Title 24 of the California Administrative Code, the Uniform Building Code, and other state laws on energy conservation design, insulation, and appliances. Energy needs shall be evaluated and conservation measures incorporated into new development in accordance with Appendix F of the State of California Environmental Quality Act (CEQA) Guidelines. Other measures that would reduce energy consumption during construction and subsequent operation of new development shall be encouraged. The City will continue to work with Sempra and the Southern California Gas Company to promote energy conservation practices.</p> <p>Environmental Review. The City shall continue to evaluate the environmental impacts of new development and identify applicable mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review shall be provided for those projects that will have a potential to adversely affect the environment. Issue areas that will be addressed in the environmental analysis related to resource issues include: air quality, water and hydrology, plant life, animal life, natural resources, energy, aesthetics, recreation, and cultural resources. In compliance with CEQA, the City shall also assign responsibilities for the verification of the implementation of any mitigation measures.</p> <p>Stormwater Pollution Prevention. This program is designed to prevent contaminants from entering the storm drain system. A key element of this program is the National Pollution Discharge Elimination System (NPDES) requirements, which are administered through a countywide permit. These requirements call for measures to be imposed during construction activities, handouts for residential uses, and best management practices (BMPs) for nonresidential uses. The City shall also continue to implement</p>	<p>No excavation shall be made to a depth greater than 10 feet above the maximum recorded groundwater table. Any existing areas which are below this depth shall be filled with clean earth or sand or other material approved or permitted by the Water Pollution Control Board and well compacted. Where groundwater elevation records indicate that it is safe to do so, a variance from the 10-foot distance stated above may be granted as a deviation under Section 8.24.280. (Ord. 66 § 1(part), 1959: prior code § 6300.25).</p> <p>Under Chapter 8.28 (Storm Water and Urban Runoff Pollution) Section 8.28.110 (Control of Pollutants from State Permitted construction Activities) the following apply:</p> <p>A. No person shall be granted a grading permit or shall commence or continue any construction activity that is subject to a General Construction Activity Storm Water NPDES Permit without showing proof of having applied for such permit.</p> <p>B. Any person engaged in a construction activity requiring an NPDES General Construction Activity Storm Water NPDES Permit construction permit shall retain at the construction site the following documents: (i) a copy of the Notice of Intent to Comply with Terms of the General Permit to Discharge Water Associated with Construction Activity; (ii) a waste discharge identification number issued by the SWRCB; (iii) a Storm Water Pollution Prevention Plan and Monitoring Program Plan for the construction activity requiring the construction permit; and (iv) records of all inspections, compliance and non-compliance reports, evidence of self-inspection and good housekeeping practices.</p> <p>C. Any person engaged in a construction activity in the city requiring an NPDES General Construction Storm Water Activity Permit shall, upon reasonable request from a duly authorized officer of the city, provide any of the documents specified in paragraph B of this section and shall retain said documents for at least three years after completion of construction. (Ord. 564 § 2, 2002).</p> <p>Under Section 8.28.120 (Control of Pollutants from Other Construction Activities) the following apply:</p> <p>A. Any person engaged in a construction activity that is not subject to the General Construction Storm Water Activity NPDES Permit but is subject to the municipal NPDES permit, shall comply with all requirements specified in the Storm Water Management Quality Program, including any revisions made thereto. (Ord. 564 § 2, 2002).</p> <p>Under Chapter 15.30 (Water Efficient Landscape Standards and Guidelines) Section 15.30.060 (Landscape Water Use Standards) the following apply:</p> <p>A. For applicable new landscape or landscape rehabilitation projects subject to Section 15.30.030(A) of this chapter, the estimated applied water use allowed for the landscape area may not exceed the MAWA calculated using an ET adjustment factor of 0.7, except for the portion of the MAWA applicable to any special landscape areas within the landscape project, which may be calculated using an ETAF of 1.0. Where the design of the landscaped area can be otherwise shown to be equivalently water efficient, the applicant may submit alternative or abbreviated information supporting the demonstration that the annual EAWU is less than the MAWA, at the discretion of and review and approval of the city.</p> <p>B. Irrigation of all landscaped areas must be conducted in a manner conforming to the rules and requirements of this chapter, and is subject to penalties and incentives for water conservation and water waste prevention as determined and implemented by the local water purveyor(s) or as mutually agreed by local water purveyor(s) and the city. (Ord. No. 701, § 2, 2-10-16)</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	projects to maintain storm water quality, such as street sweeping, catch basin grills, signs, etc.		
La Puente	<p>Circulation and Infrastructure Element:</p> <p>Goal 4 Provision of public facilities and infrastructure that support the needs of City residents and businesses.</p> <p>Policy 4.1 Periodically inventory and monitor the condition of sewer, drainage, streets, and support facilities.</p> <p>Policy 4.2 Establish a comprehensive plan to finance the ongoing maintenance, repair, and rehabilitation of City infrastructure systems.</p> <p>Policy 4.3 Work with service providers to ensure that infrastructure investments are protected.</p> <p>Policy 4.4 Encourage creative integration of telecommunication facilities with adjacent facilities and land uses.</p> <p>Policy 4.5 Encourage the advancement of communication technologies for public and private organizations.</p> <p>Community Resource Element:</p> <p>Goal 5 Adequate water for La Puente residents and businesses, and a clean underground aquifer.</p> <p>Policy 5.1 Work with water suppliers to ensure that adequate water resources continue to be available to meet the needs of La Puente residents and business.</p> <p>Policy 5.3 Work with local, regional, and State agencies to provide a cost-effective and equitable means of reducing urban runoff.</p> <p>Policy 5.4 Adopt and enforce regulations and engage in educational efforts to eliminate groundwater and urban runoff pollution.</p>	<p>Municipal codes related to utilities and service systems relevant to the Plan Area can be found in Chapter 4.16 (Stormwater and Urban Runoff Pollution Prevention) Section 4.16.070 (Low Impact Development Measures), Section 10.32.120 (Landscape Installation and Maintenance Standards), Chapter 4.08 (Sanitary Sewers and Industrial Waste) Section 4.08.010 (Los Angeles County sanitary sewer and industrial waste ordinance adopted by reference).</p> <p>Under Chapter 4.16 (Stormwater and Urban Runoff Pollution Prevention) Section 4.16.070 (Low Impact Development Measures) the following projects apply and must adhere to: c) Applicability. The following Development and Redevelopment projects, termed “Planning Priority Projects,” shall comply with the requirements of this Chapter:</p> <p>(1) All development projects equal to 1 acre or greater of disturbed area that adds more than 10,000 square feet of impervious surface area.</p> <p>(6) Parking lots with 5,000 square feet or more of impervious surface area, or with 25 or more parking spaces.</p> <p>(7) Streets and roads construction of 10,000 square feet or more of impervious surface area.</p> <p>(9) Projects located in or directly adjacent to, or discharging directly to an Environmentally Sensitive Area (ESA), where the development will:</p> <p style="padding-left: 40px;">a. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and b. Create 2,500 square feet or more of impervious surface area</p> <p>(11) Redevelopment Projects</p> <p>a. Land disturbing activity that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site on Planning Priority Project categories.</p> <p>b. Where Redevelopment results in an alteration to more than fifty 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 must be mitigated.</p> <p>c. Where Redevelopment results in an alteration of less than fifty percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction stormwater quality control requirements, only the alteration must be mitigated, and not the entire development.</p> <p>d. Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of facility or emergency redevelopment activity required to protect public health and safety. Impervious surface replacement, such as the reconstruction of parking lots and roadways which does not disturb additional area and maintains the original grade and alignment, is considered a routine maintenance activity. Redevelopment does not include the repaving of existing roads to maintain original line and grade.</p> <p>(e) Stormwater Pollution Control Requirements. The Site for every Planning Priority Project shall be designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling</p>	No other applicable plans, policies, or ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest and use.</p> <p>(2) Street and road construction of 10,000 square feet or more of impervious surface shall follow USEPA guidance regarding Managing Wet Weather with Green Infrastructure: Green Streets (December 2008 EPA-833-F-08-009) to the maximum extent practicable.</p> <p>(3) The remainder of Planning Priority Projects shall prepare a Low Impact Development Plan to comply with provisions 3a – 3e. (Ord. 936 § 3, 2015)</p> <p>Under Chapter 10.32 (Landscaping) Section 10.32.030 (Applicability) the following projects must adhere to the provisions of this chapter:</p> <p>A. New landscape installations or rehabilitation projects: As of the effective date of this chapter, all sections of this chapter shall apply to the following landscape projects:</p> <ol style="list-style-type: none">1. New landscape projects, with an aggregate landscape area equal to or greater than 500 square feet, requiring a building permit or landscape permit, plan check or design.2. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit, plan check, or design review.3. New or rehabilitated landscape projects with an aggregate landscape area of 2,500 square feet or less may comply with the performance requirements of this ordinance or conform to the prescriptive measures (Appendix G) contained in the Planning Commission Guidelines for Water Efficient Landscape.4. New or rehabilitated landscape projects using treated or untreated graywater or rainwater capture on site, any lot or parcels within the project that has less than 2,500 square feet of landscape area and meets the lot or parcel’s landscape water requirements (Estimated Total Water Use) entirely with the treated or untreated graywater or through stored rainwater capture on site is subject only to Appendix G of the Guidelines. <p>Section 10.32.120 (Landscape Installation and Maintenance Standards) maintains the following rules regarding landscape and irrigation maintenance:</p> <p>B. Landscape and irrigation system maintenance.</p> <ol style="list-style-type: none">1. The property owner shall be responsible for the maintenance of landscape to ensure that plant material is maintained to be healthy. Dead or diseased plants must be replaced immediately.2. Plants shall be selectively pruned in accordance with professional trimming standards to maintain their intended shapes and sizes, and to ensure due health of the species and safety of the public.3. To the extent possible, topping of trees shall be avoided.4. Irrigation systems shall be constantly maintained and adjusted to eliminate water waste and ensure the healthy survival of the plant material.5. Water waste resulting from inefficient landscape irrigation leading to excessive runoff, low-head drainage, overspray, or other similar conditions where water flows onto adjacent property, non-irrigated areas, walks, roadways, or structures is prohibited.6. Irrigation systems and their components shall be maintained in a fully functional manner consistent with the originally approved design. A regular	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>maintenance schedule shall be followed, including but not limited to checking, adjusting, and repairing irrigation equipment; resetting the automatic controller; aerating and dethatching turf areas; replenishing mulch; fertilizing; pruning; and weeding in all landscaped areas. (Ord. 17-948 § 4, 2017)</p> <p>Under Section 4.08.010 (Los Angeles County sanitary sewer and industrial waste ordinance adopted by reference) Division 2 entitled “Sanitary Sewers and Industrial Waste,” of Title 20, Utilities, of the Los Angeles County Code, as amended and in effect on March 1, 1998, is hereby adopted by reference as the sanitary sewers and industrial waste code of the city of La Puente and may be cited as such.</p> <p>A copy of the sanitary sewers and industrial waste ordinance (Division 2 of Title 20 of the Los Angeles County Code) has been deposited in the office of the city clerk and shall be at all times maintained by the city clerk for use and examination by the public. (Ord. 759 § 3, 1998: Ord. 613 § 2 (part), 1989)</p>	
La Verne	<p>Land Use Element:</p> <p>Policy 1.2 Plan for compatible and quality development within our sphere of influence.</p> <p>f. Prohibit the extension of water and sewer facilities to unincorporated areas unless those parcels annex to the city and observe our environmental and develop-ment standards.</p> <p>Community Facilities Element:</p> <p>Goal 2: Have a clean & ample water supply.</p> <p>Policy 2.2 Protect our groundwater quality.</p> <p>Goal 3: Prevent flooding and water contamination.</p> <p>Policy 3.1: Provide an efficient, attractive, environmentally sound storm drain system.</p> <p>Goal 6 Good community relations with the Metropolitan Water District.</p> <p>Policy 6.1 Work with the Metropolitan Water District to further it goals.</p> <p>Goal 11 Advance technology without sacrificing our quality of life.</p> <p>Policy 11.1 Provide opportunity for telecommunication facilities.</p> <p>Policy 11.2 Protect our neighborhoods from haphazard telecommunication facility development.</p> <p>Utilities and community services element:</p>	<p>Municipal codes related to utilities and service systems relevant to the Plan Area can be found in Chapter 13.50 (Stormwater and Urban Runoff Pollution Control) Section 13.50.093 (Standard Urban Stormwater Mitigation Plan (SUSMP)), Section 13.50.140 (Good Housekeeping Provisions), Section 13.50.150 (BMPs for Construction Activities), Chapter 13.60 (Low Impact Development) Section 13.60.060 (New Development and Redevelopment Project Provisions Applicability), Section 13.60.070 (Project Performance Criteria), Chapter 18.118 (Water Efficient Landscapes) Section 18.118.030 (Applicability), Section 18.118.070 (Landscape Water Use Standards), Chapter 18.68 (H-D-O-Z Hillside Development Overlay Zone), Section 18.68.040 (Water Supply) Section 3.10.050 (Electricity user’s tax), Chapter 13 (Adoption of County Sewer and Industrial Waste code) Section 13.16.010 (Adopted), Chapter 12.36 Parkways and Trees Section 12.36.120 (Utilities in trees), and Chapter 15.04 (Building Codes Adopted) Section 15.04.100 (Public Utility Connection—Building permit compliance required).</p> <p>Under Chapter 13.50 (Stormwater and Urban Runoff Pollution Control) Section 13.50.093 (Standard Urban Stormwater Mitigation Plan (SUSMP)) the following new developments must complete a SUSMP:</p> <p>A. A standard urban stormwater mitigation plan (SUSMP) shall be required for the following categories of new development or redevelopment:</p> <p>7. Parking lots five thousand square feet or more of surface area or with twenty-five or more parking spaces;</p> <p>8. Redevelopment projects that results in the creation, addition, or replacement of five thousand square feet or more of impervious surface area on an already developed site; and</p> <p>9. Projects located in or directly adjacent to or discharging directly to an environmentally sensitive area if the development would create two thousand five hundred or more square feet of impervious area and would discharge stormwater or urban runoff likely to impact a sensitive biological species or habitat.</p> <p>B. All projects for development or redevelopment not requiring an SUSMP which have the potential to have adverse impacts on the post-development stormwater flows from the site, shall include the submission of a site-specific plan adequate to mitigate post development stormwater quality if the project has any one or more of the following characteristics:</p> <p>1. A vehicle or equipment fueling area;</p>	No other applicable plans, policies, or ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<div><div><div>2. A vehicle or equipment maintenance area including washing and repair;</div><div>4. An area for outdoor handling or storage of hazardous materials;</div></div><div>C. The authorized enforcement officer shall have the authority to grant a waiver to a development or redevelopment project from the requirements of the SUSMP and/or a structural or treatment control BMP, if the enforcement officer finds that:<div><div>1. Inadequate space for treatment exists on a redevelopment project; or</div><div>2. Soil conditions strongly disfavor the use of infiltration; or</div><div>3. The natural land surface where the BMP would be located lies above a known aquifer or less than 10 feet above an existing or potential source of drinking water.</div></div></div><div>Any request for waiver not falling within the foregoing categories shall be forwarded to the regional board for consideration. (Ord. 964 § 1, 2002)</div><div>Under Section 13.50.140 (Good Housekeeping Provisions) any owner or occupant of any property within the city shall comply with the following good housekeeping requirements:</div><div>A. No person shall leave, deposit, discharge, dump or otherwise expose any chemical, fuel, animal waste, garbage, batteries or septic waste in an area where actual or potential discharge to city streets or storm drain system may occur. Any spills, discharge, or residues shall be removed immediately and disposed of properly.</div><div>D. Objects, such as motor vehicle parts, containing grease, oil or other hazardous substances, and unsealed receptacles containing hazardous materials, shall not be stored in areas susceptible to runoff.</div><div>E. Any machinery or equipment which is to be repaired or maintained in areas susceptible to runoff shall be placed in a confined area to contain leaks, spills or discharges.</div><div>F. All motor vehicle parking lots with more than twenty-five parking spaces and located in areas susceptible to runoff shall have debris removed by sweeping or other equally effective measure, at a minimum, on a monthly basis. Such debris shall be collected and properly disposed. Parking lots are not required to be swept for a one-month period following any day on which precipitation of one inch or more occurs. (Ord. 964 § 1, 2002)</div><div>Under Section 13.50.150 (BMPs for Construction Activities) the following applies:</div><div>All BMPs required as a condition of any approval for construction activity shall be maintained in full force and effect during the term of the project, unless otherwise authorized by the authorized enforcement officer, the community development director or building official. (Ord. 964 § 1, 2002)</div><div>Under Chapter 13.60 (Low Impact Development) Section 13.60.060 (New Development and Redevelopment Project Provisions Applicability) the following projects are subject to post-construction controls to mitigate stormwater pollution:</div><div>A. New Development Projects. Development projects subject to city conditioning and approval for the design and implementation of post-construction controls to mitigate stormwater pollution prior to completion of the project(s) include:<div><div>1. All development projects equal to one acre or greater of disturbed area and adding more than 10 thousand square feet of impervious surface area.</div><div>6. Parking lots five thousand square feet or more of impervious surface area, or with twenty-five or more parking spaces.</div></div></div></div>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>7. Public and private street and road construction of 10 thousand square feet or more of impervious surface area shall follow the city’s Green Streets Policy to the maximum extent practicable. Street and road construction applies to streets, roads, highways, and freeway projects, and also applies to streets within larger projects.</p> <p>10. Projects located in or within two hundred feet of, or discharge directly to a significant ecological area (SEA), where the development will:</p> <ul style="list-style-type: none">a. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; andb. Create two thousand five hundred square feet of impervious surface area. <p>B. Redevelopment Projects. Redevelopment projects subject to conditioning and approval requirements outlined in this chapter for the design and implementation of post-construction controls to mitigate stormwater pollution prior to completion of the project(s) include:</p> <ul style="list-style-type: none">1. Land-disturbing activity that results in the creation or addition or replacement of five thousand square feet or more of impervious surface area on an already developed site.2. Redevelopment projects that result in an alteration to more than fifty percent of impervious surfaces of an existing development which had not been subject to post-construction stormwater quality control requirements at the time of the previous development shall be required to mitigate the entire project site.3. Redevelopment projects that result in an alteration of less than fifty percent of impervious surfaces of an existing development, which had not been subject to post-construction stormwater quality control requirements at the time of the previous development shall be required to mitigate only the alteration and shall not be required to mitigate the entire development.4. Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of facility or emergency redevelopment activity required to protect public health and safety. Impervious surface replacement, such as the reconstruction of parking lots and roadways, which does not disturb additional area and maintains the original grade and alignment, is considered a routine maintenance activity. Redevelopment does not include the repaving of existing roads to maintain original line and grade.5. Existing single-family dwellings and accessory structures are exempt from the redevelopment requirements unless such projects create, add, or replace 10 thousand square feet of impervious surface area. (Ord. 1047 § 1, 2014) <p>Under Section 13.60.070 (Project Performance Criteria) performance criteria for stormwater is the following:</p> <p>All development projects that fit the project criteria listed in Section 13.60.060 of this chapter shall control pollutants, pollutant loads, and runoff volume by retaining the 85th percentile stormwater quality design volume (SWQDv) on-site through:</p> <ul style="list-style-type: none">A. Minimizing the impervious surface area; and/orB. Controlling runoff from impervious surfaces through infiltration, bioretention and/or rainfall harvest and use. (Ord. 1047 § 1, 2014)	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>Under Chapter 18.118 (Water Efficient Landscapes) Section 18.118.030 (Applicability) the following projects must comply with the water efficient landscapes ordinance:</p> <p>A. After February 1, 2016, and consistent with Executive Order No. B-29-15, this chapter applies to the following landscape projects:</p> <ol style="list-style-type: none">1. New landscape projects with an aggregate landscape area of five hundred square feet to two thousand five hundred square feet, requiring building or landscape permit, plan check or design review shall comply with the prescriptive measures contained in Appendix F of the Guidelines. Any new landscape projects above two thousand five hundred square feet are subject to all requirements of this ordinance and associated Guidelines.2. Rehabilitation landscape projects with an aggregate landscaped area equal to or greater than two thousand five hundred square feet, requiring a building or landscape permit, plan check or design review.3. New or rehabilitation projects using treated or untreated graywater or rainwater capture on site that has less than two thousand five hundred square feet of landscape area and meets the lot or parcel’s landscape water requirement (estimated total water use) entirely with the treated or untreated graywater or through stored rainwater capture on site is subject only to Appendix F Section (5) of the Guidelines. <p>B. Section 18.118.070(B) of this chapter regarding water waste applies to all landscaped areas installed prior to or after February 1, 2016.</p> <p>C. Section 18.118.070(C) of this chapter regarding water efficiency programs applies to all existing landscapes installed before February 1, 2016, that are greater than one acre in size and are served by a dedicated landscape water meter. (Ord. 1065 § 2, 2016)</p> <p>Section 18.118.070 (Landscape Water Use Standards) establishes the following water use standards:</p> <p>A. For applicable new landscape or landscape rehabilitation projects subject to Section 18.118.030(A) of this chapter, the estimated applied water use allowed for the landscaped area may not exceed the maximum applied water allowance (MAWA) calculated using an evapotranspiration adjustment factor not exceeding 0.55 for residential and 0.45 for nonresidential, except for the portion of the MAWA applicable to any special landscaped areas within the landscape project, which may be calculated using an evapotranspiration adjustment factor of 1.0. Where the design of the landscaped area can be otherwise shown to be equivalently water efficient, the applicant may submit alternative or abbreviated information supporting the demonstration that the annual estimated applied water use is less than the MAWA, at the discretion of and review and approval of the city.</p> <p>B. Irrigation of all landscaped areas must be conducted in a manner conforming to the rules and requirements, and is subject to penalties and incentives for water conservation and water waste prevention as determined and implemented by the local water purveyor(s) or as mutually agreed by local water purveyor(s) and the city.</p> <p>C. For all existing landscapes installed before February 1, 2016, the local water purveyor is implementing budget based tiered-rate billing and/or enforcement of water waste prohibitions for all existing metered landscaped areas throughout its service area, which includes the city of La Verne in its entirety. (Ord. 1065 § 2, 2016)</p>	



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		<p>Under Chapter 18.68 (H-D-O-Z Hillside Development Overlay Zone) Section 18.68.040 (Water Supply) the following applies to development in the Hillside Development Overlay Zone:</p> <p>Fire flow and hydrant locations shall be provided so that adequate water is available in the event of fire. Planned water supplies, piping and hydrants must be installed and in working order prior to construction involving combustible materials. All development proposals must demonstrate conclusively that the development can be served with adequate water capacity. Development is prohibited beyond the elevation of one thousand seven hundred eighty feet unless served by private water systems. (Ord. 853 § 2, 1993)</p> <p>Under Chapter 18.16 (Development Review) Section 18.16.100 (Precise Plans – Findings) the following applies.</p> <p>A. To grant precise plan approval, the development review committee or the community development director must find from the facts presented that the following circumstances exist:</p> <p>3. The architecture proposed observes community standards and protects the character of adjacent development.</p> <p>For the purposes of this finding the approving body shall consider, but not be limited to, the following:</p> <p>g. Energy conservation</p> <p>(Ord. 904 §§ 3, 4, 1997; Ord. 753 § 6, 1988)</p> <p>Under Section 3.10.050 (Electricity user’s tax) the following apply:</p> <p>A. There is hereby imposed a tax upon every person using electricity in the city. The tax imposed by this section shall be at the rate of six percent of the charges made for such electricity, and for any supplemental services or other associated activities directly related and/or necessary for the provision of electricity to the service user, which are provided by a service supplier or nonutility service supplier to a service user. The tax shall be collected from the service user by the service supplier or nonutility service supplier, or its billing agent.</p> <p>Under Chapter 13 (Adoption of County Sewer and Industrial Waste code) Section 13.16.010 (Adopted) the following apply:</p> <p>The city adopts by reference, and enacts into law, the amended Los Angeles County Code, Title 20, Utilities, Division 2 entitled “Sanitary Sewers and Industrial Waste” adopted by the board of supervisors of the county of Los Angeles by enactment of Ordinance No. 89-0101, July 27, 1989.</p> <p>One copy of Los Angeles County Code, Title 20, Utilities, Division 2 entitled “Sanitary Sewers and Industrial Waste” has been deposited in the office of the city clerk of the city of La Verne and shall be at all times maintained by the city clerk for use and examination by the public. (Ord. 802 § 1, 1990; Ord. 666 § 1, 1983; prior code § 7310)</p> <p>Under Chapter 12.36 Parkways and Trees Section 12.36.120 (Utilities in trees) the following apply:</p> <p>Any person having a right to maintain poles or wires in streets, parkways, alleys or other public places shall keep such poles or wires free from all trees and shall, under the supervision of the parks and community services department, properly trim the</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>trees so that no danger is done to either the poles, wires or trees by contact therewith. No person shall trim any such tree without first notifying the public works department of the time and place of the trimming in order that supervision may be provided. (Ord. 1017 § 3, 2010; Ord. 838 § 1 Exh. A, 1992; Ord. 622 § 2, 1981; prior code § 7742.02)</p> <p>Under Chapter 15.04 (Building Codes Adopted) Section 15.04.100 (Public Utility Connection—Building permit compliance required) the following applies:</p> <p style="padding-left: 40px;">The building official shall not authorize any utility to energize permanent final service until all conditions of the building permit have been performed and approved by the city manager or his or her agent. (Prior code § 9926)</p>	
Monrovia	<p>Safety Element:</p> <p>Policy 2.1.3 Design flood control infrastructure to accommodate existing and anticipated storm flows associated with changing climatic conditions.</p> <p>Policy 2.1.4 Coordinate with appropriate agencies to identify and construct needed local and regional flood control improvements to address areas of concern.</p> <p>Action 2.1.1.2: Periodically update dam inundation maps and consider the proximity of dams in the site selection of vital public facilities.</p> <p>Action 2.1.1.3: Coordinate with the Los Angeles County Department of Public Works, the owner of all three dams, to develop Emergency Action Plans as required by State law.</p> <p>Action 2.1.1.4: The City Engineer will monitor the Cobey-Alquist Flood Plain Management Act for application in Monrovia.</p> <p>Action 2.1.1.5: Prepare an assessment of capacity needs of flood control and storm drainage.</p> <p>infrastructure resulting from extreme weather caused by climate change.</p> <p>Policy 4.1.3: Design future utility and infrastructure improvements in the city to respond and withstand climate change impacts.</p> <p>Conservation Element:</p> <p>Goal 1 Protection against potential public health dangers through the provisions of adequate facilities.</p> <p>Goal 2 Determine areas requiring utilities in the future.</p> <p>Goal 4 Expansion of existing water supply and sewer system to accommodate future city growth.</p> <p>Goal 5 Stimulation of planned growth through the expansion of utilizes.</p> <p>Goal 6 Determination of future utility needs in terms of plant and distribution facilities.</p> <p>Land Use Element:</p> <p>Goal 2. Provide adequate infrastructure for all development.</p> <p>Policy 2.5: Where appropriate, require developers to pay the cost of studies needed to determine infrastructure capacity in conjunction with a proposed project.</p> <p>Goal 11: The City of Monrovia shall provide its residents with a high-quality urban environment through the development and conservation of resources such as land, water, minerals, wildlife, and vegetation.</p> <p>Policy 11.7: Comply with the National Pollutant Discharge Elimination System regarding storm water management to reduce impacts from storm water run-off.</p> <p>Open Space element:</p>	<p>Municipal codes related to utilities and service systems relevant to the Plan Area can be found in Chapter 12.36 (Storm Water and Urban Runoff Pollution Control) Section 12.36.080 (Requirements for Existing Properties), Section 12.36.090 (Requirements for Industrial/Commercial and Construction Activities), Section 12.36, Section 12.36.100 (Planning and Land Development Program requirements for New Development and Redevelopment – Low Impact Development), Section 8.46.100 (Model Water Efficient Landscaping Ordinance Requirements), and Section 17.20.030 (Water Efficient Landscape Ordinance Adopted by Reference), Chapter 15.60 (California Green Building Standards Code) Section 15.60.010 (Adoption), and Chapter 15.70 (California Energy Code) Section 15.70.010 (Adoption), and Chapter 8.09 (Waste Management Plan) Section 8.09.020 (covered projects).</p> <p>Under Chapter 12.36 (Storm Water and Urban Runoff Pollution Control) Section 12.36.080 (Requirements for Existing Properties) the following rules must be adhered to:</p> <p>(A) Storage of materials, machinery, and equipment. Machinery or equipment that is to be repaired or maintained in areas susceptible to or exposed to storm water shall be placed in a manner so that leaks, spills and other maintenance-related pollutants are not discharged to the MS4.</p> <p>(C) Best management practices. BMPs shall be used in areas exposed to storm water for the removal and lawful disposal of all fuels, chemicals, fuel and chemical wastes, animal wastes, garbage, batteries, or other materials which have potential adverse impacts on water quality.</p> <p>(E) Use of water. Runoff of water used for irrigation purposes shall be minimized to the maximum extent practicable. Runoff of water from the permitted washing down of paved impervious areas shall be minimized to the maximum extent practicable, and diverted so that flow is directed to landscaped areas for infiltration where possible.</p> <p>(G) Maintenance of Structural BMPs. Structural BMPs required by the City, County of Los Angeles, or any state or federal agency shall be properly operated and maintained, as specified by an approved storm water mitigation plan, or otherwise determined by the Authorized Enforcement Officer. Records and documentation of such maintenance shall be provided to the Director upon request.</p> <p>(Ord. 2015-01U § 4 (part), 2015; Ord. 2015-01 § 4 (part), 2015)</p> <p>Under Section 12.36.090 (Requirements for Industrial/Commercial and Construction Activities) projects must adhere to the following:</p> <p>(A) Each industrial discharger, discharger associated with construction activity, or other discharger described in any general NPDES permit addressing such discharges, as may be issued by the U.S. Environmental Protection Agency, the State Water Resources Control Board, or the Regional Board, shall comply with all requirements of</p>	<p>City of Monrovia Final 2020 Urban Water Management Plan (UWMP) provides the City of Monrovia with a reliable management action plan for long-term resource planning to ensure adequate water supplies are available to meet existing and future water supply needs. In addition, the 2020 UMWP incorporates water supply reliability determinations resulting from potential prolonged drought, regulatory revisions, and/or changing climatic conditions. Further, the UWMP provides information on groundwater, surface water, and stormwater characteristics, and management actions (City of Monrovia 2021).</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 3: Ensure Monrovia’s parks and open spaces meet local needs for active and passive recreation, enhance the environmental and visual quality of the community, and healthy living.</p> <p>Policy 3.1 Design and develop park sites and facilities to maximize recreational value and experience, while minimizing maintenance and operational costs and negative environmental and community impacts.</p>	<p>such permit and the provisions of this chapter. Each discharger identified in an individual NPDES permit shall comply with and undertake all activities required by such permit. Proof of compliance with any such NPDES permit may be required in a form acceptable to the Authorized Enforcement Officer, or designated representative, prior to the issuance of any grading, building or occupancy permits, or any other type of permit or license issued by the city.</p> <p>(B) Non-storm water discharges to the MS4 from industrial, commercial, or construction activities in violation of any applicable NPDES permit or the provisions of this chapter are prohibited.</p> <p>(C) Industrial and commercial dischargers and dischargers associated with construction activities shall implement effective BMPs, including source control BMPs, in accordance with Table 10 of Part VI.D.6.f of the Municipal NPDES Permit unless a particular pollutant generating activity does not occur on a facility's site.</p> <p>(Ord. 2015-01U § 4 (part), 2015; Ord. 2015-01 § 4 (part), 2015)</p> <p>Under Section 12.36.100 (Planning and Land Development Program requirements for New Development and Redevelopment – Low Impact Development) low impact development standards apply to the following projects:</p> <p>(C) Applicability. This section applies to the following new development and redevelopment projects that are subject to city conditioning and approval for the design and implementation of post-construction controls and other BMPs to mitigate storm water pollution, prior to completion of the project(s), as follows:</p> <p>(1) New development projects.</p> <p>(a) All development projects equal to one acre or greater of disturbed area and adding more than 10,000 square feet of impervious area;</p> <p>(f) Parking lots with 5,000 square feet or more of impervious area or with twenty-five or more parking spaces;</p> <p>(h) Street and road construction of 10,000 square feet or more of impervious surface area shall follow USEPA guidance regarding Managing Wet Weather with Green Infrastructure: Green Streets (December 2008 EPA-833-F-08-009) to the maximum extent practicable. Street and road construction applies to standalone streets, roads, highways, and freeway projects, and also applies to streets within larger projects;</p> <p>(j) Projects located in or directly adjacent to, or discharging directly to a Significant Ecological Area (SEA), where the development will:</p> <p>1. Discharge storm water runoff that is likely to impact a sensitive biological species or habitat; and</p> <p>2. Create 2,500 square feet or more of impervious surface area.</p> <p>(2) Redevelopment projects in the foregoing subject categories that meet redevelopment thresholds (pursuant to the Municipal NPDES Permit), which include:</p> <p>(a) Land-disturbing activities that create, add, or replace 5,000 square feet or more of impervious surface area on an already developed site excluding single family dwellings and accessory structures.</p> <p>(c) Where redevelopment results in an alteration to more than 50% of impervious surfaces of a previously existing development, and the existing development was not subject to post-development storm water quality control requirements, the entire project must be mitigated.</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>(d) Where redevelopment results in an alteration to less than 50% of impervious surfaces of a previously existing development, and the existing development was not subject to post-development storm water quality control requirements, only the alteration must be mitigated, and not the entire development.</p> <p>(D) Specific requirements.</p> <p>(2) New development and redevelopment projects are required to control pollutants and runoff volume from the project site by minimizing the impervious surface area and controlling runoff through infiltration, bioretention, and/or rainfall harvest and use, in accordance with the standards set forth in the Municipal NPDES Permit.</p> <p>(3) An applicant for a new development or a redevelopment project identified in this chapter shall incorporate into the applicant’s project plans a storm water mitigation plan which includes those BMPs necessary to control storm water pollution from the completed project. Structural or treatment control BMPs (including, as applicable, post-construction treatment control BMPs) set forth in project plans shall meet the design standards set forth in the Municipal NPDES Permit.</p> <p>(4) New development/redevelopment project performance criteria.</p> <p>(a) All new development and redevelopment projects, unless otherwise exempted herein or in the Municipal NPDES Permit, shall comply with Part VI.D.7.c of the Municipal NPDES Permit.</p> <p>(b) Post-construction BMPs to mitigate storm water pollution are required for all new development and redevelopment projects identified in this chapter unless alternative measures are allowed as provided in Part VI.D.7.c of the Municipal NPDES Permit.</p> <p>(c) BMPs must be implemented to retain on-site the SWQDv, defined as runoff from either:</p> <ol style="list-style-type: none">1. The 0.75 inch, 24-hour rain event; or2. The 85th percentile, 24-hour event, as determined from the Los Angeles County 85th percentile precipitation isohyetal map, whichever is greater. <p>(d) BMPs shall meet the design specifications and on-site retention potential outlined in the Part VI.D.7.c of the Municipal NPDES Permit. Projects unable to retain 100% of the SWQDv on-site due to technical infeasibility as defined in the Municipal NPDES Permit must implement alternative compliance measures in accordance with Part VI.D.7.c of the Municipal NPDES Permit.</p> <p>(f) Street and road construction projects of 10,000 square feet or more of impervious surface area are exempt from the new development/redevelopment project performance criteria of Part VI.D.7.c of the Municipal NPDES Permit but shall adhere to the City’s Green Streets Policy.</p> <p>(Ord. 2015-01U § 4 (part), 2015; Ord. 2015-01 § 4 (part), 2015)</p> <p>Under Section 8.46.100 (Model Water Efficient Landscaping Ordinance Requirements) the following applies:</p> <p>Notwithstanding any other provision in this code, property owners or their building or landscape designers, including anyone requiring a building or planning permit, plan check, or landscape design review from the city, who are constructing a new (single-family, multi-family, public, institutional, or commercial) project with a landscape area greater than 500 square feet, or rehabilitating an existing landscape with a total</p>	



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		<p>landscape area greater than 2,500 square feet, shall comply with §§ 492.6(a)(3)(B), (C), (D), and (G) of the MWELO, including sections related to use of compost and mulch, as amended September 15, 2015.</p> <p>(Ord. 2021-11 § 1 (part), 2021)</p> <p>Under Section 17.20.030 (Water Efficient Landscape Ordinance Adopted by Reference) the City has adopted the model water efficient landscape ordinance of the State of California, as contained in the California Code of Regulations Title 23, Waters; Division 2, Department of Water Resources; Chapter 2.7, Model Water Efficient Landscape Ordinance; and as amended from time-to-time by the State of California. ('83 Code, § 17.20.030) (Ord. 94-03 § 6, 1994; Ord. 2016-01 § 7, 2016)</p> <p>Under Chapter 15.60 (California Green Building Standards Code) Section 15.60.010 (Adoption) the city council does adopt as the green building regulations for the city, the 2019 California Green Building Standards Code (Title 24, California Code of Regulations), and is also called the CALGreen Code, and as thereafter amended and published from time to time, by the California Building Standards Commission (hereinafter referred to as the "code"). The code provides minimum standards for the purpose of improving public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency and environmental air quality. (Ord. No. 2336, § 46, 3-10-2010; Ord. No. 2347, § 10, 12-14-2011; Ord. No. 2356, § 38, 2-26-2014; Ord. No. 2392, § 40, 1-25-2017; Ord. No. 2421, § 43, 5-13-2020; Ord. No. 2424, § 43, 5-27-2020)</p> <p>Under Chapter 15.70 (California Energy Code) Section 15.70.010 (Adoption) the city council does adopt as the energy regulations for the city, the California Energy Code (Title 24, California Code of Regulations), and as thereafter amended and published from time to time, by the California Building Standards Commission (hereinafter referred to as the "code"). (Ord. No. 2356, § 41, 2-26-2014; Ord. No. 2392, § 43, 1-25-2017; Ord. No. 2421, § 46, 5-13-2020; Ord. No. 2424, § 46, 5-27-2020)</p> <p>Under Chapter 8.09 (Waste Management Plan) Section 8.09.020 (covered projects) the following apply:</p> <p>(A)</p> <p>(1) All construction, demolition, and renovation projects within the city that are 1,000 gross square feet or greater in area are covered projects and shall comply with this chapter.</p> <p>(2) Failure to comply with any of the terms of this chapter shall subject the applicant to the full range of enforcement mechanisms set forth in § 8.09.120.</p> <p>(B) All city-sponsored construction, demolition, and renovation projects, regardless of size, shall be considered “covered projects” for the purposes of this chapter.</p> <p>(C) Compliance with the provisions of this chapter shall be listed as a condition of approval on any building or demolition permit issued for a covered project.</p> <p>(D) Projects not covered by this chapter are limited to:</p> <p>(1) Construction, demolition, and renovation projects that are not city sponsored and are less than 1,000 square feet in area, or do not require the issuance of a building or demolition permit by the city;</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>(2) Projects that only involve roofing or plumbing work, and do not include the construction, demolition, or renovation of structures or facilities.</p> <p>(Ord. 2003-08 § 2 (part), 2003)</p> <p>Under section 8.09.030 (Submission of a Waste Management Plan)</p> <p>(A) Applicants for building or demolition permits involving any covered project shall complete and submit a Waste Management Plan (“WMP”) on a WMP form approved by the city for this purpose as part of the application packet for the building or demolition permit. The completed WMP shall indicate all of the following:</p> <p>(1) The project location, the name and address of the applicant, and the project contact person;</p> <p>(2) The estimated volume or weight of project C&D debris to be generated;</p> <p>(3) The percentage of C&D debris that can feasibly be diverted via reuse or recycling;</p> <p>(4) The vendors or facilities that the applicant proposes to use to collect or receive the C&D debris that will be reused or recycled;</p> <p>(5) The disposal facility that will be used for C&D debris that cannot be recycled or reused; and</p> <p>(6) The amount and form of the performance security for the project.</p> <p>(B) To estimate the volume or weight of C&D debris identified in the WMP, the applicant shall use the Standardized Generation Rates Table approved by the City Manager for this purpose.</p> <p>(C) The WMP for a project must be reviewed and approved by the City Solid Waste Program Administrator prior to the issuance of a building or demolition permit for the project.</p> <p>(D) If an applicant believes that a covered project will not generate any recyclable materials, the applicant may include such a statement in the WMP and apply for an exemption from the diversion requirement pursuant to § 8.09.080.</p> <p>(Ord. 2003-08 § 2 (part), 2003)</p>	
Montebello	<p>Our Natural Community:</p> <p>P1.1 Enhance air and water quality, increase public green space through the integration of green infrastructure.</p> <p>A1.1d Promote the use of captured rainwater, grey water, or recycled water.</p> <p>A1.1f Promote the use of green roofs, bioswales, pervious materials for hardscape, and other stormwater management practices to reduce water pollution.</p> <p>P1.7 Montebello will protect, conserve, and replenish existing and future water resources.</p> <p>A1.7b Encourage public and private property owners to plant native or drought-tolerant vegetation.</p> <p>A1.7c Continue to coordinate with the developers for opportunities to expand use of reclaimed water systems.</p> <p>Our Well Planned Community</p> <p>P3.7 Maintain high-quality reliable potable water and non-potable water services, diversify</p>	<p>Municipal codes related to utility and service systems relevant to the Plan Area can be found in Chapter 8.36 (Stormwater and urban Runoff Pollution Prevention) Section 8.36.100 (Control of pollutants from other construction activities), Chapter 8.29 (Water conservation and Water supply Shortage Program) Section 8.29.060 (Permanent water conservation requirements—Prohibition against waste), Chapter 15.60 (California Green Building Standards Code) Section 15.60.010 (Adoption), Chapter 17.65 (Water Conservation in Landscaping Regulations) Section 17.65.050 (Landscape standards) Chapter 12.04 (Chapter 12.04 - Streets And Sidewalks Generally) Section 12.04.270 (Excavations and obstructions—Connection to sewer—Permit required.), Chapter 8.12 (Refuse collection and disposal) Section 8.08.010 (Adoption) and Section 8.12.120 (Construction and demolition debris collection—Requirements.)</p> <p>Under Chapter 8.36 (Stormwater and urban Runoff Pollution Prevention) Section 8.36.100 (Control of pollutants from other construction activities) the following apply:</p> <p>B. Any person engaged in a construction activity that is not subject to the general construction storm water activity NPDES permit, but is subject to the municipal NPDES permit, shall comply with all requirements specified in the storm water management quality program, including any revisions made thereto.</p>	No other applicable plans, policies, or ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>and maintain and create facilities that meet existing and future water demands including drought conditions.</p> <p>A3.7d Implement water reuse strategies where potable water, gray water, recycled water and stormwater are all viewed as viable sources and integral components to a holistic water management program.</p> <p>P3.8 Maintain, upgrade, and expand water pipeline, storage, and pumping infrastructure to meet projected domestic, commercial, and fire flow demands for all land uses within the City.</p> <p>A3.8b Construct, maintain, and revitalize distribution infrastructure as needed throughout the City in response to changes in demands land use patterns and aging infrastructure and incorporate fair cost-sharing policies between beneficiaries, developers, water suppliers and the City.</p> <p>P3.9 Ensure that wastewater in the City of Montebello is safely and efficiently conveyed and treated under all demand scenarios, including existing and future average and peak flow sewer flow scenarios.</p> <p>A3.9c Construct, maintain, and revitalize wastewater infrastructure as needed throughout the City in response to changes in demands land use patterns and aging infrastructure and incorporate fair cost-sharing policies between beneficiaries, developers, water suppliers and the City.</p> <p>P3.10 Utilize and maintain a robust stormwater conveyance system that protects the City from flooding impacts while seeking multi-benefit solutions including water quality.</p> <p>P3.11 Effectively treat all urban runoff and stormwater and ensure that local groundwater supplies and downstream receiving waters are protected.</p> <p>A3.11b Inspect all new developments during both construction and operational phases for compliance with local, regional, and state level water quality regulations.</p> <p>A3.11c Encourage the implementation of low impact design features for all new developments and redevelopments within the City.</p> <p>Our Safe Community</p> <p>P6.9 Minimize the risks from flooding and related hazards to persons, property, and city assets.</p> <p>A6.9c Maintain storm drains to prevent local and stormwater flooding and encourage residents to assist in maintaining those drains that are the responsibility of the homeowner.</p> <p>Our Active Community</p> <p>P7.3 Promote, expand, and protect a green infrastructure that links the natural habitat</p> <p>A7.3a Prepare a citywide Green Infrastructure Framework.</p> <p>A7.3b Use parks as functional landscapes that perform green stormwater infrastructure and flood mitigation roles to enhance resiliency, recreational use, and beauty.</p> <p>A7.5b</p> <p>Lighting should direct movement between destinations</p>	<p>(Ord. 2245 § 1 (part), 2002)</p> <p>Under Chapter 8.29 (Water conservation and Water supply Shortage Program) Section 8.29.060 (Permanent water conservation requirements—Prohibition against waste) the following apply:</p> <p>The following water conservation requirements are effective at all times and are permanent. Violations of this section will be considered waste and an unreasonable use of water.</p> <p>A. Limits on Watering Hours. Watering or irrigating of lawn, landscape or other vegetated area with potable water is prohibited between the hours of 10 a.m. and one hour before sunset Pacific Standard Time on any day, except by use of a hand-held bucket or similar container, a hand-held hose equipped with a positive self-closing water shut-off nozzle or device, or for very short periods of time for the express purpose of adjusting or repairing an irrigation system. Lawns or other irrigated areas shall not be watered more frequently than every other day. Odd-numbered street-addressed properties may water on odd-numbered dates. Even-numbered street-addressed properties may only do so on even-numbered dates. All irrigated areas may be watered on the 29th day of the month of February every fourth year or the 31st day of the month having thirty days. The provisions of this subsection shall not apply to restrict watering of newly seeded or reseeded lawns once a year, nor to prohibit drip irrigation systems.</p> <p>B. Limit on Watering Duration. Watering or irrigating of lawn, landscape or other vegetated area with potable water using a landscape irrigation system or a watering device that is not continuously attended is limited to no more than fifteen minutes watering per day per station. This subsection does not apply to landscape irrigation systems that exclusively use very low-flow drip type irrigation systems when no emitter produces more than two gallons of water per hour or weather based controllers or stream rotor sprinklers that meet a seventy percent efficiency standard.</p> <p>C. No Excessive Water Flow or Runoff. Watering or irrigating of any lawn, landscape or other vegetated area in a manner that causes or allows excessive water flow or runoff onto an adjoining property, or non-landscaped areas such as sidewalks, driveways, streets, alleys, gutters or ditches is prohibited.</p> <p>D. No Washing Down Hard or Paved Surfaces. Washing down hard or paved surfaces, including but not limited to sidewalks, walkways, driveways, parking areas, tennis courts, patios or alleys, is prohibited except when necessary to alleviate safety or sanitary hazards, and then only by use of a hand-held bucket or similar container, a hand-held hose equipped with a positive self-closing water shut-off device, a low-volume, high-pressure cleaning machine equipped to recycle any water used, or a low-volume high-pressure water broom. Should the use of water for wash-down have to do with an immediate fire or sanitation hazard, written permission shall have been obtained from the fire department, the health department or the building department.</p> <p>E. Obligation to Fix Leaks, Breaks or Malfunctions. Excessive use, loss or escape of water through breaks, leaks or other malfunctions in the water user's plumbing or distribution system for any period of time after such escape of water should have reasonably been discovered and corrected and in no event more than seven days of receiving notice from the city, is prohibited. This section also applies to all water purveyors in the city.</p>	



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		<p>F. Recirculating Water Required for Water Fountains and Decorative Water Features. Operating a water fountain or other decorative water feature that does not use recirculated water is prohibited.</p> <p>Under Chapter 15.60 (California Green Building Standards Code) Section 15.60.010 (Adoption) the following applies:</p> <p>Subject to certain changes and amendments hereinafter set forth in this chapter, the city council does adopt as the green building regulations for the city, the 2019 California Green Building Standards Code (Title 24, California Code of Regulations), and is also called the CALGreen Code, and as thereafter amended and published from time to time, by the California Building Standards Commission (hereinafter referred to as the "code"). The code provides minimum standards for the purpose of improving public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency and environmental air quality. One copy of the code is on file in the office of the city clerk for public inspection, and the same is made a part hereof as though fully set forth in this chapter.</p> <p>(Ord. No. 2336, § 46, 3-10-2010; Ord. No. 2347, § 10, 12-14-2011; Ord. No. 2356, § 38, 2-26-2014; Ord. No. 2392, § 40, 1-25-2017; Ord. No. 2421, § 43, 5-13-2020; Ord. No. 2424, § 43, 5-27-2020)</p> <p>Under Chapter 17.65 (Water Conservation in Landscaping Regulations) Section 17.65.050 (Landscape standards) the following apply:</p> <p>H. Water Features. Decorative water features such as ponds, and waterfalls used in landscaped areas shall incorporate the recycling of water to minimize water loss. Where available, and appropriate, the use of reclaimed water shall be designed and incorporated into the water features.</p> <p>I. Water Meters. Each landscape irrigation system shall be metered for water use, separately from domestic and other non-landscape uses.</p> <p>J. Landscape Irrigation Audit. Each landscape irrigation system that services a landscape area of two thousand five hundred square feet or more shall be audited every five years by the property owner for conformance with the approved plan, in accordance with the state of California Landscape Water Management Program, Landscape Irrigation Auditor Handbook, incorporated by reference. Landscaped area of less than two thousand five hundred square feet shall be exempt from the requirement to conduct an irrigation audit</p> <p>K. Landscape Maintenance. The property owner shall permanently and continuously maintain all landscaping and irrigation in a neat, clean and healthy condition, including removal of litter, proper pruning, mowing of lawns, weeds, fertilizing, and watering; and replacement of diseased and/or dead plants and malfunctioning or missing irrigation system components.</p> <p>L. Model Home Landscaping. For each subdivision with model homes the developer shall submit a landscape plan and install landscaping for each model home, incorporating the requirements of this chapter and including:1.Signs identifying elements of the water conserving landscape and irrigation system design placed around the model homes;2.Literature describing water conserving landscapes to be available to individuals touring the model homes;3.The location, text, and size of signs shall be clearly shown on the landscape plan and shall be in substantial</p>	



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		<p>accordance with the guidelines established to implement the provisions of this chapter.</p> <p>M. Landscape Certificate. Upon completion of the installation of the landscaping, the designer shall certify that the landscape complies with all requirements of this chapter. Certification shall be accomplished by completion of a landscape certificate on a form approved by the director. Failure to submit a complete and accurate landscape certificate will delay final approval of the project and/or discontinue water service.</p> <p>N. Relative Water Requirements of Commonly Used Plants. The director shall develop a list of plants that are commonly used in landscape designs with water requirement classifications of low, medium, and high to assist landscape designers to choose species of appropriate water demands to comply with this chapter and to group species of similar water demands to facilitate efficient irrigation. This list shall be included in the landscape guidelines developed to implement the provisions of this chapter. (Ord. 2085 § 1 (part), 1993: prior code § 9249.4)</p> <p>Under Chapter 12.04 (Chapter 12.04 - Streets And Sidewalks Generally) Section 12.04.270 (Excavations and obstructions—Connection to sewer—Permit required.) the following apply:</p> <p>No person shall make any connection to any public sewer without first obtaining a permit so to do from the public works department in accordance with applicable provisions of this code.</p> <p>Under Chapter 8.12 (Refuse collection and disposal) Section 8.08.010 (Adoption) the following apply:</p> <p>The solid waste ordinance of the county of Los Angeles, the same being Ordinance No. 11,886 of the county, dated March 13, 1979, is adopted as the solid waste ordinance for the city. Three copies of the solid waste Ordinance No. 11,886 are on file in the office of the city clerk of the city.</p> <p>(Prior code § 5400 (A)) (Ord. 2029 § 1 (part), 1990: prior code § 7105)</p> <p>Under Chapter 8.12 (Refuse collection and disposal) Section 8.12.120 (Construction and demolition debris collection—Requirements.)</p> <p>All solid waste haulers providing construction and demolition debris collection services shall to the extent economically feasible, provide construction and demolition waste recycling services to accounts served. All materials, disposed, scavenged or salvaged or in other ways diverted from landfills or solid waste facilities are included in this section. (Ord. 2267 § 1 (part), 2003)</p>	
Pasadena	<p>Land Use Element</p> <p>Policy 10.4 Sustainable Building Practices. Foster sustainable building practices and processes specified by the City’s Green Building Code by incorporating energy and water savings, toxic and solid waste reduction strategies into the building of new structures and remodeling of existing structures</p> <p>10.17 Greenstreets. Transform impervious street surfaces into landscaped green spaces, in appropriate and reasonable locations, to capture stormwater runoff and let water soak into the ground so that plants and soils can filter pollutants. This will contribute to the protection of water quality in the Arroyo Seco watershed and reduction of pollution/trash entering Los Angeles and San Gabriel Rivers and the ocean.</p>	<p>Municipal codes related to utilities and service systems relevant to the Plan Area can be found in Chapter 8.70 (Stormwater Management Discharge Control) Section 8.70.095 (Construction Sites Requiring a Building Permit or a Grading Permit), Chapter 14.05 (Excavation and grading in Hillside area) Section 14.05.086 (Grading Activity During Rainy Season).Chapter 17.44 (Landscaping) Section 17.44.050 (Water Efficient Landscape: Incorporation of Model Water Efficient Landscape Ordinance), Chapter 13.11 (Non-Potable Water) Section 13.11.015 (Policy), Chapter 4.56 (Utility Users Tax) Section 4.56.040 (Electricity tax), and Section 4.56.060 (Water tax), Chapter 8.62 (Waste Management Plan for Certain Construction and Demolition Projects Within the City of Pasadena) Section 8.62.031 (Required diversion rates), and Section 8.62.040 (Waste management plan requirements), and Chapter 13.18 (Poles and wires) Section 13.18.020 (Erection and use unlawful when)</p>	<p>Model Water Efficient Landscape Ordinance (MWELo) found in Section 17.44.050.</p> <p>City of Pasadena Final 2020 Urban Water Management Plan (UWMP) provides the City of Pasadena with a reliable management action plan for long-term resource planning to ensure adequate water supplies are available to meet existing and future water supply needs. In addition, the 2020 UMWP incorporates water supply reliability determinations resulting from potential prolonged drought, regulatory revisions, and/or changing climatic conditions. Further, the UWMP provides information on groundwater, surface water, and stormwater characteristics, and management actions (City of Pasadena 2021).</p>



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	<p>Policy 10.18 Water Quality Encourage the use of natural processes to capture, treat, and infiltrate urban runoff throughout the watershed. In appropriate and feasible locations, construct stormwater curb extensions and street planters to transform impervious street surfaces into landscaped green spaces that capture stormwater runoff and let water soak into the ground as plants and soil filter pollutants.</p> <p>GOAL 40. Northwest. Economically vigorous and well-maintained development.</p> <p>Policy 40.3 Community Services and Infrastructure. Assure that adequate community services and infrastructure are provided to local businesses and residents commensurate with needs.</p> <p>Open Space Element</p> <p>Alternative Energy Implementation Measures:</p> <p>Pursue partnerships with other governmental entities and with private companies and utilities to establish incentive programs for renewable energy.</p> <p>By 2020, establish a feed-in tariff program offering to purchase up to 10 MW of qualifying renewables of all technologies located inside Pasadena (Power IRP).</p> <p>By 2024, develop programs to add at least 19 MW of solar photovoltaic installations in Pasadena according to the following timeline: 3 MW by 2010; 10 MW by 2015; 15 MW by 2020; 19 MW by 2024 (Power IRP).</p> <p>Municipal Services Implementation Measures:</p> <p>Implement programmatic conservation measures. For example, consider including a stewardship fee on water bills, or greater PWP funding for customer conservation incentives (WIRP).</p> <p>Promote the local collection of rainwater through cisterns, rain gardens, bio-swales, parking lot swales, and permeable parking lot paving (WIRP).</p> <p>Provide public education regarding the proper disposal of liquid waste, household chemicals, and medications.</p> <p>Solid Waste Implementation Measures:</p> <p>Develop a Waste Reduction Plan to Achieve 75% diversion by 2015. Continue single stream recycling and curbside green waste recycling to all of its residential customers.</p> <p>Water Implementation Measures:</p> <p>Implement the CALGreen Code voluntary measures to have a minimum of 20% (Tier 1) and 30% (Tier 2) of the total parking, walking, or patio surfaces to be permeable. After some experience with CALGreen evaluate the effectiveness of this measure and determine if it should be strengthened.</p> <p>Continue to implement the CALGreen Code mandatory water efficiency measures to achieve a 20% reduction. Continue to implement both non-residential and residential voluntary measures of the CALGreen Code to reduce or eliminate potable water in outdoor water use. Methods used to comply with this section include use of graywater.</p>	<p>Under Chapter 8.70 (Stormwater Management and Discharge Control) Section 8.70.095 (Construction Sites Requiring a Building Permit or a Grading Permit) the following applies to construction activity:</p> <p>A. Any person or company engaging in construction activities of five acres or more will be requested to have a general construction permit issued by California Regional Water Quality Control Board and must demonstrate possession of such permit before grading or building permits can be issued. The general construction permit shall be retained on site and shall be shown to city officers or inspectors at their request.</p> <p>B. The following best management practices shall apply to all construction sites:</p> <ol style="list-style-type: none">1. Sediment and construction waste from construction sites and parking areas shall not leave the site.2. Between October 15th and April 15th, any sediments or other materials which are tracked off the site shall be removed the same day as they are tracked off the site. A sediment barrier shall be installed on land exceeding 15% slope in accord with Chapter 14.05 of this code, and where determined necessary by the building official.3. Excavated soil shall be located on the site in a manner that eliminates the possibility of sediments running into the street or adjoining properties. Between October 15th and April 15th, soil piles shall be covered until the soil is either used or removed.4. No washing of construction or other industrial vehicles shall be allowed adjacent to a construction site. No runoff from washing vehicles on a construction site is allowed to leave the site. <p>(Ord. 6601 § 2 (part), 1994)</p> <p>Under Section 8.70.095 (Construction Sites Requiring a Building Permit or a Grading Permit) the following best management practices apply to construction sites:</p> <p>B. The following best management practices shall apply to all construction sites:</p> <ol style="list-style-type: none">1. Sediment and construction waste from construction sites and parking areas shall not leave the site.2. Between October 15th and April 15th, any sediments or other materials which are tracked off the site shall be removed the same day as they are tracked off the site. A sediment barrier shall be installed on land exceeding 15% slope in accord with Chapter 14.05 of this code, and where determined necessary by the building official.3. Excavated soil shall be located on the site in a manner that eliminates the possibility of sediments running into the street or adjoining properties. Between October 15th and April 15th, soil piles shall be covered until the soil is either used or removed.4. No washing of construction or other industrial vehicles shall be allowed adjacent to a construction site. No runoff from washing vehicles on a construction site is allowed to leave the site. <p>(Ord. 6601 § 2 (part), 1994)</p> <p>Section 14.05.086 (Grading Activity During Rainy Season) provides the following protocol for grading activity during the rainy season:</p> <p>Activities such as clearing of brush and vegetation shall not be initiated during the rainy season on any site which is not adequately protected with desilting basins or other temporary drainage or control measures.</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>A. Temporary Erosion Control. Temporary erosion control plans shall be provided for the following:</p> <ol style="list-style-type: none">1. Temporary soil stabilization measures shall be installed on graded slopes exceeding a 3 to 1 ratio or 10 feet in height as required by Section 14.05.484(B).2. Desilting facilities shall be provided at all drainage outlets from the graded site, designed for a 25-year, 6-hour storm intensity. They must be detailed on the plans. Design and specific recommendations shall be submitted for the following:<ol style="list-style-type: none">a. Desilting basin volume based on gradient and nature of soils;b. The area of the graded site and identification of any temporary soil stabilization measures;c. Size of desilting basin outlet pipe and overflow;d. Dike requirements: minimum wall width, slope of walls, percent compaction, and other material features.3. A standby crew for emergency work shall be available at all times during the rainy season. Necessary materials shall be available on site and stockpiled at convenient locations to facilitate rapid construction of temporary devices or to repair any damaged erosion-control measures when rain is imminent.4. Devices shall not be moved or modified without the approval of the building official.5. All removable protective devices shown shall be in place at the end of each working day when the 5-day rain probability forecast by the National Weather Service of the Department of Commerce exceeds 40 percent.6. After a rainstorm, all silt and debris shall be expeditiously removed from check berms and desilting basins and the basins pumped dry. Any graded slope surface protection measures damaged during a rainstorm shall also be repaired immediately.7. Fill slopes at the site perimeter must drain away from the top of the slope at the conclusion of each working day.8. A guard shall be posted on the site whenever the depth of water in any device exceeds 18 inches. <p>B. The plans required by this section shall indicate which streets will be paved and which drainage devices will be completed by October 15th.</p> <p>C. Placement of devices to reduce erosion damage within the site is left to the discretion of the civil engineer. These devices, if any, must be shown on the plan if their presence will affect the required capacity of the desilting basin.</p> <p>D. Outlet conditions from the desilting basin shall not exceed downstream limitations, with the exception of overflow which is to be designed to provided capacity of 1.5 times the maximum design flow.</p> <p>(Ord. 7127 § 5 (part), 2007; Ord. 6483 § 2 (part), 1992)</p> <p>Under Chapter 17.44 (Landscaping) Section 17.44.050 (Water Efficient Landscape: Incorporation of Model Water Efficient Landscape Ordinance) the following water efficient ordinance has been adopted:</p> <p>The administrative, organizational and enforcement for the technical codes which regulate water efficiency in landscaping shall be in accordance with the provisions and</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>in the manner prescribed in the California Code of Regulations, Title 23, Waters, Division 2, Department of Water Resources, Chapter 2.7 Model Water Efficient Landscape Ordinances, § 490 et seq. ("MWEL0"), as may be amended from time to time. For the purposes of this section and applicability of water efficiency requirements, the definitions provided in the MWEL0 shall supersede other conflicting definitions in this title.</p> <p>(Ord. 7324, § 2, 2018)</p> <p>Chapter 13.24 of the PMC includes sewer construction and maintenance standards and requirements. Chapter 4.52 of the PMC establishes sewer use rates; and Chapter 4.53 of the PMC ensures that new development pays its estimated cost for any capacity upgrades to the City sewer system through the payment of the sewer facility charge.</p> <p>Chapters 8.60 of the PMC discusses City collection services, collection frequency and time, service fees, waste reduction, waste container, and bulky item pick up. Chapter 8.61 of the PMC addresses collecting, transporting, disposing, and/or recycling of solid waste to maintain the health, safety, public welfare, and quality of life in the City. It also addresses the franchisee recycling diversion rates for solid waste, and construction and demolition debris.</p> <p>Under Chapter 13.11 (Non-Potable Water) Section 13.11.015 (Policy) the following applies:</p> <p>Non-potable water shall be used for landscape irrigation and other non-potable uses whenever its use is economically justified, financially and technically feasible, and in accordance with all applicable laws, rules and regulations; and consistent with the preservation of public health, safety, welfare, and the environment.</p> <p>(Ord. No. 7281, § 2, 5-2-2016)</p> <p>Under Chapter 4.56 (Utility Users Tax) Section 4.56.040 (Electricity tax) the following applies:</p> <p>A. There is imposed a tax upon every person using electricity in the city. The tax imposed by this section shall be at the rate established under Section 4.56.180(A). The tax shall apply to all charges made for such electricity, and for any supplemental services or other associated activities directly related to and/or necessary for the provision of electricity to the service user, which are provided by a service supplier or nonutility service supplier to a service user. The tax shall be collected from the service user by the service supplier or nonutility service supplier, or its billing agent.</p> <p>(Ord. 6857 § 2 (part), 2001)</p> <p>Under Chapter 4.56 (Utility Users Tax) Section 4.56.060 (Water tax) the following.</p> <p>A. There is imposed a tax upon every person using water in the city which is transported and delivered through a pipeline distribution system. The tax imposed by this section shall be at the rate established under Section 4.56.180(A). The tax shall apply to all charges made for such water and shall be collected from the service user by the service supplier, or its billing agent.</p> <p>(Ord. 6857 § 2 (part), 2001)</p> <p>Under Chapter 8.62 (Waste Management Plan for Certain Construction and Demolition Projects Within the City of Pasadena) Section 8.62.031 (Required diversion rates) the following applies:</p> <p>The applicant for a covered project shall divert a minimum of 75% of the construction and demolition debris resulting from the project.</p>	



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		<p>(Ord. No. 7238, § 5, 2-3-2014; Ord. 6917, § 2 (part), 2002)</p> <p>Under Section 8.62.040 (Waste management plan requirements) the following applies: All applicants for covered projects shall complete and submit a waste management plan as part of the application packet for a permit for the project. The waste management plan shall include the following information, calculated with the conversion rate, and shall be attested by the applicant, under penalty of perjury, as true and correct for all stated facts and as a best estimate based on all information reasonably available about the project, where all of the facts cannot be ascertained:</p> <ol style="list-style-type: none">1. The estimated volume or weight of construction and demolition debris, listed for each material;2. The estimated volume or weight of construction and demolition debris that can be diverted, listed for each material;3. The estimated volume or weight of construction and demolition debris that will be landfilled as solid waste;4. The identification of the city approved vendor or facility that will collect or receive the construction or demolition debris or that will deconstruct the structure;5. The estimated date on which demolition or construction is to commence; and6. Any additional information that may be required by administrative rules and regulations adopted by the director pursuant to Section 8.62.032 of this chapter. <p>(Ord. No. 7415 , § 5, 10-23-2023; Ord. No. 7238, § 8, 2-3-2014; Ord. 6917, § 2 (part), 2002)</p> <p>Under Chapter 13.18 (Poles and wires) Section 13.18.020 (Erection and use unlawful when) the following applies: It is declared to be a nuisance and it is unlawful for any person, firm or corporation, as principal, agent, officer, servant or employee, for himself, itself or for another, to erect, use or maintain or cause to be erected, used or maintained, any pole or poles used or designed to be used to carry any wire or wires, cable or cables, for transmission or distribution of electrical energy or telegraphic or telephonic sounds or signals or their appurtenances upon such streets or portions thereof in the city, as the board of directors shall hereafter designate by resolution. (Ord. 4642 § 1 (part), 1963: Ord. 3576 § 1, 1941; Ord. 3551 § 2, 1940; Ord. 3449 § 1, 1938; Ord. 3376 § 1, 1937; Ord. 3206 § 2, 1935)</p>	
Pico Rivera	<p>Community Facilities Element:</p> <p>Goal 6.1 Efficient and fiscally responsible government services that are responsive to local residents and businesses.</p> <p>Policy 6.1-4 Sufficient Public Facilities. Provide a sufficient number and size of general government facilities in order to adequately provide the services required for the City’s population and businesses.</p> <p>Policy 6.2-4 Defensible Space. Incorporate defensible space security and design features in new and retrofitted development to minimize opportunities for criminal activity. Such features should include:</p>	<p>Municipal codes related to utilities and service systems relevant to the Plan Area can be found in Chapter 13.12 (Connections and Service) Section 13.12.090 (Application—Form and fees) and Chapter 13.28 (Sanitary Sewers and Industrial Waste) Section 13.28.010 (Sanitary Sewers and Industrial Waste Ordinance adopted by reference.), Under Chapter 3.52 (Utility Users Tax) Section 3.52.030 (Electricity users tax), Chapter 15.40 (Undergrounding of Utilities) 15.40.050 (Removal of poles and wires required when, Chapter 16.04 (Stormwater and Urban Runoff pollution prevention) Section 16.04.050 (Reduction of pollutants in runoff.) and Section 16.04.100 (Control of pollutants from other construction activities), Chapter 8.60 Demolition and Recycling) Section 8.60.030 (Threshold for covered projects.) Chapter 13.70 (Water Conservation and Water Supply Shortage Program) Section 13.70.160 (Water recycling plan) and</p>	No other applicable plans, policies, or ordinances were identified



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<ul style="list-style-type: none">Well-lighted and visible streets and street names, building entrances and addresses, recreation areas, and parking areas. <p>Goal 6.4 A sustainable supply of water delivered through an efficient infrastructure system to meet existing and future needs. Policy 6.4-1 Reliable Supply and Distribution. Provide high quality potable water and a regularly maintained distribution system to meet normal and emergency demands in both wet and dry years.</p> <ul style="list-style-type: none">Coordinate with PWD to ensure high quality groundwater is provided within their service area, and that the distribution system is well-maintained. <p>Policy 6.4-2 Urban Water Management Plan. Maintain and keep up to date the Urban Water Management Plan and other water master planning and capital improvement tools to ensure adequate water supply, infrastructure, maintenance, rehabilitation, funding, and conservation measures. Implementation Program for Policy 6.4-2 Review and regularly update the City’s Urban Water Management Plan and other water master planning and capital improvement tools, including coordination with PWD for the portion of Pico Rivera within the PWD service area.</p> <p>Policy 6.4-3 New Development. Require new development to demonstrate the availability of adequate water supply and fire flow, and to provide infrastructure and/or finance the costs of improvements necessary to serve the demands created by the development, as appropriate.</p> <p>Policy 6.4-4 Energy Efficient Infrastructure. Employ best practices to maintain the highest feasible energy efficiency in the water infrastructure system to reduce costs and greenhouse gas emissions.</p> <p>Policy 6.4-5 Water Conservation. Encourage water conservation as a means of protecting the long term availability of water resources. Require new and retrofitted development to be equipped with water conservation devices.</p> <p>Goal 6.5 Adequate and well-maintained wastewater infrastructure to meet existing and future needs and to ensure the health and safety of the Pico Rivera community.</p> <p>Policy 6.5-1 Sufficient Infrastructure. Maintain and upgrade the City’s wastewater collection system to meet the needs of existing development and future growth such that restricted wastewater flows occur only during peak-day, peak-hour conditions.</p> <p>Policy 6.5-2 Wastewater Treatment Plant Capacity. Maintain coordination with the Los Angeles County Sanitation Districts to ensure that the wastewater treatment plants serving the City can accept wastewater flows from Pico Rivera and remain within the rated capacity of the wastewater treatment facilities serving the City.</p> <p>Policy 6.5-4 Adequate Facilities for New Development. Require new development to demonstrate the availability of adequate wastewater facilities in accordance with city plans and standards. Policy 6.5-5 New Development Contribution. Ensure that new development constructs, dedicates, and/or pays its fair share contribution to the wastewater treatment and collection system that is necessary to serve the demands created by the development.</p> <p>Policy 6.5-8 Reclaimed Water. Utilize reclaimed water for all municipal parks and greenways including the Bicentennial Park Campground and Sports Arena and continually search for local, state and federal grants to develop the proper infrastructure.</p> <p>Goal 6.6 A community adequately served by energy facilities with minimal exposure to electromagnetic fields.</p>	<p>Section 13.70.040 (Permanent water conservation requirements—Prohibition against waste)</p> <p>Under Title 13 (Water and Sewers) Chapter 13.12.090 (Application—Form and fees) the following apply:</p> <p>A. An application for a service connection shall be made on a form furnished or approved by the city. This application shall specify the size of the service connection desired, the property to be served, and the purpose for which the water is to be used. The information supplied by the applicant shall be considered as authoritative and final. The city shall install the service connection at such location as the applicant requests, subject to approval by the manager. The service shall be installed from the nearest water distribution main to a point as close to the property line as is reasonable, depending upon all applicable conditions, whether such nearest water distribution main is located in a public street, utility right-of-way, or easement. If any error in the application shall cause the installation of a service connection that is improper either in type, size or location, the cost of all charges required shall be paid by the applicant.</p> <p>B. The applicant shall make proper application for service in accordance with subsection A of this section, and make payment of fees or deposits as set forth in resolution of the city council before water service connection will be provided. If the application has been made and the applicant requests the water turned on, the billing for water service shall begin when the service connection is installed and the meter is set.</p> <p>C. The rates set forth by resolution are for normal connections where there is a main adjacent to the property. For all extensions required between the nearest distribution main and the curblin or property line for installations over two inches, or, on long runs, where the actual cost is charged, a deposit in the amount of the estimated cost shall be made with the city prior to any installation.</p> <p>(Prior code § 5442.2(a))</p> <p>Under Title 13 (Water and Sewers) Chapter 13.28.010 (Sanitary Sewers and Industrial Waste Ordinance adopted by reference.) the following apply:</p> <p>There is adopted as the Sanitary Sewers and Industrial Waste Ordinance of the city, except as it is hereinafter amended, Los Angeles County Code, Title 20, Utilities, Division 2, Sanitary Sewers and Industrial Waste (Los Angeles County Ordinance 89-0101 adopted July 27, 1989).</p> <p>Three copies of Los Angeles County Code, Title 20, Utilities, Division 2, have been deposited with the city clerk and shall be at all times maintained by the city clerk for use and examination by the public. Whenever in said code reference is made to the unincorporated area of the county of Los Angeles, such area shall be deemed to include in its true geographical location the area of the city.</p> <p>(Ord. 861 § 2, 1994)</p> <p>Chapter 13.90 (Water Efficient Landscape) Section 13.90.010</p> <p>Purpose and intent.</p> <p>The purpose of this chapter is:</p> <p>A. That this chapter be at least as effective in conserving water as the model ordinance adopted pursuant to Government Code Section 65595;</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 6.6-2 New Development. Ensure that approvals of proposed development are contingent upon the ability of SCE and the Gas Company to provide sufficient energy supply and infrastructure.</p> <p>Policy 6.6-6 Undergrounding Utilities. Continue to work with energy providers to underground existing facilities, especially along arterials, targeted corridors and around substations, while utilizing the Underground Utility Districts to finance this construction.</p> <p>Policy 6.6-7 Visual Impacts. Work with SCE and the Gas Company to minimize the impacts of energy facilities within the community, including use of low profile or underground substation facilities. Policy 6.6-8 Joint Use. Where feasible, facilitate joint use of major electricity transmission line corridors for uses such as wholesale nurseries, pedestrian and bike trails, and linear parks.</p> <p>Goal 6.7 Reduced solid waste generation and disposal, and increased recycling opportunities.</p> <p>Policy 6.7-1 Adequate Services. Maintain adequate solid waste facilities and services to maximize diversion and minimize landfilling of solid wastes.</p> <p>Implementation Program for Policy 6.7-1:</p> <ul style="list-style-type: none">Undertake a regular review of solid waste diversion rates and work with appropriate solid waste collection, disposal, and recycling service providers to maximize diversion within the community. <p>Policy 6.7-5 Non-Residential Recycling. Provide convenient and effective composting and recycling programs for commercial and industrial uses, as well as waste diversion programs for construction activities, to minimize the solid waste stream to landfills.</p> <p>Safety Element:</p> <p>Policy 9.2-1 Sufficient Infrastructure. Coordinate with the Los Angeles County Flood Control District to ensure that the City’s storm drainage system is adequately sized, maintained, rehabilitated and funded to accommodate stormwater runoff and prevent flooding.</p> <p>Implementation Program for Policies 9.2-1, 9.2-2 and 9.2-6:</p> <ul style="list-style-type: none">Pursue available state, federal, and other funding sources to support facilities, projects, and programs for storm drainage and flood control. <p>Policy 9.2-2 Deficient Areas. Prioritize the construction and upgrade of storm drainage infrastructure in areas where localized flooding and deficient storm drainage systems exist.</p> <p>Implementation Program for Policy 9.2-2:</p> <ul style="list-style-type: none">Identify required improvements and funding sources to eliminate deficient storm drainage systems, and incorporate such improvements into the City’s Capital Improvement Program. Locations with deficient storm drainage are: Washington Street (north side) between Rosemead and Paramount, Mines (south side) at Manzanar, Olympic north of Acacia Avenue, Beverley Road and Tobias Avenue, Terradell Street and Pico Vista Road, Greenvale and Masoncrest Drive. <p>Policy 9.2-3 Adequate Capacity for New Development. Require new development to demonstrate the availability of adequate capacity in the storm drainage system to accommodate projected flows and not exacerbate existing deficiencies.</p>	<p>B. To assure beneficial, efficient, and responsible use of water resources for all users within the city of Pico Rivera;</p> <p>C. To retain the land's natural hydrological role and promote the infiltration of surface water into the groundwater;</p> <p>F. To encourage the appropriate design, installation, maintenance, and management of landscapes so that water demand can be decreased, runoff can be retained, and flooding can be reduced without a decline in the quality or quantity of landscapes;</p> <p>G. To preserve existing natural vegetation and the incorporation of native plants, plant communities, and ecosystems into landscape design, where possible;</p> <p>H. To promote and encourage the use of low water use plants;</p> <p>J. To promote the conservation of potable water by maximizing the use of recycled water and other water conserving technology for appropriate applications;</p> <p>L. To reduce or eliminate water waste.</p> <p>(Ord. 1061 § 1, 2010)</p> <p>Under Chapter 3.52 (Utility Users Tax) Section 3.52.030 (Electricity users tax) the following apply:</p> <p>A. There is hereby imposed a tax upon every person, other than an electric corporation, using electricity in the city. The tax imposed by this section shall be at a rate of four and one-half percent of the charges made for such electricity, and for any supplemental services or other associated activities directly related and/or necessary for the provision of electricity to the end-user, which are provided by a service supplier or nonutility supplier to a service user. The tax shall be collected from the service user by the service supplier or nonutility service supplier, or its billing agent.</p> <p>(Ord. 1016 § 1, 2005; Ord. 1060 § 1, 2010)</p> <p>Chapter 15.40 (Undergrounding of Utilities) 15.40.050 (Removal of poles and wires required when)</p> <p>Whenever the council creates an underground utility district and orders the removal of poles, overhead wires and associated overhead structures therein as provided in Section 15.40.040 of this chapter, it is unlawful for any person or utility to erect, construct, place, keep, maintain, continue, employ or operate poles, overhead wires and associated overhead structures in the district after the date when such overhead facilities are required to be removed by such resolution, except as such overhead facilities may be required to furnish service to an owner or occupant of property prior to the performance by such owner or occupant of the underground work necessary for such owner or occupant to continue to receive utility service as provided in Section 15.40.100 of this chapter, and for such reasonable time required to remove such facilities after the work has been performed, and except as otherwise provided in this chapter.</p> <p>(Prior code § 8804)</p> <p>Under Chapter 16.04 (Stormwater and Urban Runoff pollution prevention) Section 16.04.050 (Reduction of pollutants in runoff.) the following apply:</p> <p>No person shall cause, or threaten to cause, the discharge of pollutants to the MS4 by exposing such pollutants to stormwater runoff.</p> <p>(Ord. 1086 § 1, 2014)</p> <p>Under Chapter 16.04 (Stormwater and Urban Runoff pollution prevention) Section 16.04.100 (Control of pollutants from other construction activities) the following apply:</p>	



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	<p>Policy 9.2-4 New Development Contribution. Ensure that new development constructs, dedicates and/or pays its fair share contribution to the storm drainage system improvements necessary to serve the demands created by the development.</p> <p>Environmental Resources element:</p> <p>Policy 8.1-5 Energy Conservation. Promote energy conservation through:</p> <ul style="list-style-type: none">Improving energy efficiency of outdoor lighting, including upgrading of city owned street lights, as well as outdoor lighting within parks and municipal parking lots to more energy efficient models;Increasing water efficiency and water conservation in existing city buildings and new development projects; andProviding for renewable energy generation at city facilities with the aim of achieving five percent of city facilities’ energy needs with renewable energy generation by 2030. <p>Policy 8.1-7 Solid Waste Management. Practice and promote responsible waste management with the aim of exceeding mandated waste diversion targets when economically feasible to do so.</p> <p>Policy 8.4-5 National Pollution Discharge Elimination System. Regulate construction and operational activities to incorporate stormwater protection measures and best management practices in accordance with the City’s National Pollution Discharge Elimination System (NPDES) permit.</p> <p>Policy 8.4-11 Recycled Water. Continue to use, and expand opportunities to increase the use of, recycled water in the city parks, landscaped areas along roadways, and the municipal golf course, if supplies are available.</p> <p>Land Use Element:</p> <p>Policy 3.6-2 Sustainable Development. Promote land development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and disposal of waste materials incorporating such techniques as:</p> <ul style="list-style-type: none">Capture and reuse of stormwater on-site for irrigation;Management of wastewater and use of recycled water, including encouraging the use of grey water;Orientation of buildings to maximize opportunities for solar energy use, daylighting, and ventilation;Use of landscapes that conserve water and reduce green waste;Use of permeable paving materials or reduction of paved surfaces;Shading of surface parking, walkways, and plazas and incorporation of solar technology; and/orRecycling and/or salvaging of reuse of construction and demolition debris.	<p>Any person engaged in a construction activity that is not subject to the general construction stormwater activity NPDES permit, but is subject to the municipal NPDES permit, shall comply with all requirements specified in the stormwater management quality program, including any revisions made thereto.</p> <p>(Ord. 1086 § 1, 2014)</p> <p>Under Chapter 8.60 Demolition and Recycling) Section 8.60.030 (Threshold for covered projects.) the following applies:</p> <p>A. Covered Projects. All construction, demolition, and renovation projects within the city, the total costs of which are, or are projected to be, greater than or equal to one hundred thousand dollars ("covered projects") shall comply with this chapter. Failure to comply with any of the terms of this chapter shall subject the project applicant to the full range of enforcement mechanisms set forth in Section 8.60.090.</p> <p>Chapter 13.70 (Water Conservation and Water Supply Shortage Program) Section 13.70.160 (Water recycling plan)</p> <p>A. The city manager must prepare a water recycling master plan that contains recommendations to increase the amount of recycled water used and shall report to the city council annually on progress towards implementing such recommendations.</p> <p>B. Upon request of the city manager, city departments must prepare and submit quarterly reports on their water conservation efforts. The reports will be consolidated by the city manager and reported to the city council at a minimum of once a year.</p> <p>C. The city may, by written request, require all commercial, residential and industrial customer using twenty-five thousand or more billing units per year to submit a water conservation plan and to submit quarterly progress reports on such plan. The conservation plan must include recommendations for increased water savings, including increased water recycling based on feasibility, and the reports must include progress to date on implementation of such recommendations.</p> <p>(Ord. 1056 § 1, 2009)</p> <p>Under Chapter 13.70 (Water Conservation and Water Supply Shortage Program) Section 13.70.040 (Permanent water conservation requirements—Prohibition against waste) the following apply:</p> <p>The following water conservation requirements are effective at all times and shall be permanent. Violations of this section shall be considered waste and an unreasonable use of water:</p> <p>A. Limits on Water Hours. Watering or irrigating of lawn, landscape or other vegetated area with potable water is prohibited between the hours of 10 a.m. and four p.m. Pacific Standard Time on any day, except by use of a hand-held bucket or similar container, a hand-held hose equipped with a positive self-closing water shut-off nozzle or device, or for very short periods of time for the express purpose of adjusting or repairing an irrigation system.</p> <p>B. Limit on Watering Duration. Watering or irrigating of lawn, landscape or other vegetated area with potable water using a landscape irrigation system or a watering device that is not continuously attended to is limited to no more than fifteen minutes of water per day per station. This subsection does not apply to landscape irrigation systems that exclusively use very low-flow drip type irrigation systems when no emitter produces more than two gallons of water per hour and weather based controllers or stream rotor sprinklers that meet a seventy percent efficiency standard.</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>C. No Excessive Water Flow or Runoff. Watering or irrigating of any lawn, landscape or other vegetated area in a manner that causes or allows excessive water flow or runoff onto an adjoining sidewalk, driveway, street, alley, gutter or ditch is prohibited.</p> <p>D. No Washing Down Hard or Paved Surfaces. Washing down hard or paved surfaces, including, but not limited to, sidewalks, walkways, driveways, parking areas, tennis courts, patios or alleys, is prohibited except when necessary to alleviate safety or sanitary hazards, and then only by use of a hand-held bucket or similar container, a hand-held hose equipped with a positive selfclosing water shut-off device or a low-volume, high pressure cleaning machine equipped to recycle any water used.</p> <p>E. Obligation to Fix Leaks, Breaks or Malfunctions. Excessive use, loss or escape of water through breaks, leaks or other malfunctions in the water user's plumbing or distribution system for any period of time after such escape of water should have reasonably been discovered and corrected, and in no event more than fourteen days of receiving notice from the city, is prohibited.</p> <p>F. Recirculating Water Required for Water Fountains and Decorative Water Features. Operating a water fountain or other decorative water feature that does not use recirculated water is prohibited after April 1, 2010. (Ord. 1056 § 1, 2009)</p>	
Pomona	<p>Open Space Network Element</p> <p>7C.P27 Support local utility providers in the under-grounding of utility wires. Work with Southern California Edison and other public agencies to underground overhead utility lines along major commercial corridors using Rule 20A monies and other funding sources.</p> <p>Conservation Element</p> <p>7E.G15 Maintain a wastewater system adequate to protect the health and safety of all Pomona residents, businesses and institutions.</p> <p>Goals</p> <p>7E.G1 Achieve the City's vision for Pomona Tomorrow without adverse environmental impacts that compromise the ability of future generations to meet their needs.</p> <p>7E.P1 Prepare a Green Plan focused on: 1) Energy Efficiency and Conservation; 2) Water and Wastewater Systems; 3) Green Building; 4) Waste Reduction and Recycling; 5) Climate-Friendly Purchasing; 6) Renewable Energy and Low-Carbon Fuels; 7) Efficient Transportation; 8) Land Use and Community Design; 9) Storing and Offsetting Carbon Emissions; and 10) Promoting Community and Individual Action.</p> <p>7E.P31 Review and update rainwater and runoff Best Management Practices adopted by the City as needed. Consider developing and implementing a stormwater management program designed to ensure as much stormwater as soil infiltration rates permit is accommodated on individual sites throughout the City.</p> <p>7E.P33 Require that all new development or expansion of existing facilities bear the cost of expanding the wastewater disposal system to handle the increased loads anticipated by development.</p>	<p>Municipal codes related to utilities and service systems relevant to the Plan Area can be found in Division 3 (Discharge Regulations and Requirements) Section 18-495 (Reduction of Pollutants in Stormwater), Section 18-496 (Watercourse Protection), Chapter 50 (taxation) Section 50-204 (Electricity users tax), Chapter 62 (Utilities) Section (62-873) (Diversion requirements), Article IV (Municipal Water utility) Division 2 (Connections and Establishment of Service), Article II (Construction Standards) Section 74-31 (Construction Codes Adopted), and Article VII (Low Impact Development) Division 2 (New Developments and Redevelopment Projects Provisions) Section 74-314 (Applicability),</p> <p>Under Division 3 (Discharge Regulations and Requirements) Section 18-495 (Reduction of Pollutants in Stormwater) the following minimal requirements shall apply:</p> <p>(2) Standards for parking lots and similar structures. A person owning or operating a parking lot, gas station pavement or similar structure shall clean those structures as frequently and thoroughly as practicable in a manner that does not result in discharge of pollutants to the city storm sewer system.</p> <p>(3) Best management practices for new developments and redevelopments. Any construction contractor performing work in the city shall endeavor, whenever possible, to provide filter materials at the catchbasin to retain any debris and dirt from flowing into the city's storm sewer system. The city engineer may establish controls on the volume and rate of stormwater runoff from new developments and redevelopments as may be appropriate to minimize the discharge and transport of pollutants. Any person or company engaging in a construction activity that requires an NPDES construction permit must demonstrate possession of such permit before grading and/or building permits may be issued. A copy of the NPDES permit shall be retained on site and shall be shown to authorized enforcement officials upon request.</p> <p>(5) Compliance with best management practices. Where best management practices guidelines or requirements have been adopted by any federal, state, regional, and/or city agency for any activity, operation, or facility which may cause or contribute to stormwater pollution or contamination, illicit discharges, and/or discharge of nonstormwater to the stormwater system, every person undertaking such activity or</p>	No other applicable plans, policies, or ordinances were identified



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>operation or owning or operating such facility shall comply with such guidelines or requirements as may be identified by the city engineer.</p> <p>(Code 1959, § 35-12; Ord. No. 3735, § 1 (part))</p> <p>Under Section 18-496 (Watercourse Protection) the following rules shall apply:</p> <p>(a) Every person owning property through which a watercourse passes or such person's lessee or tenant shall:</p> <ul style="list-style-type: none">(1) Keep and maintain that part of the watercourse within the property reasonably free of trash, debris, excessive vegetation, and other obstacles which would pollute, contaminate, or significantly retard the flow of water through the watercourse;(2) Maintain existing privately owned structures within or adjacent to a watercourse so that such structures will not become a hazard to the use, function, or physical integrity of the watercourse; and(3) Not remove such vegetation in such a manner as to increase the vulnerability of the watercourse to erosion. <p>(b) No person shall commit or cause to be committed any of the following acts, unless written authorization has first been obtained from the city engineer or other applicable controlling public agency:</p> <ul style="list-style-type: none">(1) Discharge into or connect any pipe or channel to a watercourse;(2) Modify the natural flow of water in a watercourse;(3) Deposit in, plant in, or remove any material from a watercourse, including its banks, except as required for necessary maintenance;(4) Construct, alter, enlarge, connect to, change, or remove any structure in a watercourse; or(5) Place any loose or unconsolidated material along the side of or within a watercourse or so close to the side as to cause a diversion of the flow or to cause a probability of such material being carried away by stormwaters passing through such watercourse. <p>(Code 1959, § 35-13; Ord. No. 3735, § 1 (part))</p> <p>Under Chapter 50 (Taxation) Section 50-204 (Electricity users tax) the following apply:</p> <p>(a) There is imposed a tax upon every person in the city using electrical energy in the city. The tax imposed by this section shall be at the following rates of percentage of the charges made for such energy and shall be paid by the person paying for such energy. The term "charges," as used in this section, includes charges made for (i) metered energy; and (ii) minimum charges for service, including customer charges, service charges, demand charges, standby charges, and annual and monthly charges. The tax imposed by this section shall be as follows:</p> <ul style="list-style-type: none">(1) Residential users: nine percent, effective January 1, 1997.(2) Commercial/industrial users: nine percent, effective January 1, 1997. <p>Under Chapter 50 (Taxation) Section 50-206 (Water users tax) the following apply</p> <p>(a) There is imposed a tax upon every person in the city using water in the city. The tax imposed by this section shall be at the following rates of percentage of the charges made for such water and shall be paid by the person paying for such water. The term "charges," as used in this section includes charges made for (i) metered water, and (ii) minimum charges for service, including customer charges, service charges, demand</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>charges, standby charges, and annual and monthly charges. The tax imposed by this section shall be as follows:</p> <p>(1) Residential users: nine percent, effective January 1, 1997.</p> <p>(2) Commercial/industrial users: nine percent, effective January 1, 1997.</p> <p>Under chapter 62 (Utilities) Section (62-873) (Diversion requirements) the following apply:</p> <p>(a) It is required that at least 50 percent of demolition and construction wastes generated be diverted from every demolition, remodeling and construction project by using recycling, reuse or other diversion programs.</p> <p>(b) Separate calculations and reports will be required for the demolition and for the construction portion of projects involving both demolition and construction.</p> <p>(Ord. No. 3987, § 1(12.202), 6-2-2003)</p> <p>Under Chapter 62 (utilities) Article IV (Municipal Water utility) Division 2 (Connections and Establishment of Service) the following apply:</p> <p>(a) Connection. Before water shall be supplied to any premises, application by the owner or authorized agent of the property thereof shall be made in writing to the department for the proper service and stating the official building number and street to be served. Service connection will be made at the nearest distribution main by the department after applicable charges have been paid.</p> <p>(b) Activation of water/utility service. Before water/utility services shall be supplied to any premises:</p> <p>(1) A completed city application form shall be submitted to the department by the owner, authorized agent, or authorized tenant of the property thereof stating the street address, unit number to be served, if applicable, and the date for service to be activated. A copy of the application shall be kept on file by the department.</p> <p>(2) Appropriate verifiable legal documentation that supports the status as owner, authorized agent, or authorized tenant shall be required. The department reserves the right to require an affidavit signed by the legal owner/authorized agent of the property to be filed with the department. A copy of such documentation shall be kept on file by the department.</p> <p>(3) An applicant requesting service as an individual shall provide his or her driver's license, state-issued identification card or government issued passport/identification that shows applicant's full legal name, date of birth and address to verify identity of the applicant prior to the establishment of service in accordance with the city's identity theft prevention program. Social Security number may also be requested. A copy of such documentation shall be kept on file by the department.</p> <p>(4) An applicant requesting service on behalf of a corporation, home owners' association, property management company, etc., shall provide sufficient documentation, as determined solely by the city, that authorizes the applicant to act as the agent on behalf of the property owner. A copy of such documentation shall be kept on file by the department.</p> <p>(5) A charge, set by city council by resolution, shall be collected by the department to activate an account. This charge provides for turning water on or off Monday through Thursday between the start of city hall business hours and 5:00 p.m., exclusive of holidays. Requests for water/utility services to be</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>turned on or off afterhours, will be subject to an additional charge, set by the city council by resolution.</p> <p>(Code 1959, § 34-21; Ord. No. 1359, § 430; Ord. No. 2748, § 2 (part); Ord. No. 2975, § 2 (part); Ord. No. 3133, § 2 (part); Ord. No. 3293, § 2 (part); water department memorandum dated 12-13-1989; Ord. No. 3548, § 2 (part); water department memorandum dated 12-3-1991; Ord. No. 3882, § 6; Ord. No. 4188, § 2, 7-7-2014)</p> <p>Under Chapter 62 (Utilities) Article II (Undergrounding of Utilities) Section 62-31 (Designation by resolution) the following applies:</p> <p>(b) Required. Notwithstanding any other section of this Code, the undergrounding of utility facilities shall be required in all of the following circumstances, except as expressly provided in subsection (c) of this section:</p> <p>(1) Construction or reconstruction based on certain cost. All utilities to serve any property upon which it is proposed to construct or reconstruct any building or structure or combination thereof, for which a building permit is required, where the estimated cost of such construction is \$3,000.00 or more shall be underground.</p> <p>(2) Relocations. All structures to be relocated into or within the city upon any parcel of land shall be required to install underground utilities where the usable floor area of such building or structure to be relocated is a total of 850 square feet or more.</p> <p>(3) Responsibility for compliance. The owner and person who occupies any property to which this section applies shall be responsible for compliance with this section, including, but not limited to, obtaining the installation of required facilities by the appropriate utility companies.</p> <p>(Code 1959, § 33.5-4; Ord. No. 2217 (part))</p> <p>Under Article VII (Low Impact Development) Division 2 (New Developments and Redevelopment Projects Provisions) Section 74-314 (Applicability) the following projects apply to this section:</p> <p>(a) New development projects. Development projects subject to city conditioning and approval for the design and implementation of post-construction controls to mitigate stormwater pollution prior to completion of the project(s) include:</p> <p>(1) All development projects equal to one acre or greater of disturbed area and adding more than 10,000 square feet of impervious surface area;</p> <p>(6) Parking lots 5,000 square feet or more of impervious surface area, or with 25 or more parking spaces;</p> <p>(7) Street and road construction of 10,000 square feet or more of surface area shall follow the city green street policy to the maximum extent practicable. Street and road construction applies to standalone streets, roads, highways, and freeway projects, and also applies to streets within larger projects;</p> <p>(9) New development projects located in or directly adjacent to, or discharging directly to the proposed significant ecological area ("SEA") which will:</p> <p>a. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and</p> <p>b. Create two thousand 2,500 square feet or more of impervious surface area; and</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>(10) Redevelopment projects in subject categories that meet redevelopment thresholds identified in Part B—Redevelopment projects, below;</p> <p>(11) Redevelopment projects located in or within 200 feet of, or discharging directly to a significant ecological area (SEA) where the development will:</p> <p>a. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and</p> <p>b. Create 2,500 square feet or more of impervious surface area.</p> <p>(b) Redevelopment projects. Redevelopment projects subject to conditioning and approval requirements outlined in this article for the design and implementation of post-construction controls to mitigate stormwater pollution prior to completion of the project(s) include:</p> <p>(1) Land disturbing activity that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site.</p> <p>(2) Redevelopment project that result in an alteration to more than 50 percent of impervious surfaces of an existing development which had not been subject to post-construction stormwater quality control requirements at the time of the previous development shall be required to mitigate the entire project site.</p> <p>(3) Redevelopment project that result in an alteration of less than 50 percent of impervious surfaces of an existing development which had not been subject to post-construction stormwater quality control requirements at the time of the previous development shall be required to mitigate only the alteration and shall not be required to mitigate the entire project site.</p> <p>(Ord. No. 4185, § 1, 6-2-2014)</p> <p>Under Article II (Construction Standards) Section 74-31 (Construction Codes Adopted) the City adopts the following:</p> <p>a. the California Energy Code, 2022 Edition, as published by the International Code Council; the California Reference Standards Code, 2022 Edition, as published by the International Code Council (Ord. No. 4095, § 2, 12-3-2007; Ord. No. 4141, § 2, 1-10-2011; Ord. No. 4186, § 1, 6-16-2014; Ord. No. 4231, § 2, 1-9-2017; Ord. No. 4277, § 2, 12-16-2019; Ord. No. 4326, § 2, 12-19-2022)</p> <p>Under Section 74-315 (Project Performance Criteria) projecting meeting the above criteria must apply the following:</p> <p>All development projects that fit the project criteria listed above in section 74-331 of this article shall control pollutants, pollutant loads, and runoff volume by retaining the stormwater quality design volume (SWQDV) (as defined in definitions) on-site through:</p> <p>(1) Minimizing the impervious surface area; and</p> <p>(2) Controlling runoff from impervious surfaces through infiltration, bioretention and/or rainfall harvest and use. (Ord. No. 4185, § 1, 6-2-2014)</p>	
Rosemead	<p>Resource Management Element:</p> <p>Goal 3: Manage the use of and protect water resources that provide supplies to Rosemead residents and businesses.</p> <p>Policy 3.1: Work with water suppliers to ensure that adequate water resources continue to be available to meet the needs of residents and business.</p>	<p>Municipal codes related to utilities and service systems relevant to the Plan Area can be found under Chapter 13.16 (Storm Water Management) Section 13.16.030 (Control of Urban Runoff), Chapter 15.24 (Energy Code) Section 15.24.010 (California Energy Code Adopted), Chapter 13.12 (Sewage and Industrial Waste).</p> <p>The following standards are required:</p> <p>B. New Development, Redevelopment and Construction.</p>	No other applicable plans, policies, or ordinances were identified



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 3.2: Promote water conservation measures, reduce urban runoff, and prevent groundwater pollution associated with development projects, property maintenance, City operations, and all activities requiring City approval.</p> <p>Policy 3.3: Work with local, regional, and State agencies to maintain and improve the quality of local groundwater and to provide a cost-effective and equitable means of reducing urban runoff.</p> <p>Goal 3 Implementation Measures:</p> <p>Policy 3.4: Adopt and enforce regulations and engage in educational efforts to eliminate groundwater and urban runoff pollution.</p> <p>Action 3.1: Actively support and partner with other agencies regarding the development and implementation of viable water management programs to enhance water supply reliability.</p> <p>Action 3.2: Enforce regulations and guidelines and update them as needed to meet the specific needs in the planning area to manage stormwater flows. This may include requirements for on-site detention or retention that implement the NPDES program, enhance groundwater recharge, complement regional flood control facilities, and address applicable community design policies.</p> <p>Action 3.3: Adopt a water pollution control ordinance or policy to regulate urban runoff discharges to the storm drain system in coordination with regional efforts.</p> <p>Policy 3.5: Take steps to use reclaimed water whenever and wherever possible in both public and private facilities.</p> <p>Action 3.4: Participate in developing and implementing a public information program regarding the appropriate use of herbicides and fertilizers to limit pollutants entering the storm drain system. Action 3.5: Consider adopting a comprehensive water conservation strategy. The strategy may include, but not be limited to, imposing restrictions on the time of watering, requiring water efficient irrigation equipment, and requiring new construction to offset demand so that there is no net increase in water use. Action 3.6: Consider adopting water-efficient landscape ordinances</p> <p>Goal 4: Effective contributions to regional efforts to improve air quality and conserve energy.</p> <p>Policy 4.4: Encourage energy conservation efforts and the incorporation of energy-saving designs and features into new and refurbished buildings.</p> <p>Policy 4.5: Encourage public employees to follow energy conservation procedures.</p> <p>Public Safety Element:</p> <p>Goal 4: Effectively adapt to and increase the community’s resilience to climate change impacts.</p> <p>Policy 4.8: Incorporate resiliency measures and adaptation strategies into capital improvement planning and other investment decisions.</p> <p>a. Pursue resiliency measures which may include but are not limited to green infrastructure that reduces flooding, adaptation of stormwater systems, and tree planting for increased shade.</p> <p>b. Locate, when feasible, essential public facilities outside of at-risk areas, or identify construction methods or other methods to minimize damage if these facilities are located in at-risk areas.</p> <p>c. Prioritize investments that protect vulnerable communities.</p>	<p>1. Copies of Documents. All persons engaged in construction activity within the City requiring a state general permit shall have at the construction site available for review</p> <p>2. All persons engaged in construction activity within the City shall implement best management practices to avoid, to the maximum extent practicable, the discharge of pollutants to the municipal separate storm sewer system, in accordance with the city's grading manual, as developed and updated by the City Engineer, and, when applicable, in accordance with a grading plan approved by the City Engineer for such project.</p> <p>3. All applicants for construction projects equal to or greater than one acre and less than five acres shall prepare and submit a stormwater pollution protection plan to the City Engineer for review and approval prior to issuance of any permits.</p> <p>5. Water Quality Management Plan (WQMP). All applicants for new development and redevelopment projects shall submit a WQMP with their project applications to the city. The WQMP shall be submitted to the City Engineer for review and approval and shall comply with all requirements of the city's national pollutant discharge elimination system (NPDES) permit, including applicable standard urban storm water mitigation plan (SUSMP) or other similar plan, developed as a part of or pursuant to the city's NPDES permit and any applicable SUSMP or other similar plan.</p> <p>9. Development Construction Requirements.</p> <p>a. Runoff from construction activity at all construction sites shall meet the following minimum requirements:</p> <p>(1) Sediments generated on the project site shall be retained using adequate treatment control or structural best management practices (BMPs);</p> <p>(2) Construction-related materials, wastes, spills, or residues shall be retained at the project site to avoid discharge to streets, drainage facilities, receiving waters, or adjacent properties by wind or runoff;</p> <p>(3) Non-storm water runoff from equipment and vehicle washing and any other activity shall be contained at the project site; and</p> <p>(4) Erosion from slopes and channels shall be controlled by implementing an effective combination of BMPs (as approved in Regional Board Resolution No. 99-03), such as the limiting of grading scheduled during the wet season; inspecting graded areas during rain events; planting and maintenance of vegetation on slopes; and covering erosion susceptible slopes. (Ord. 825 § 2 (part), 2003)</p> <p>Under Chapter 13.08 (Water-Efficient Landscapes) Section 13.08.030 (Applicability) the following project must adhere to the water efficient landscaping ordinance:</p> <p>A. Beginning February 1, 2016, and consistent with Executive Order No. B-29-15, this Chapter applies to the following landscape projects:</p> <p>1. New landscape projects with an aggregate landscape area equal to or greater than five hundred (500) square feet, requiring a building or landscape permit, plan check or design review;</p> <p>2. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than two thousand five hundred (2,500) square feet, requiring a building permit or landscape permit, plan check or design review;</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>3. New or rehabilitated landscape projects with an aggregate landscape area of 2,500 square feet or less may comply with the performance requirements of this section or conform to the prescriptive measures contained in Appendix A of the guidelines.</p> <p>4. New or rehabilitated projects using treated or untreated graywater or rainwater capture on site, any lot or parcels within the project that has less than two thousand five hundred (2,500) square feet of landscape area and meets the lot or parcel's landscape water requirement (Estimated Total Water Use) entirely with the treated or untreated graywater or though stored rainwater capture on site is subject only to Appendix A of the guidelines.</p> <p>B. Section 13.08.060(B) of this chapter regarding waterwaste applies to:</p> <p>1.All landscaped areas, whether installed prior to or after January 1, 2010; and</p> <p>2.All landscaped areas installed after February 1, 2016 to which Section 13.08.030(A) is applicable. (Ord. No. 885, § 2, 12-8-09; Ord. No. 960, § 2, 1-12-16)</p> <p>Under Chapter 15.24 (Energy Code) Section 15.24.010 (California Energy Code Adopted) the following is adopted: A. The 2022 California Energy Code, together with their appendices, which regulate the energy efficient design of newly constructed or altered buildings or structures within the City, provide for the issuance of permits and collection of fees thereof, and provide for penalties for violations thereto, are hereby adopted by reference, and conflicting ordinances are hereby repealed.</p> <p>B. All of the regulations, provisions, conditions, and terms of said codes, together with their appendices, one copy of which will be on file and accessible to the public for inspection at the City Clerk's office, are hereby referred to, adopted and made part of this chapter as if fully set forth in this chapter with the exceptions, deletions, additions, and amendments thereto as set forth in this subchapter. (Ord. No. 991 , § 17, 1-14-20; Ord. No. 992 , § 16, 2-25-20; Ord. No. 1011 , § 15, 12-13-22)</p> <p>Under 13.12.010 - County provisions adopted. Except as hereinafter provided, there is adopted as the "Sanitary Sewer and Industrial Waste Ordinance of the City of Rosemead," Title 20, Division 2 of the Los Angeles County Code, as the same is in full force and effect through and including amendments in Los Angeles County Ordinance No. 89-0101 (July 27, 1989), a copy of which has been deposited in the office of the City Clerk of the City and shall be at all times maintained by the Clerk for use and examination by the public. (Prior code § 8500)</p>	
San Dimas	<p>Conservation Element</p> <p>Goal CN-3: Manage and conserve San Dimas' water resources to maintain a high level of quality and sufficient quantity to its citizens.</p> <p>Objective 3.1: Protect the remaining natural watersheds and ground water with open space systems coordinated with multiple use flood plain management.</p> <p>Implementation Measure: The City shall utilize and promote more efficient water management The City shall consider the use of reclaimed water for irrigation of public areas, such as medians, parkways, golf courses, and selected public landscaped areas.</p> <p>Implementation Measure b: The City -shall support programs to promote natural resources conservation, such as solid waste recycling, water conservation, efficient irrigation systems, drought tolerant planting materials, and soil conservation.</p> <p>Goal Statement L-9: Enhance a unified and high quality visual image for the city</p>	<p>Municipal codes related to utilities and service systems relevant to the Plan Area can be found in Chapter 14.11 (Stormwater Management and Discharge) Section 14.11.050 (Requirements for Existing Properties), Section 14.11.060 (Requirements for Construction Projects), Chapter 14.13 (Low Impact Development) Section 14.13.050 (New Development and Redevelopment Project Provisions Applicability), and Section 14.13.060 (Project Performance Criteria) Chapter 15.60 (Flood Plain Management Code) Section 15.60.150 (Standards for utilities), Chapter 14.08 (County Sanitary sewers and industrial waste ordinance adopted) Section 14.08.010 (County sanitary sewers and industrial waste ordinance adopted—Where filed), Chapter 8.32 (Solid waste handling and disposal) Section 8.32.010 (Adoption of county solid waste ordinance—Copies on file), and Chapter 15.52 (Underground Utility Districts) Section 15.52.050 (Overhead facilities—When prohibited.).</p>	<p>No other applicable plans, policies, or ordinances were identified</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Objective 9.1 Preserve the visual identity and character of existing neighborhoods.</p> <p>Policy 9.1.1 Underground utilities to improve the visual environment.</p>	<p>Under Chapter 14.11 (Stormwater Management and Discharge) Section 14.11.050 (Requirements for Existing Properties) the following applies to existing properties: Any owner or occupant of property within the city shall comply with the following requirements:</p> <p>A. Use of Water. Runoff of water used for irrigation purposes shall be minimized to the maximum extent practicable. In addition, washing down of paved areas is prohibited, unless necessary for health or safety purposes as determined by the director of public works, and is not in violation of any other provision of this code. Runoff of water from the permitted washing down of paved areas shall be minimized to the maximum extent practicable.</p> <p>B. The storage of materials, machinery and equipment, such as motor vehicle parts, containing grease, oil, or other hazardous substances, and unsealed receptacles containing hazardous materials, shall not be in areas susceptible to runoff.</p> <p>C. Any machinery or equipment which is to be repaired in areas susceptible to runoff shall be placed on a pad of absorbent material to contain leaks, spills or small discharges.</p> <p>D. The discharge of gray water to street or storm drains is prohibited. (Ord. 1064 § 4, 1997) Under Section 14.11.060 (Requirements for Construction Projects) the following applies to construction within the City:</p> <p>A. No grading permit shall be issued for developments with disturbed areas of five acres or greater unless the applicant can show that:</p> <ol style="list-style-type: none">1. A notice of intent (NOI) to comply with the state construction activity stormwater permit has been filed, and2. A stormwater pollution prevention plan (SWPPP) has been prepared. <p>B. In addition to any adopted best management practices (BMPs) or other requirements for construction projects adopted by the city, the following requirements shall apply to all projects undergoing construction in the city. The requirements set forth below shall apply at the time of demolition of an existing structure or commencement of construction and until the project receives final occupancy/clearance from the city.</p> <ol style="list-style-type: none">1. Sediment, construction waste and other pollutants from construction sites and parking areas, including runoff from equipment at construction sites, shall be retained on the site to the maximum extent practicable.2. Any sediments or other materials that are not retained on the site shall be removed the same day as they leave the site. Where determined necessary by the director of public works, or a designated representative, a temporary sediment barrier shall be installed.3. On an emergency basis only, plastic covering may be utilized to prevent erosion of an otherwise unprotected area, along with runoff devices to intercept and safely convey the runoff.4. Excavated soil shall be located on the site in a manner that minimizes the amount of sediments running into the street or adjoining properties. Soil piles shall be covered until the soil is either used or removed. <p>Under Chapter 15.60 (Flood Plain Management Code) Section 15.60.150 (Standards for utilities) the following apply:</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>A. All new and replacement water supply and sanitary sewage systems shall be designed to minimize or eliminate infiltration of floodwaters into the system and discharge from system into floodwaters.</p> <p>B. On-site waste disposal system shall be located to avoid impairment to them or contamination from them during flooding.</p> <p>(Ord. 887 § 1(Exh. A), 1988)</p> <p>Chapter 14.08 (County Sanitary sewers and industrial waste ordinance adopted) Section 14.08.010 (County sanitary sewers and industrial waste ordinance adopted—Where filed)</p> <p>A. Except as otherwise amended in this chapter and Chapter 14.12, Ordinance No. 89-0101 of the county, entitled "Los Angeles County Sanitary Sewers and Industrial Waste Ordinance," which is published by the county, and as codified in Title 20, Division 2 of the Los Angeles County Code, as amended through June 30, 2009, is adopted as the San Dimas Sanitary Sewers and Industrial Waste Ordinance.</p> <p>B. Three copies of the county ordinance effective through June 20, 2009, are on deposit in the office of the city clerk and shall be at all times maintained by the city clerk for use and examination by the public.</p> <p>C. References contained in this chapter to section numbers and amendments to the county Sanitary Sewer and Industrial Waste Ordinance are declared to be references to the section numbers contained in the Los Angeles County Code.</p> <p>(Ord. 953 § 1, 1991; Ord. 1192 § 1, 2010)</p> <p>Under Chapter 14.12 (Sewer fees) Section 14.12.030 (Connection fees—Generally) To establish appropriate provisions for the construction and expansion of the sanitary sewer system of the city and to be assured that the cost of such construction and expansion is borne by those who receive the benefits thereof, there are established connection charges for all connections made to the sanitary sewer system of the city in accordance with the following schedule:</p> <p>H. For uses not otherwise classified, a charge on the same basis as provided for commercial buildings in subsection B of this section; provided, that where vacant property is proposed to be connected to the city sewerage system, the connection charge shall be an amount equal to twelve dollars per front foot of such lot or parcel computed in accordance with the provisions of the sanitary sewers and industrial waste ordinance adopted by Section 14.08.010;</p> <p>Under Chapter 8.32 (Solid waste handling and disposal) Section 8.32.010 (Adoption of county solid waste ordinance—Copies on file)</p> <p>Except as herein provided, that certain solid waste ordinance known and designated as Ordinance No. 11,886 of the county of Los Angeles entitled Solid Waste Ordinance of the County of Los Angeles, as adopted and in effect on April 13, 1979, is adopted be reference and incorporated as fully as if set out at length herein, and shall, in conjunction with other applicable ordinances of the city of San Dimas, be the solid waste ordinance of the city, establishing minimum standards for solid waste handling and disposal. Three copies of said ordinance have been deposited in the office of the city clerk and shall be maintained at all times by the clerk for use and examination by the public.</p> <p>(Ord. 690 § 1, 1980)</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>Under Chapter 15.52 (Underground Utility Districts) Section 15.52.050 (Overhead facilities—When prohibited.) the following apply:</p> <p>Whenever the council creates an underground utility district and orders the removal of poles, overhead wires and associated overhead structures therein as provided in Section 15.52.040, it shall be unlawful for any person or utility to erect, construct, place, keep, maintain, continue, employ or operate poles, overhead wires and associated overhead structures in the district after the date when such overhead facilities are required to be removed by such resolution, except as such overhead facilities may be required to furnish service to an owner or occupant of property prior to the performance by such owner or occupant of the underground work necessary for such owner or occupant to continue to receive utility service as provided in Section 15.52.090, and for such reasonable time required to remove such facilities after such work has been performed, and except as otherwise provided in this chapter.</p> <p>(Prior code § 17B-5)</p>	
San Gabriel	<p>Community Design Element:</p> <p>Target 5.7.3 Reduce the generation of solid wastes, including hazardous waste and recycle those materials that are used, to slow the filling of local and regional landfills, in accordance with the California Integrated Waste Management Act of 1989.</p> <p>Action 5.7.3.2 Encourage builders to incorporate interior and exterior storage areas at new or remodeled public and private development projects to make recycling activities more convenient.</p> <p>Goal 10.4 Design the necessary features of urban life so that they contribute to the community rather than detract from it.</p> <p>Target 10.4.1. Require that all new utilities be placed underground unless impractical or cost prohibitive, in which case a fee shall be paid to a Citywide fund to pay for future undergrounding of utility lines.</p> <p>Target 10.4.2. Require that all new developments screen utility structures with a combination of landscaping, berming, walls, screens, or other features designed to blend with the architecture and landscape amenities of the site. For the purposes of this target, utility structures include utility boxes, traffic signal controllers, cable television boxes, Edison transformer boxes and vaults.</p> <p>Environmental Resources Element:</p> <p>Goal 8.4 Encourage the conservation and protection of water quality within San Gabriel.</p> <p>Target 8.4.5 Encourage property owners to use paving surfaces that reduce the amount of urban storm water runoff.</p>	<p>Municipal codes related to utilities and service systems relevant to the Plan Area can be found in Chapter 35 (Taxation) Section 35.082 (Electricity Users Tax) and Section 35.084 (Water Users Tax), Chapter 50 (Solid Waste Collection and Recycling) Section 50.036 (Construction and Demolition Waste Recycling Program Effective Threshold for Covered Projects), Chapter 52 (Water gas and other utilities) Section 52.52 (Authority of Council to Designated) Chapter 53 (Stormwater and Urban Runoff Pollution Prevention) Section 53.10 (Control of Pollutants From State Permitted Construction Activities), Section 53.11 (Control of Pollutants from Other Construction Activities), Section 53.12 (Control of Pollutants from New Development/Redevelopment Projects), Section 53.19 (Low Impact Development Standards), Section 153.132 (Stormwater Runoff), Chapter 150 (Building Regulations) Section 150.001, Section 150.200 (Existing Landscapes), Chapter 153 (Zoning Code) Section 153.534 (Landscape Design Principles) Section 35.082 (Electricity Users Tax)</p> <p>(A) There is hereby imposed a tax upon every person using electricity in the city. The tax imposed by this section shall be at the rate of 8% of the charges made for such electricity, and for any supplemental services or other associated activities directly related to and/or necessary for the provision of electricity to the service user, which are provided by a service supplier or non-utility service supplier to a service user. The tax shall be collected from the service user by the service supplier or non-utility service supplier, or its billing agent.</p> <p>Section 35.084 (Water Users Tax)</p> <p>(A) There is hereby imposed a tax upon every person using water in the city which is delivered through a pipeline distribution system. The tax imposed by this section shall be at the rate of 8% of the charges made for such water and shall be collected from the service user by the water service supplier, or its billing agent.</p> <p>(‘65 Code, § 3-6.505) (Ord. 390-C.S., passed - - ; Am. Ord. Measure A, passed -- ; Am. Ord. 578, passed 11-4-08)</p> <p>Under Chapter 50 (Solid Waste Collection and Recycling) Section 50.036 (Construction and Demolition Waste Recycling Program Effective Threshold for Covered Projects) the following apply:</p> <p>(A) All projects within the city shall be considered covered projects and shall meet the diversion requirement and comply with all provisions of this chapter. For the purposes of determining whether a project meets the foregoing thresholds, all phases</p>	No other applicable plans, policies, or ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>of a project and all related projects taking place on a single or adjoining parcel, as determined by the compliance official, shall be deemed a single project.</p> <p>(B) All projects undertaken by the city shall be considered covered projects and shall meet the diversion requirement and comply with all provisions of this chapter. The city or its designee shall submit a Waste Management Plan (WMP) to the compliance official prior to beginning any construction or demolition activities and shall be subject to all applicable provisions of this chapter.</p> <p>(C) Demolition-only projects within the city shall be considered covered projects and shall comply with this chapter.</p> <p>(Ord. 680, passed 11-2-21)</p> <p>Under Chapter 52 (Section 52.52 Authority of Council to Designate Underground Utility Districts) the following apply:</p> <p>If, after any such public hearing, the Council finds that the public necessity, health, safety, or welfare requires such removal and such underground installation within a designated area, the Council shall, by resolution, declare such designated area an Underground Utility District and order such removal and underground installation. Such resolution shall include a description of the area comprising such district and shall fix the time within which the removal and underground installation shall be accomplished and within which affected property owners shall be ready to receive underground service. A reasonable time shall be allowed for the removal and underground installation, having due regard for the availability of labor, materials, and equipment necessary for the removal and for the installation of the underground facilities as may be occasioned thereby.</p> <p>('65 Code, § 6-8.303) (Ord. 50-C.S., passed - -)</p> <p>Under Chapter 53 (Stormwater and Urban Runoff Pollution Prevention) Section 53.10 (Control of Pollutants From State Permitted Construction Activities) state permitted construction activities must adhere to the following:</p> <p>(A) No person shall be granted a grading permit or shall commence or continue any construction activity that is subject to a General Construction Activity Stormwater NPDES permit without showing proof of having applied for such permit.</p> <p>(B) Any person engaged in a construction activity requiring an NPDES General Construction Activity Stormwater NPDES permit construction permit shall retain at the construction site the following documents:</p> <p>(1) A copy of the Notice of Intent to Comply with Terms of the General Permit to Discharge Water Associated with Construction Activity;</p> <p>(2) A waste discharge identification number issued by the SWRCB;</p> <p>(3) A Stormwater Pollution Prevention Plan and Monitoring Program Plan for the construction activity requiring the construction permit; and</p> <p>(4) Records of all inspections, compliance and non-compliance reports, evidence of self-inspection and good housekeeping practices.</p> <p>(C) Any person engaged in a construction activity in the city requiring an NPDES General Construction Stormwater Activity permit shall, upon reasonable request from a duly authorized officer of the city, provide any of the documents specified in paragraph (B) of this section and shall retain said documents for at least three years after completion of construction.</p> <p>(Ord. 530-C.S., passed 8-20-02)</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>Under Section 53.11 (Control of Pollutants from Other Construction Activities) all other projects must adhere to the following:</p> <p>Any person engaged in a construction activity that is not subject to the General Construction Stormwater Activity NPDES permit but is subject to the municipal NPDES permit, shall be required to comply with requirements contained therein as specified in the city's Stormwater Quality Management Program, including any revisions made thereto.</p> <p>(Ord. 530-C.S., passed 8-20-02)</p> <p>Under Section 53.12 (Control of Pollutants from New Development/Redevelopment Projects) new development/redevelopment projects must adhere to the following:</p> <p>(A) Prior to the construction of a new development or redevelopment project, the subject project shall be evaluated for its potential to discharge pollutants to the MS4, based on its intended land use and other considerations. Such evaluation shall be conducted in accordance with development planning requirements established by the Regional Board or its Executive Officer, pursuant to the municipal NPDES permit, as specified in the city's Stormwater Quality Management Program, including any revisions made thereto.</p> <p>(B) Once a development or redevelopment project has been evaluated for its potential to discharge pollutants to the MS4, the city shall require appropriate BMPs to be installed during construction for implementation following project completion. The prescription of such BMPs shall be in keeping with development planning requirements established by the Regional Board or its Executive Officer, pursuant to the municipal NPDES permit, as described more particularly in the city's Stormwater Quality Management Program.</p> <p>(Ord. 530-C.S., passed 8-20-02)</p> <p>Section 53.19 (Low Impact Development Standards) details the adoption of low impact development standards:</p> <p>(A) Title. This section shall be known as the low impact development ordinance of the City of San Gabriel.</p> <p>(B) Adoptions by reference.</p> <p>(1) Except as amended in the divisions below, Chapter 12.84 of the Los Angeles County Code, which is entitled "Low Impact Development Standards," is hereby incorporated in its entirety by reference and expressly incorporated herein. Chapter 12.84 of the Los Angeles County Code is hereby made a part of this section as if, for all intents and purposes, fully set forth in this section. This adoption by reference shall include any subsequent amendments to Chapter 12.84 unless otherwise modified in this section.</p> <p>(2) A certified copy of Chapter 12.84 of the Los Angeles County Code is on file in the office of the City Clerk for public record and inspection.</p> <p>(3) If there is any inconsistency between any provisions of Chapter 12.84 of the Los Angeles County Code and other provisions of this municipal code, such other provisions of this municipal code shall prevail.</p> <p>(C) Amendments. Chapter 12.84 of the Los Angeles County Code is hereby amended as follows:</p> <p>(1) Section 12.84.420 of Chapter 12.84 of the Los Angeles County Code is hereby amended to amend the following definitions:</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>COUNTY. The City of San Gabriel.</p> <p>DEVELOPMENT. Any construction, rehabilitation, redevelopment or reconstruction of any public or private residential project (whether single-family, multi-unit or planned unit development); industrial, commercial, retail and other non-residential projects, including public agency projects; or mass grading for future construction. It does not include routine maintenance to maintain original line and grade, hydraulic capacity, or original purpose of facility, nor does it include emergency construction activities required to immediately protect public health and safety.</p> <p>PUBLIC WORKS. The City of San Gabriel Department of Public Works.</p> <p>REDEVELOPMENT. Land-disturbing activity that results in the creation, addition, or replacement of 5,000 square feet or more of impervious surface area on an already developed site. REDEVELOPMENT includes, but is not limited to: the expansion of a building footprint, addition or replacement of a structure, replacement of impervious surface area that is not part of a routine maintenance activity, and land disturbing activities related to structural or impervious surfaces. It does not include routine maintenance to maintain original line and grade, hydraulic capacity, or original purpose of facility, nor does it include emergency construction activities required to immediately protect public health and safety.</p> <p>REGIONAL BOARD. The California Regional Water Quality Control Board, Los Angeles Region.</p> <p>(2) Section 12.84.430.E.2 of Chapter 12.84 of the Los Angeles County Code is hereby amended to amend to read as follows:</p> <p>"2. Any development project for which a complete discretionary or nondiscretionary permit application was filed with the City of San Gabriel prior to June 28, 2015."</p> <p>(3) Section 12.84.440.B of Chapter 12.84 of the Los Angeles County Code is hereby amended to read as follows:</p> <p>"B. Low impact development plans shall be submitted in accordance with the Low Impact Development Standards Manual issued by the County of Los Angeles Department of Public Works, a copy of which shall be located in the San Gabriel Public Works Department."</p> <p>(D) Responsibility for administration. This chapter shall be administered by the Director of Public Works of the City of San Gabriel.</p> <p>(Ord. 624-C.S., passed 12-1-15)</p> <p>Section 153.132 (Stormwater Runoff) lists general standards for stormwater runoff:</p> <p>(A) Site drainage. The site drainage and stormwater runoff shall comply with stormwater runoff regulations and National Pollution Discharge Elimination Systems (NPDES) requirements and Chapter 53, Stormwater and Urban Runoff Pollution Prevention, of the San Gabriel Municipal Code. Where feasible, drainage shall be retained on site and directed toward landscaped areas.</p> <p>(B) Best management practices. BMPs shall incorporate numeric design criteria to infiltrate, filter, or treat storm water runoff. Design criteria are provided in the NPDES permit. BMPs include but are not limited to bioretention facilities: catch basin inserts: cisterns: constructed wetlands: dry wells: extended/dry detention basins or underground detention tanks: infiltration basins: infiltration trenches: media filtration: porous pavement: storm drain inserts: vegetated filter strips: vegetated swales; and wet ponds.</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>(Ord. 608-C.S., passed 5-10-14)</p> <p>Under Chapter 150 (Building Regulations) Section 150.001 the City adopts the 2022 Edition, California Energy Code, including Appendix Dchapter 1-A, and 2022 Edition, California Green Building Standards Code. ('65 Code, § 8-1.01) (Ord. 457-C.S., passed 11-21-95; Am. Ord. 500-C.S., passed 6-3-99; Am. Ord. 532- C.S., passed 10-15-02; Am. Ord. 575-C.S., passed 11-20-07; Am. Ord. 587 C.S., passed 12-7-10; Am. Ord. 607-C.S., passed 11-19-13; Am. Ord. 630-C.S., passed 12-6-16; Am. Ord. 655, passed 11-19-19; Am. Ord. 686, passed 11-15-22)</p> <p>Under Chapter 150 (Building Regulations) Section 150.200 (Existing Landscapes) the following apply to water-efficient landscape requirements:</p> <p>(A) Water waste resulting from inefficient landscape irrigation leading to excessive runoff, low head drainage, overspray, and other similar conditions where water flows onto structures is prohibited.</p> <p>(B) All landscape areas, whether installed pursuant to this subchapter or not, shall be maintained in a healthful and sound condition. Irrigation systems and their components shall be maintained in a fully functional manner consistent with the originally approved design and the provisions of this subchapter.</p> <p>(C) Landscapes shall be maintained to ensure water-efficiency. A regular maintenance schedule should include, but not be limited to, checking, adjusting and repairing irrigation equipment; resetting the automatic controller; aerating and dethatching turf areas; replenishing mulch; fertilizing; pruning; and weeding in all landscaped areas.</p> <p>('65 Code, § 7-9.04) (Ord. 414-C.S., passed - -) Penalty, see § 10.99</p> <p>Under Chapter 153 (Zoning Code) Section 153.534 (Landscape Design Principles) the following apply:</p> <p>(F) Use of native and drought resistant plants. Landscape designs shall feature native and/or related plant species, especially in areas adjacent to existing native vegetation, to take advantage of the unique natural character and diversity of the San Gabriel Valley and the adaptability of native plants to local environmental conditions. Where feasible, the re-establishment of native habitats should be incorporated into the landscape design. In the same manner, landscape designs shall utilize drought tolerant plant materials to the maximum extent feasible. The use of drought-tolerant plants should enrich the existing landscape character, conserve water and energy, and provide a pleasant and varied visual appearance as well as habitat for local wildlife. (Ord. 601-C.S., passed 3-4-14; Am. Ord. 622-C.S., passed 11-17-15)</p>	
San Marino	<p>Land Use Element:</p> <p>General Goal 6. Accommodate future needs for municipal facilities.</p> <p>Community Services Chapter:</p> <p>Objective CS.22 Identify opportunities to co-locate telecommunications and technology equipment.</p> <p>Policy: Encourage the placement of cable, utility and any other telecommunications and technology equipment to share locations both above and below ground.</p> <p>Objective CS.25 Ensure that utility poles and facilities are operational, safe and aesthetically pleasing.</p> <p>Natural Resources Chapter:</p>	<p>Municipal codes related to utilities and service systems relevant to the Plan Area can be found in Chapter 22.06 (Department of Community Development- Duties) Chapter 22.06.07: (Grading Plan and Compliance With Stormwater Management, Section 23.16.18 (Stormwater Management and Rainwater Retention), Article 16 (Water Efficient Landscaping) Section 23.16.21 (Water Waste Prevention) Article 03 (Utility User Tax) 26.03.09: (Water User Tax), section 26.03.06 (Electricity User Tax), Article 06 (Connection to public sewers) Section 16.06.01 (Required Connection to Public Sewers) and Section 16.06.02 (Sewer Connection Charges), Article 9 (Construction and Demolition Debris) Section 09.07.06 (Waste Management Plan Requirement)</p> <p>Under Article 22.06 (Department of Community Development- Duties) Chapter 22.06.07: (Grading Plan and Compliance With Stormwater Management) the following apply:</p>	No other applicable plans, policies, or ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Preserve Lacy Park as open space.</p> <p>Objective NR.1 Maintain the park’s infrastructure and ensure that it meets the needs of residents.</p> <p>Policies: Upgrade restroom facilities.</p> <p>Maintain patron conveniences, such as drinking fountains, tables, and benches.</p> <p>Objective NR.2 Sustain turf areas within the park while conserving water resources.</p> <p>Policies: Take advantage of latest irrigation technology where appropriate.</p> <p>Set irrigation systems to water during periods when evaporation is likely to be minimal.</p> <p>Upgrade and maintain an adequate drainage system.</p> <p>Objective NR.13 Comply with National Pollutant Discharge Elimination System (NPDES).</p> <p>Policies: Detect and eliminate illegal discharges and illicit disposal practices.</p> <p>Control pollutants in surface run-off as appropriate.</p> <p>Implement a public information campaign regarding illegal dumping.</p> <p>Enhance public awareness about the catch basin and storm drain system and the impact of illegal dumping on the environment.</p> <p><i>Water</i></p> <p>Goals</p> <ol style="list-style-type: none">1. Maintain a high level of water quality.2. Conserve water resources.3. Provide adequate water supply to residents, businesses and public agencies. <p>Objective NR.18 Comply with requirements of the urban water management plan adopted by the water agency.</p> <p>Objective NR.19 Coordinate efforts with the water agency to support supply, production and distribution to San Marino residents and businesses, and public agencies.</p> <p>Objective NR.20 Educate the community regarding water resources.</p> <p>Policies:</p> <ul style="list-style-type: none">– Encourage water conservation measures.– Support partnerships between San Marino water providers and those of neighboring agencies and other water districts. <p>Objective NR.21 Adopt water conservation measures for City facilities.</p> <p>Policies:</p> <ul style="list-style-type: none">– Retrofit City facilities as reasonable to conserve water. <p>Utilize current water conservation technology in irrigation systems.</p>	<p>A. There shall be filed with each urban lot split subdivision a grading plan showing graded building site elevations and grading proposed for the creation of building sites or for construction or installation of improvements to serve the subdivision. The grading plan, together with the original topography contours, may be shown on an exhibit to the urban lot split map. The grading plan shall indicate approximate earthwork volumes of proposed excavation and filling operations. In the event no grading is proposed, a statement to that effect shall be placed on the urban lot split map. In no event shall grading pursuant to an application submitted under this chapter exceed fifty (50) cubic yards. The grading plan shall comply with Section 25.16.01.</p> <p>B. Applicant shall comply with Section 14.12.01 and 25.16.01 related to compliance with the City’s MS4 Water Quality Permit. (Ord. O-21-1385, 12-15-2021; amd. Ord. O-21-1386, 1-12-2022)</p> <p>Under Article 16 (Water Efficient Landscaping) Section 23.16.18 (Stormwater Management and Rainwater Retention):</p> <p>A. Stormwater management practices minimize runoff and increase infiltration which recharges groundwater and improves water quality. Implementing stormwater best management practices into the landscape and grading design plans to minimize runoff and to increase on site rainwater retention and infiltration are encouraged.</p> <p>B. Project applicants shall refer to the city or regional water quality control board for information on any applicable stormwater technical requirements.</p> <p>C. All planted landscape areas are required to have friable soil to maximize water retention and infiltration.</p> <p>D. It is strongly recommended that landscape areas be designed for capture and infiltration capacity that is sufficient to prevent runoff from impervious surfaces (i.e., roof and paved areas) from either: 1) the one inch (1"), 24-hour rain event or 2) the eighty fifth percentile, 24-hour rain event, and/or additional capacity as required by any applicable local, regional, state or federal regulation.</p> <p>E. It is recommended that stormwater projects incorporate any of the following elements to improve on site stormwater and dry weather runoff capture and use:</p> <ol style="list-style-type: none">1. Grade impervious surfaces, such as driveways, during construction to drain to vegetated areas.2. Minimize the area of impervious surfaces such as paved areas, roof and concrete driveways.3. Incorporate pervious or porous surfaces (e.g., gravel, permeable pavers or blocks, pervious or porous concrete) that minimize runoff.4. Direct runoff from paved surfaces and roof areas into planting beds or landscaped areas to maximize site water capture and reuse.5. Incorporate rain gardens, cisterns, and other rain harvesting or catchment systems.6. Incorporate infiltration beds, swales, basins and dry wells to capture stormwater and dry weather runoff and increase percolation into the soil.7. Consider constructed wetlands and ponds that retain water, equalize excess flow, and filter pollutants. (Ord. O-16-1308, 12-14-2016) <p>Under Article 16 (Water Efficient Landscaping) Section 23.16.21 (Water Waste Prevention) the following apply:</p> <p>A. Water waste is prohibited per chapter XIV, article 16 of this code.</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>B. Runoff shall not leave the target landscape due to low head drainage, overspray, or other similar conditions where water flows onto adjacent property, nonirrigated areas, walks, roadways, parking lots, or structures.</p> <p>C. Restrictions regarding overspray and runoff may be modified if:</p> <ol style="list-style-type: none">1. The landscape area is adjacent to permeable surfacing and no runoff occurs; or2. The adjacent nonpermeable surfaces are designed and constructed to drain entirely to landscaping. (Ord. 0-16-1308, 12-14-2016) <p>Under Article 03 (Utility User Tax) section 26.03.06 (Electricity User Tax) the following apply:</p> <p>A. There is hereby imposed a tax upon every person using electricity in the city. The tax imposed by this section shall be at the rate of five percent (5%) of the charges made for such electricity, and for any supplemental services or other associated activities directly related to and/or necessary for the provision of electricity to the service user, which are provided by a service supplier or nonutility service supplier to a service user. The tax shall be collected from the service user by the service supplier or nonutility service supplier, or its billing agent.</p> <p>Under Article 03 (Utility User Tax) 26.03.09: (Water User Tax) the following apply</p> <p>A. There is imposed a tax upon every person using water in the city which is transported and delivered through a pipeline distribution system. The tax imposed by this section shall be at the rate of five percent (5%) of the charges made for such water.</p> <p>Under Article 06 (Connection to public sewers) Section 16.06.01 (Required Connection to Public Sewers) and Section 16.06.02 (Sewer Connection Charges) the following apply:</p> <p>Whenever the director of public works shall declare a sewer line available for connection, no person shall construct or enlarge or pump out a new or existing cesspool with regard to any property in the city; provided, however, that any person dissatisfied with such director's decision or failure to decide thereon may request a decision thereon by the city council. In the event the decision of such director or council finds the availability of a sewer line, then such person shall forthwith connect to such available sewer line. (1954 Code §19.42; amd. 1994 Code)</p> <p>Section 16.06.02 (Sewer Connection Charges)</p> <p>Any person who desires to or is obliged to connect to any sewer installed at city in any place in the city shall pay a sewer connection charge to the city as set by city council resolution. (Ord. 0-07-1191, 10-10-2007)</p> <p>Under Article 9 (Construction and Demolition Debris) Section 09.07.06 (Waste Management Plan Requirement)</p> <p>All applicants for covered projects shall complete and submit a waste management plan as part of the application packet for a permit issued for a covered project. The waste management plan shall include the following information with any volume to weight conversion rate calculations, and shall be attested by the applicant, under penalty of perjury, as true and correct for all stated facts and as a best estimate based on all information reasonably available about the project, where all of the facts cannot be ascertained:</p> <p>A. The estimated volume or weight of construction and demolition debris;</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>B. The estimated volume or weight of construction and demolition debris that will be diverted;</p> <p>C. The estimated volume or weight of construction and demolition debris that will be landfilled as solid waste;</p> <p>D. The identification of the hauler(s), vendor(s), and facility(ies) that will collect or receive the diverted and landfilled construction or demolition debris or that will deconstruct the structure; and</p> <p>E. The estimated dates on which demolition or construction is to commence and conclude. (Ord. 0-05-1181, 9-14-2005)</p>	
South El Monte	<p>Land Use Element:</p> <p>Policy 6.3 Promote vigorous enforcement of City codes, including building, zoning, and health and safety, to promote property maintenance.</p> <p>Resources Element:</p> <p>Goal 3.0 Ensure that City residents and businesses are provided with a reliable: safe domestic water source.</p> <p>Policy 3.1 Continue to participate in the National Pollution Discharge Elimination Systems (NPDES) program under the direction of the Los Angeles County Department of Public Works.</p> <p>Policy 3.2 Support Federal government efforts to reduce contamination within the San Gabriel groundwater basin.</p> <p>Goal 4.0 Achieve broad based participation in water conservation programs.</p> <p>Policy 4.1 Provide residents and businesses with information about landscaping and irrigation systems that reduce water use.</p> <p>Policy 4.2 Establish regulations that require new developments to incorporate water-saving plumbing fixtures.</p> <p>Goal 6.0 Control and reduce the amount of waste generated in the City.</p>	<p>Municipal codes related to utilities and service systems relevant to the Plan Area can be found in Chapter 8.44 (Stormwater Management and Discharge Control) Section 8.44.030 (Purpose and intent), Chapter 13.04 (Sanitary Sewer and Industrial Waste Ordinance Adopted) Section 13.04.010 (Adoption of county sanitary sewer and industrial waste ordinance) Under Chapter 13.12 (Solid Waste Handling and Recycling Services) 13.12.710 (General requirements), Chapter 15.26 Undergrounding of Utilities Section 15.26.010 (Underground requirements), Chapter 15.12 Green Building Standards Code) Section 15.12.010 (Los Angeles County Code, Title 31, Green Building Standards Code adopted)</p> <p>Under Chapter 8.44 (Stormwater Management and Discharge Control) Section 8.44.030 (Purpose and intent) the following apply:</p> <p>A. The purpose of this chapter is to ensure the future health, safety and general welfare of the citizens of the city and the water quality of the receiving waters of the County of Los Angeles and surrounding coastal areas by:</p> <ol style="list-style-type: none">1. Reducing pollutants in stormwater discharges to the maximum extent practicable;2. Regulating illicit connections and illicit discharges and reducing the level of contamination of stormwater and urban runoff in the municipal stormwater system; and3. Regulating nonstormwater discharges to the municipal stormwater system. <p>B. The intent of this chapter is to protect and enhance the quality of watercourses, water bodies, and wetlands within the city in a manner consistent with the Federal Clean Water Act, the California Porter-Cologne Water Quality Control Act and the municipal NPDES permit.</p> <p>C. This chapter is also intended to provide the city with the legal authority necessary to control discharges to and from those portions of the municipal stormwater system over which it has jurisdiction as required by the municipal NPDES permit, and fully and timely comply with the terms of the municipal NPDES permit while the watershed management program is being developed by the permittees under the municipal NPDES permit, and in contemplation of the subsequent amendment of this chapter or adoption by the city of additional provisions of this chapter to implement the subsequently adopted watershed management program, or other programs developed under the municipal NPDES permit.</p> <p>D. This chapter also sets forth requirements for the construction and operation of certain commercial development, new development and redevelopment and other projects (as further defined herein) which are intended to ensure compliance with the stormwater mitigation measures prescribed in the current MS4 permit. This chapter</p>	No other applicable plans, policies, or ordinances were identified



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		<p>authorizes the director to define and adopt applicable best management practices and other stormwater pollution control measures, as provided herein, to carry out all inspections including entering entities discharging to the MS4, conduct surveillance, conduct monitoring, cite infractions and to impose fines pursuant to this chapter. Except as otherwise provided herein, the director shall administer, implement and enforce the provisions of this section.</p> <p>E. The city council shall approve and enter into interagency agreements as deemed necessary by the city council to control the contribution of pollutants of the shared MS4. (Ord. 1182 §1, 2014)</p> <p>Under Chapter 13.04 (Sanitary Sewer and Industrial Wate Ordinance Adopted) Section 13.04.010 (Adoption of county sanitary sewer and industrial waste ordinance) the following apply:</p> <p>A. Title 10, Utilities, Division 2, Sanitary Sewers and Industrial Waste, of the Los Angeles County Code, as amended and in effect on July 27, 1989, except as amended in this chapter, is adopted by reference as the sanitary sewers and industrial waste ordinance of the city.</p> <p>B. A copy of Title 20, Division 2, as amended, of the Los Angeles County Code, has been deposited with the city clerk and shall at all times be maintained by the city clerk for use and examination by the public. (Ord. 881 §1, 1990; prior code §8-2-1)</p> <p>Under Chapter 13.12 (Solid Waste Handling and Recycling Services) 13.12.710 (General requirements).</p> <p>Construction and demolition debris generated within the city shall be recycled to the greatest extent feasible to comply with state-mandated waste diversion requirements. (Ord. 1019, 1999)</p> <p>Under Chapter 15.26 Undergrounding of Utilities Section 15.26.010 (Underground requirements) the following apply:</p> <p>All electrical distribution lines of sixteen thousand volts or less, telephone, cable television and similar wires or cables, which provide direct service to any building constructed after the effective date of the ordinance codified in this chapter shall be installed underground. (Ord. 820 §1, 1988)</p> <p>Under Chapter 15.12 Green Building Standards Code) Section 15.12.010 (Los Angeles County Code, Title 31, Green Building Standards Code adopted) the following apply:</p> <p>Los Angeles County Green Building Standards Code, Chapters 2 through 8, Title 31, the Los Angeles County Green Building Code, as amended and in effect on or before January 1, 2023, adopting the 2022 California Green Building Standards Code, except as otherwise provided in said Title 31, is hereby adopted by reference pursuant to the provisions of Sections 50022.1 through 50022.10 of the Government Code of the State of California as though fully set forth herein and made a part of the South El Monte Municipal Code with the same force and effect as though set out herein in full, including all of the regulations, revisions, conditions and terms contained therein except as revised in this chapter by Section 15.12.020 below.</p> <p>Not less than one copy of said Title 31 of the Los Angeles County Green Building Standards Code together with any and all amendments thereto proposed by the city of South El Monte, has been and is now filed in the office of the community development department and shall be remain on file with building official, and shall collectively be known as the “City of South El Monte Green Building Standards Code” and may be cited as Chapter 15.12 of the South El Monte Municipal Code. (Ord. 1261 §2, 2022)</p>	



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		<p>Under Chapter 15.10 (Electrical Code) 15.10.010 Los Angeles County Code, Title 27, Electrical Code adopted.</p> <p>Los Angeles County Electrical Code Articles 89, 90, Chapters 1 through 9, and Annexes A, B, C, D, E, F, G, H, I and J, Title 27, The Los Angeles County Electrical Code, as amended and in effect on or before January 1, 2023, adopting the 2022 California Electrical Code, except as otherwise provided in said Title 27, is hereby adopted by reference pursuant to the provisions of Sections 50022.1 through 50022.10 of the Government Code of the State of California as though fully set forth herein and made a part of the South El Monte Municipal Code with the same force and effect as though set out herein in full, including all of the regulations, revisions, conditions and terms contained therein except as revised in this chapter by Section 15.10.020 below.</p> <p>Not less than one copy of said Title 27 of the Los Angeles County Electrical Code together with any and all amendments thereto proposed by the city of South El Monte, has been and is now filed in the office of the community development department and shall be remain on file with building official, and shall collectively be known as the “City of South El Monte Electrical Code” and may be cited as Chapter 15.10 of the South El Monte Municipal Code. (Ord. 1261 §2, 2022)</p>	
Temple City	<p>Land Use Element:</p> <p>Goal LU 7: Sustainable Built Environment. A built environment that contributes to a sustainable environment, minimizes consumption of scarce environmental resources, and reduces greenhouse gas emissions.</p> <p>LU 7.1 Sustainable Land Development. Promote land use and urban design development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and waste and noise generation. These should include practices described in the United States Green Building Council’s LEED-ND rating program such as concentrating development to promote walking in lieu of the automobile, capturing and re-using stormwater onsite, managing and reusing wastewater, orienting buildings to maximize opportunities for solar energy use, use of drought tolerant and native landscapes, shading of exterior public spaces, and recycling and salvage for reuse of construction and demolition debris.</p> <p>LU 7.2 Sustainable Design and Construction. Require new development and substantial renovations to comply with the Cal Green Code’s sustainable building practices incorporating a “whole system” approach to designing and constructing buildings that consume comparatively less energy, water, and other natural resources, reduce wastes, facilitate natural ventilation, use daylight effectively, and are healthy, safe, comfortable, and durable.</p> <p>Natural Resources Element:</p> <p>Goal NR 3: Infrastructure. Reduced pollution and emissions from utility infrastructure.</p> <p>NR 3.2 Private Development Infrastructure. Facilitate the use of renewable energy and water-efficient systems in residential, commercial, industrial, and other private development projects, provided that they are designed consistent with the quality and character of Temple City.</p> <p>Goal NR 6: Conservation and Protection. Conservation and protection of Temple City’s groundwater resources.</p> <p>NR 6.1 Protection of Water Resources. Work with Los Angeles County Department of Public Works (LADPW), private property owners, and neighboring jurisdictions to</p>	<p>Municipal codes related to utilities and service systems relevant to the Plan Area can be found in Title 8 (Stormwater Pollution Elimination) Chapter 3 (Pollutant Source Reduction) Section 8-3-2 (Construction Activities), Article N (Site Planning and General Development Standards) Section 9-1N-10 (Low Impact Development (LID) Standards and Green Streets), Article O (Water Efficient Landscape) Section 9-1O-1 (Applicability), and Section 9-1O-2 (Landscape Water Use Standards), Chapter (Public Utilities) Section 6-3A-9 (Responsibility of Property Owners), and Chapter 2 (Sewers and Waste) Section 6-2C-15: (Licensed Contractors; Disposal of Construction and Demolition (C&D) Materials).</p> <p>Under Title 8 (Stormwater Pollution Elimination) Chapter 3 (Pollutant Source Reduction) Section 8-3-2 (Construction Activities) the following standards apply:</p> <p>E. Standard Best Management Practices: Stormwater runoff containing sediment, construction waste or other pollutants from the construction site and parking areas shall be reduced to the maximum extent practicable. All construction sites shall implement an effective combination of the erosion and sediment control best management practices (BMPs) listed in Table 7 and/or Table 8 of the Municipal NPDES Permit (where applicable). The following best management practices shall also apply to all construction projects within the city, and shall be required from the time of demolition of existing structure or commencement of construction until receipt of a certificate of occupancy.</p> <ol style="list-style-type: none">1. Sediment, construction waste, and other pollutants from construction activities shall be retained on the construction site to the maximum extent practicable.2. Structural controls such as sediment barriers, plastic sheeting, detention ponds, dikes, filter berms, etc., shall be utilized to the maximum extent practicable in order to minimize the escape of sediment and other pollutants from the site.3. All excavated soil shall be located on the site in a manner that minimizes the amount of sediments running onto the street, drainage facilities or adjacent properties and covered with appropriate materials until the soil is either used or removed from the site.	<p>Parkway Landscape Guidelines provide that it is the responsibility of the owner to maintain the parkway along property lines. The Temple City</p> <p>Municipal Code requires that it is maintained free of obstructions, but leaves creative capacity for deciding how to landscape it. The Plan provides guidelines on setback, permeability and plant requirements.</p> <p>Pavement Management Plan Update (2013) provides background information on the City’s current pavement status and provides guidance on future pavement improvements.</p> <p>Sewer System Management Plan (2014) Update</p> <p>Goals:</p> <ol style="list-style-type: none">1. The City's sanitary sewer collection system is properly operated, maintained, and managed to reduce the frequency and severity of SSOs and their potential impacts on public health, safety, and the environment.5. The City's sewer system is designed, constructed, and funded to provide adequate capacity to convey base and peak flows while meeting or exceeding applicable regulations, laws, and the generally accepted practices relative to sanitary sewer system operation and maintenance. <p>Actions:</p> <ol style="list-style-type: none">1. If possible, completely recover the overflow sewage, return it to the sewer system, and clean up the contaminated area. <p>Temple City Parks and Open Space Master Plan</p> <p>The Parks and Open Space Master Plan enables the City to recalibrate its goals and actions as a result of evolving community needs, constantly changing trends and the new economic normal that exists in light of the economic downturn that occurred in after the initial Master Plan was completed. The plan’s recommendations focus on meeting the needs of the changing demographics and ensure sustainable operations of the City’s parks, open spaces and programs.</p>



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	<p>conserve areas for the purpose of groundwater recharge and stormwater management.</p> <p>NR 6.2 Flood Control Channels. Work with Los Angeles Department of Public works, to explore the removal of the concrete-lining along the Eaton Wash and Arcadia Wash where flood protection is not compromised allowing for greater groundwater recharge and wildlife habitat.</p> <p>NR 6.3 Groundwater Management Plan. Support the monitoring of groundwater quality and ensure compliance of groundwater management plans with the California Water Code.</p> <p>NR 6.4 New Development and Post-Development Stormwater Runoff. Require new development and post-development stormwater runoff to control sources of pollutants and improve and maintain urban runoff water quality through site design, stormwater treatment and protection measures, and best management practices (BMPs) consistent with the City’s National Pollutant Discharge Elimination System (NPDES) Permit.</p> <p>NR 6.5 Low Impact Development Standards. Incorporate Low Impact Development (LID) strategies and BMPs into new development or substantial renovation projects in an effort to restore the pre-development hydrograph.</p> <p>NR 6.6 Development in Adjoining Communities. Participate in the review of proposed development projects located within the Main San Gabriel Basin to assure that there are no adverse impacts on local surface or groundwater quality.</p> <p>NR 6.7 Landscaping. Require public and private landscaping in new development and renovation projects to be designed to reduce water demand, detain runoff, decrease flooding, and recharge groundwater through activities such as the selection of plant material, soil preparation, and the installation of irrigation systems.</p> <p>NR 6.8 Pervious Surfaces. Maximize pervious surfaces within new or substantially renovated development projects, to capture stormwater runoff and percolate into the groundwater basin, to the extent feasible.</p> <p>NR 6.9 Efficient Use. Explore the development of public and private programs to reduce water use and water waste associated with landscape irrigation, including the planting of native and drought-tolerant plans, use of efficient irrigation systems, and collection and recycling of runoff.</p> <p>NR 6.10 Regional Coordination. Coordinate with local and regional jurisdictions on groundwater use to minimize overdraft conditions of aquifers and to address water quality issues in the Main San Gabriel Valley Basin.</p> <p>NR 6.11 Water Resilience. Maintain contingency plans for continuing water service in the event of large-scale emergencies.</p> <p>Community Services Element:</p> <p>Policy CS 2.6 Low Impact Design. Promote sustainable building materials, energy and water efficient designs, permeable paving, and other low impact features in the renovation of existing facilities and construction of new community facilities.</p> <p>Policy CS 8.11 Sustainable Parks. Require that new parks are designed and existing parks are retrofitted over time to incorporate sustainable development and landscape practices that reduce water and energy consumption.</p>	<p>4. No washing of construction or other vehicles is permitted adjacent to a construction site. No water from the washing of construction or other vehicles is permitted to run off the construction site, or to otherwise enter the municipal storm sewer system.</p> <p>H. Construction Activities Requiring Construction General Permit Coverage: No person shall commence or continue any construction activity in the city that causes the disturbance of one (1) acre or more of soil by clearing, grading, excavation or demolition without first demonstrating to the satisfaction of the city manager that such person has filed a "notice of intent" to comply with the Construction General Permit for stormwater discharges associated with construction activity, or has obtained a waste discharge identification number from the State Water Resources Control Board and has prepared a state Stormwater Pollution Prevention Plan (SWPPP). (Ord. 96-799; amd. Ord. 23-1072)</p> <p>Under Article N (Site Planning and General Development Standards) Section 9-1N-10 (Low Impact Development (LID) Standards and Green Streets) the following projects must comply with this section:</p> <p>B. Low Impact Development (LID) and Green Streets Policy:</p> <p>1. Applicability: The priority new development and redevelopment projects listed in Part VIII.F.1.a-b of the Municipal NPDES Permit shall comply with the provisions of subsection B1a of this section.</p> <p>a. Redevelopment Projects:</p> <p>(1) Where redevelopment results in an alteration to more than fifty percent (50%) 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 must be mitigated.</p> <p>(2) Where redevelopment results in an alteration of less than fifty percent (50%) of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction stormwater quality control requirements, only the alteration must be mitigated, and not the entire development.</p> <p>(3) Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of facility or emergency redevelopment activity required to protect public health and safety. Impervious surface replacement, such as the reconstruction of parking lots and roadways which does not disturb additional area and maintains the original grade and alignment, is considered a routine maintenance activity. Redevelopment does not include the repaving of existing roads to maintain original line and grade.</p> <p>2. Specific Requirements: The site for every priority development project shall be designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest and use.</p> <p>a. Street and road construction of 10 thousand (10,000) square feet or more of impervious surface shall follow USEPA guidance regarding managing wet weather with green infrastructure: green streets (December 2008 EPA-833-F-08-009) to the maximum extent practicable.</p> <p>b. The remainder of priority development projects shall prepare a LID plan to comply with the following:</p>	<p>The Document highlights on-going, short-term, mid-term, and long-term goals for future actions and improvements to parks and open space.</p> <p>City of Temple City Sewer System Management Plan (SSMP) 2014 Update was established to comply with State Water Resources Control Board adopted Statewide general Waste Discharge Requirements (WDRs) under Order No. 2006-0003. This occurred in response to growing public concern about the water quality impacts of sanitary sewer overflows (SSOs), particularly those that cause beach closures, adverse effects to other bodies of water, or pose serious health and safety or nuisance problems.</p> <p>The goals of the SSMP are as follows:</p> <p>1. The City's sanitary sewer collection system is properly operated, maintained, and managed to reduce the frequency and severity of SSOs and their potential impacts on public health, safety, and the environment.</p> <p>2. When an SSO occurs, prompt action is taken to identify, contain, and remove the cause; report the event to the appropriate regulatory authorities; and notify the public in a timely manner.</p> <p>3. All SSOs, system deficiencies, and remedial actions taken are well documented.</p> <p>4. The City's sewer system operators, employees, contractors, responders, and other agents are adequately trained and equipped to address an SSO event.</p> <p>5. The City's sewer system is designed, constructed, and funded to provide adequate capacity to convey base and peak flows while meeting or exceeding applicable regulations, laws, and the generally accepted practices relative to sanitary sewer system operation and maintenance.</p>



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	<p>Goal CS 10: Trails. An accessible and connected trail system that provides recreational opportunities throughout Temple City.</p> <p>CS 10.2 Safe Trails. Ensure that trails are safe, well-marked, and well lit.</p> <p>Goal CS 11: Water System. High quality reliable potable water supply, services, and facilities that meet existing and future water needs.</p> <p>CS 11.1 Reliable Supply and Cost-Effective Distribution. Continue to maintain cooperative contracts with water service providers, including East Pasadena, Sunny Slope, Golden State, and California American Water Companies, and San Gabriel County Water District (water service providers) to ensure a reliable supply of high quality potable water and a cost-effective distribution system to meet existing and future needs.</p> <p>CS 11.2 Adequate Water Infrastructure. Ensure that the City’s potable water infrastructure is sized adequately for storage capacity and treatment to serve existing and future needs.</p> <p>CS 11.3 Infrastructure Maintenance. Ensure adequate capital improvement funding for the rehabilitation or replacement of critical infrastructure that has reached the end of its useful life.</p> <p>CS 11.4 Drinking Water Standards. Continue to work with water service providers to provide domestic water that meets or exceeds state and federal drinking water standards.</p> <p>CS 11.5 Best Practices. Employ best practices to maintain the highest possible energy efficiency in the water infrastructure system to reduce costs and decrease greenhouse gas emissions.</p> <p>Goal CS 14: Energy Provision and Conservation. Adequate and reliable energy services and facilities that promote efficiency and conservation.</p> <p>Goal CS 12: Wastewater System. Adequate wastewater collection service and treatment system facilities that minimize adverse effects to water quality and meet existing and future sewer needs.</p> <p>CS 12.1 Sewer System Management. Work with the Sanitation Districts of Los Angeles County (LACSD) to provide adequate wastewater treatment, collection capacity, infrastructure, and maintenance that complies with applicable discharge standards.</p> <p>CS 12.2 Wastewater Best Practices. Work with LACSD to identify and implement, as feasible, best practices and technologies for wastewater collection and treatment including those that reduce the amount of wastewater requiring treatment, avoid sewage spills affecting the Eaton Wash and Arcadia Wash, maintain the highest possible energy efficiency, and reduce costs and greenhouse gas (GHG) emissions.</p> <p>CS 12.3 New Development. Ensure that new development pays its fair share contribution to the wastewater treatment and collection system necessary to serve the demands created by the development.</p> <p>CS 12.4 Sewer Deposit Management. Continue to work with LACSD to enforce the restriction of material or liquid deposits (e.g. storm drain discharge, ground water discharge, and toxic gases) into the City’s sewer system and raise public awareness of proper disposal practices to prevent contamination of water and wastewater.</p> <p>Policy CS 14.1 Adequate Service and Facilities. Coordinate with Southern California Edison (SCE) and Southern California Gas (SoCal Gas) to continue to supply adequate</p>	<p>(1) Retain stormwater runoff on site for the stormwater quality design volume (SWQDv) defined as the runoff from: the eighty fifth percentile twenty-four (24)-hour runoff event as determined from the Los Angeles County eighty fifth percentile precipitation isohyetal map; or the volume of runoff produced from a 0.75 inch, twenty four (24)-hour rain event, whichever is greater.</p> <p>(2) Minimize hydromodification impacts to natural drainage systems as defined in the Municipal NPDES Permit.</p> <p>(3) To demonstrate technical infeasibility, the project applicant must demonstrate that the project cannot reliably retain one hundred percent (100%) of the SWQDv on site, even with the maximum application of green roofs and rainwater harvest and use, and that compliance with the applicable post-construction requirements would be technically infeasible by submitting a site specific hydrologic and/or design analysis conducted and endorsed by a registered professional engineer, geologist, architect, and/or landscape architect.</p> <p>D. Installation And Maintenance:</p> <p>1. The development project's LID and hydromodification control features shall be maintained and shall remain operable at all times and shall not be removed from the project site unless and until such features have been replaced with approval from the Community Development Director.</p> <p>2. The owner of the subject development project site shall record a covenant and agreement. approved as to form and content by the Director, in the office of the Los Angeles County Registrar-Recorder /County Clerk indicating that the owner of the subject development project site is aware of and agrees to the requirements in this chapter. (Ord. 13-979; amd. Ord. 19-1036; Ord. 23-1072)</p> <p>Under Article O (Water Efficient Landscape) Section 9-10-1 (Applicability) the following projects must comply with water efficient landscape ordiances:</p> <p>A. New landscape projects with an aggregate landscape area equal to or greater than five hundred (500) square feet, requiring a building or landscape permit, plan check or design review;</p> <p>B. Rehabilitated landscape projects with an aggregate landscaped area equal to or greater than two thousand five hundred (2,500) square feet, requiring a building or landscape permit, plan check or design review;</p> <p>C. New or rehabilitated landscape projects with an aggregate landscape area of two thousand five hundred (2,500) square feet or less may comply with the performance requirements of this article or conform to the prescriptive measures contained in appendix A of the guidelines on file in the city;</p> <p>D. New or rehabilitated projects using treated or untreated graywater or rainwater capture on site, any lot or parcels within the project that has less than two thousand five hundred (2,500) square feet of landscape area and meets the lot or parcel's landscape water requirement (estimated total water use) entirely with the treated or untreated graywater or through stored rainwater capture on site is subject only to appendix A of the guidelines on file in the city. (Ord. 19-1036)</p> <p>Under Section 9-10-2 (Landscape Water Use Standards) the projects mentioned above must adhere to the following standards:</p> <p>A. For applicable landscape installation or rehabilitation projects subject to section 9-10-1, the estimated total water use allowed for the landscaped area must not exceed the maximum allotment MAWA calculated using an evapotranspiration (ET)</p>	



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	<p>electricity and natural gas services and facilities, while also developing strategies to increase the use of renewable energy sources.</p> <p>Policy CS 14.3 Energy Efficient Design. Encourage site, building, and landscape designs that reduce energy demands and utilize renewable energy sources.</p> <p>Policy CS 14.5 City Operations. Promote city operations as a model for energy efficiency and green building and install, as feasible, energy-efficient lighting, appliances, and alternative-energy infrastructure within City facilities.</p> <p>Goal CS 16: Solid Waste. Reduction in the generation and disposal of solid waste sent to landfills.</p> <p>CS 16.1 Adequate Services and Waste Collection Facilities. Ensure that the City’s refuse hauling company maintains adequate residential, commercial, and industrial solid waste and mixed recycling collection service levels and solid waste facilities in accordance with state law.</p> <p>CS 16.2 Waste Collection Performance. Periodically review waste collection performance to verify adequacy of service.</p> <p>CS 16.3 AB 939. Continue to partner, plan for, and document compliance with AB 939 source reduction and recycling requirements of 50 percent diversion of solid waste from landfills.</p> <p>CS 16.4 AB 341. Strive to partner, plan for, and document compliance with AB 341 source reduction, recycling, and composting requirements of 75 percent by 2020.</p> <p>CS 16.5 Recycling and Reuse of Construction Waste. Continue to enforce the waste management plan for certain construction and demolition projects to reduce landfill waste by diverting a minimum of 50 percent of the construction and demolition debris (e.g., concrete, asphalt paving, asphalt roofing, lumber, gypsum board, rock, and soil).</p>	<p>adjustment factor of 0.55 for residential areas and 0.45 for nonresidential areas, except for special landscaped areas where the maximum applied water allowance (MAWA) is calculated using an ET adjustment factor of 1.0; or the design of the landscaped area must otherwise be shown to be equivalently water efficient in a manner acceptable to the city; as provided in the guidelines.</p> <p>B. Irrigation of all landscaped areas must be conducted in a manner conforming to the rules and requirements, and will be subject to penalties and incentives for water conservation and water waste prevention as determined and implemented by the local water purveyor or as mutually agreed by local water purveyor and the local agency. (Ord. 19-1036)</p> <p>Under Chapter (Public Utilities) Section 6-3A-9 (Responsibility of Property Owners) the following applies:</p> <p>The responsibilities of real property owners or others having control over real property, shall be as follows:</p> <p>A. Every person owning, operating, leasing, occupying or renting a building or structure within a district shall construct and provide that portion of the service connection on his property between the facilities referred to in section 6-3A-8 of this article, and the termination facility on or within said building or structure being served all in accordance with the applicable rules, regulations and tariffs of the respective utility or utilities on file with the commission;</p> <p>Under Chapter 2 (Sewers and Utility) Section 6-2C-15: Licensed Contractors; Disposal of Construction and Demolition (C&D) Materials the following apply:</p> <p>A. Prior to commencing any construction or demolition project, every applicant shall submit a properly completed "Construction Waste Management Plan" (CWMP) to the CWMP Compliance Official or Building Inspector, in a form as prescribed by that official, as a portion of the building or demolition permit process.</p> <p>B. Submission Of The CWMP: The completed CWMP shall contain, at a minimum, the following information:</p> <ol style="list-style-type: none">1. The estimated volume or weight of project waste to be generated by material type;2. Declaration of whether the materials will be sorted on site or mixed;3. The maximum volume or weight of such materials that can feasibly be diverted via reuse, recycling or salvage for future use or sale by material type;4. The vendor(s) that the applicant proposes to use to haul the materials;5. Facility(ies) the materials will be hauled to, and their expected diversion rates (by volume or weight) by material type; and6. Estimated "feasible" volume or weight of construction and demolition waste that will be disposed of. <p>Because actual material weights are not available in this stage, estimates are used. In estimating the volume or weight of materials as identified in the CWMP, the applicant shall use the standardized conversion rates approved by the City of Temple City for this purpose. Approval of the CWMP as complete and accurate shall be a condition precedent to the issuance of any building or demolition permit. If the applicant calculates the projected estimated feasible diversion rate as described above, and finds the rate does not meet the diversion goal of sixty-five percent (65%),</p>	



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>the applicant must then submit information supporting the lower diversion rate. If this documentation is not included, the CWMP shall be deemed incomplete.</p> <p>C. Compliance With The CWMP; Documentation: Prior to final inspection of any covered project, the applicant shall submit to the CWMP Compliance Official or Building Inspector, documentation proving that it has met the diversion requirement for the project. The diversion requirement shall be that the applicant has diverted at least sixty-five (65%) of the total C&D debris generated by the project via reuse or recycling. This documentation shall include all of the following:</p> <ol style="list-style-type: none">1. Receipts from the vendor or facility that collected or received each material showing the actual weight or volume of that material;2. A copy of the previously submitted CWMP for the project adding the actual volume of weight of each material diverted and landfilled; and3. Any additional information the applicant believes is relevant to determining its efforts to comply in good faith with this chapter. <p>D. Licensed contractors performing work within the scope of their licenses within the City may collect, transport and dispose or recycle self-generated construction and demolition materials using their own vehicles and employees, after obtaining a self-haul permit, provided that the licensed contractor adheres to the standards for disposal of construction and demolition material provided in the California Green Building Standards Code (California Code of Regulations Title 24, Part 11), as those provisions may be amended. Construction and demolition materials must be transported to a landfill or recycling facility permitted by CalRecycle or exempt from permitting.</p> <p>E. Licensed contractors shall not contract with a solid waste enterprise to collect, transport and dispose or recycle of construction and demolition materials unless that solid waste enterprise has a franchise from the City to perform said services. (Ord. 21-1053)</p>	
West Covina	<p>Our Natural Community Element:</p> <p>P1.4 Continue to protect areas of beneficial natural groundwater recharge by preventing uses that can contaminate soil or groundwater.</p> <p>A 1.4 The City and the appropriate water providers shall protect groundwater recharge and groundwater quality when reviewing new development projects.</p> <p>P1.5 Where appropriate, new development shall minimize impervious area, minimize runoff and pollution, and incorporate best management practices.</p> <p>Our Accessible Community Element:</p> <p>P4.8 Implement “green” streetscape elements for purposes of beautification, carbon reduction and stormwater runoff management.</p> <p>A4.8 As part of the green infrastructure plan, develop a strategy to increase the tree canopy along existing arterial streets by 25 percent.</p> <p>Our Resilient Community Element:</p> <p>P5.7 Manage & develop safe, reliable, economical water supply for existing & planned new customers.</p> <p>P5.8 Ensure provision of adequate sewer system capacities to serve existing & planned development.</p> <p>A5.8a Preventing rain water from getting into sewer system.</p>	<p>Municipal codes related to utilities and service systems relevant to the Plan Area can be found in Section 23-309 (Special ground water protection)</p> <p>Sec. 23-309 (Special ground water protection)</p> <p>The city engineer may designate areas where ground water quality problems are known to exist and where a well will penetrate more than one (1) aquifer. The city engineer may require in these designated areas special well seal(s) to prevent mixing of water from several aquifers. Where an applicant proposes well construction, reconstruction, or destruction work in such an area, the city engineer may require the applicant to provide a report prepared by a registered geologist or registered civil engineer (California Business and Professions Code Sections 7850 and 6762 respectively) that identifies all strata containing poor quality water and recommends the location and specifications of the seal or seals needed to prevent the entrance of poor-quality water or its migration into other aquifers.</p> <p>Sec. 9-7. - Erosion control.</p> <p>The following section is added to Section J110 (Erosion Control) to read as follows:</p> <p>Section J110.1.1. All construction sites are subject to the latest requirements of the City of West Covina enforced National Pollution Discharge Elimination System (NPDES), Best Management Practices (BMPs) and applicable pollution control and erosion protection measures pursuant to Chapter 9, Article II, Stormwater and Urban Run-off</p>	<p>Walnut Valley Water District Final 2020 Urban Water Management Plan (UWMP) provides the Walnut Valley which includes the cities of Diamond Bar, Industry, Pomona, Walnut, and West Covina with a reliable management action plan for long-term resource planning to ensure adequate water supplies are available to meet existing and future water supply needs.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	P5.9 Provide adequate facilities & services for the collection, transfer, recycling, & disposal of refuse.	<p>Pollutions Control, and Article III, Flood Drain Management, of the City of West Covina Municipal Code.</p> <p>Sec. 9-34. - Control of pollutants from state permitted construction activities.</p> <p>(a)No person shall be granted a grading permit or shall commence or continue any construction activity that is subject to a general construction activity stormwater NPDES permit without showing proof of having applied for such permit.(b)Any person engaged in a construction activity requiring an NPDES general construction activity stormwater NPDES permit construction permit shall retain at the construction site the following documents:(1)A copy of the notice of intent to comply with the terms of the general permit to discharge water associated with construction activity;(2)A waste discharge identification number issued by the SWRCB;(3)A stormwater pollution prevention plan and monitoring program plan for the construction activity requiring the construction permit; and(4)Records of all inspections, compliance and noncompliance reports, evidence of self-inspection and good housekeeping practices.(c)Any person engaged in a construction activity in the city requiring an NPDES general construction stormwater activity permit shall, upon reasonable request from a duly authorized officer of the city, provide any of the documents specified in subsection (b) of this section and shall retain said documents for at least three (3) years after the completion of construction. (Ord. No. 2091, § 1, 12-3-02)</p> <p>Sec. 9-35. - Control of pollutants from other construction activities.</p> <p>Any person engaged in a construction activity that is not subject to the general construction stormwater activity NPDES permit, but is subject to the municipal NPDES permit, shall comply with all requirements specified in the stormwater management quality program, including any revisions made thereto. (Ord. No. 2091, § 1, 12-3-02)</p> <p>Article iv. - Underground Service Lines</p> <p>Sec. 23-273. - Placement underground required.</p> <p>In addition to the provision for undergrounding established by California Public Utilities Commission rules, tariffs and regulations:</p> <p>(a)Any new on-site service lines which provide direct service to the improvement and/or property being developed shall be placed underground. The owner/developer/builder requiring such new lines shall be responsible for making arrangements with the service provider and/or city for such underground installation and for the payment of all related costs.(b)Any line extensions by service providers, which provide direct service to the improvement and/or property being developed, shall be placed underground. The owner/developer/builder requiring such extension shall be responsible for making arrangements with the service provider and/or city for such underground installation and for the payment of all related costs.(c)Any relocated on-site service lines shall be placed underground whenever such relocation is necessitated by a building addition or alteration which either increases the square foot area by more than fifty (50) percent of the existing area of the building or increases the value by more than fifty (50) percent of the existing value of the building. The city building official shall determine whether this requirement applies on a case-by-case basis. The owner/developer/builder requiring such relocation shall be responsible for making arrangements with the service provider and/or city for such underground installation and for the payment of all related costs.</p> <p>(Code 1960, § 7502; Ord. No. 1424, § 1, 2-12-79; Ord. No. 1734, § 1, 11-11-86)</p>	

3.19.3 Impact Assessment

3.19.3.1 Significance Criteria

Appendix G of the State CEQA Guidelines was reviewed to determine whether the Program would result in significant impacts related to utilities and service systems. The criteria listed below consider if the Plan would:

- 19(a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*
- 19(b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*
- 19(c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*
- 19(d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*
- 19(e) Comply with federal, state, and local statutes and regulations related to solid waste?*

3.19.3.2 Methodology

This analysis qualitatively evaluates the construction and operations impacts of the future projects implemented under the Plan on utilities and service systems based on literature review of conditions within and adjacent to the Plan Area and the regulatory environment present. Where feasible, maps have been prepared to visualize these conditions.

The analysis focuses on issues related to wastewater treatment, stormwater drainage, water supply, and solid waste disposal/landfilling. The key construction-related impacts were identified and evaluated qualitatively based on the physical characteristics of the Plan Area and the magnitude, intensity, location, and duration of activities that could occur under the Plan.

3.19.3.3 Plan Impacts

- 3.19.3.3.1 19(a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

3.19.3.3.1.1 Greenway Paths and Greenway Amenities

Construction

Less than Significant with Mitigation. Typical construction activities for greenway paths and greenway amenities would not involve the use of natural gas. Electric construction tools that would be used during project-related construction would be powered by diesel-operated generators at a site rather than by

electricity from the power grid. It is anticipated that construction sites would use portable chemical toilets, and no wastewater demand would occur. Minor water usage for dust control or concrete washout may be required, but water demand during construction is not expected to be substantial enough to require new or expanded water supply sources.

The vast majority of ground disturbance associated with construction of greenway amenities would be small in scale and would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. If necessary, the relocation of above-ground utilities such as power poles or telecommunication structures to accommodate construction of a greenway paths and greenway amenities project would be coordinated with the local service provider and is not anticipated to result in significant impacts. Since greenway paths and greenway amenity projects are considered small in scale, substantial ground disturbance is not anticipated to occur with the exception of a larger amenity, such as the restroom, which would require excavation and ground disturbance in areas where existing utilities could be present. Construction of new restrooms may potentially require relocation of these utilities, or expansion of the water lines, sewer lines, electric lines, and natural gas lines to operate a proposed restroom or pipeline connections to municipal water sources or recycled water pipelines (e.g., purple pipe) for irrigation. Such small-scale actions could be classified as “construction of new” water facilities; however, these would consist of plumbing or piping that would utilize existing supply systems and would therefore not result in impacts beyond the associated ground disturbance during the construction phase.

Because greenway paths would be constructed within the District ROW (including fee property and easements but excluding projects completed by the District), project proponents would be required to obtain a Flood Permit from the District. The Flood Permit process includes an evaluation of the site for opportunities and constraints, including determining existing utilities (gas lines, water lines, electric lines, etc.). For those aspects of projects that would not require a Flood Permit (such as project activities on parcels adjacent to the ROW), impacts are considered potentially significant. However, the implementation of **MM UTL-1: Prepare and Implement Utilities Plan** would ensure that all existing utilities are identified and avoided or addressed safely and in compliance with District, County, and local rules and regulations. This mitigation measure also ensures that project proponents compare the expected operational demand and generation for the various utility resources against existing supply and infrastructure to determine whether sufficient capacity exists to accommodate the future project. All ground disturbance would be resurfaced as quickly as possible.

Construction of greenway paths and amenities may result in significant environmental effects from the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power or natural gas facilities, but impacts would be reduced to less than significant with implementation of **MM UTL-1: Prepare and Implement Utilities Plan**.

Operations

Less than Significant with Mitigation. Operation of greenway paths and amenities is not anticipated to result in increased demand on existing utilities or the construction of new utilities because the Plan does not propose new habitable structures that would increase population, and the Greenway Network is most likely to serve existing residents in the area.

Demand for electricity, water supply, and wastewater treatment would vary depending on the size and intensity of use of each project. For example, water use and wastewater generation for a restroom assuming low-flow fixtures of 1.28 gallons per flush and 0.4 gallons per minute for bathroom faucets, would be approximately 1.68 gallons of water used per visitor with an equal volume of wastewater generated. For greenway paths and greenway amenities with an assumed visitation rate of 500 visitors per day and assuming every visitor uses the restroom, water use and wastewater generation would be roughly 840 gallons per day. Operation of greenway paths and greenway amenities would require water for landscaping, water stations, and restrooms; electricity for lighting and some amenities (e.g., restroom); and the use of fuels or electric charging for landscape equipment and mobile sources (e.g., mowers, leaf blowers, trimmers, etc.). Greenway paths and greenway amenities would attract recreational users that would rely on utilities and would generate wastewater and solid waste if restrooms are constructed.

To further reduce energy demand associated with Plan components, the *Design Guidelines and Standards* specify solar-powered lighting fixtures for Plan projects and provide guidance for ensuring vegetation is water efficient and suited for the climate of the Plan Area. Furthermore, energy and water use would be greatly reduced by implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, which requires the implementation of emissions reduction strategies for future projects to significantly reduce the consumption of energy and water and reduce waste. This measure is described in detail in Section 3.8, Greenhouse Gas Emissions. Additional discussions of how the Plan and the design of future projects would reduce or eliminate energy, water, and waste usage and would be designed using the most efficient energy, water, and waste management strategies are provided in Sections 3.3, Air Quality and 3.6, Energy.

All projects proposed under the Plan are required to capture and treat stormwater such that impacts from increases in impervious surface are offset by new or additional stormwater treatment (see Section 3.10, Hydrology and Water Quality). Water required for landscaping would be restricted to the minimum volume needed to establish plants in and around the greenway paths and amenities and runoff at the site would flow to stormwater management facilities for infiltration or be routed to the existing storm drain system.

Future projects designed under the Plan would adhere to the *Design Guidelines and Standards* and implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would ensure responsible use of electricity, water, and wastewater during operation of the greenway paths and amenities; thereby limiting their impact to service systems. Therefore, operation of greenway paths and greenway amenities is not expected to require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Operational impacts would be less than significant with mitigation.

Mitigation Measures

MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies.

MM UTL-1: Prepare and Implement Utilities Plan. Utilities searches are required for all projects occurring on District ROW. For those projects proposed for adjacent parcels, project proponents shall conduct utilities search to identify the location of existing utilities in the project area and determine if

construction activity would impact existing utility lines. If results show no impact, project shall proceed. If potential impact is identified or if new/expanded infrastructure is required for project implementation, the proponent shall prepare a utilities plan during design that:

- Identifies the location of existing utilities and connections and new/expanded infrastructure that will be required to connect to existing services
- Quantifies demand and generation factors for construction of the new/expanded infrastructure on a project-specific basis and determine whether supply/capacity can meet demand
- Identifies project modifications that will minimize any significant environmental impact on utilities

As part of the utilities plan, the project proponent shall prepare a utilities report that compares the expected operational demand and generation for the various utility resources against existing supply and infrastructure to determine whether sufficient capacity exists to accommodate the project; if any insufficiency is identified, the project proponent shall modify the project to avoid the impact in consultation with the affected utility provider(s) and in compliance with site-specific conservation features above those required by the applicable codes and ordinances.

Significance After Mitigation

MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would ensure responsible use of electricity, water, and wastewater during operation of the greenway paths and amenities; thereby limiting their impact to service systems. **MM UTL-1: Prepare and Implement Utilities Plan** would ensure that all existing utilities are identified and avoided or addressed safely and in compliance with District, County, and local rules and regulations. and also ensures that project proponents compare the expected operational demand and generation for the various utility resources against existing supply and infrastructure to determine whether sufficient capacity exists to accommodate the future project. Therefore, with the implementation of mitigation measures, impacts of construction and operations would be less than significant.

3.19.3.3.1.2 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces

Construction

Less than Significant with Mitigation. For future greenway path and amenities components, construction impacts to utilities would be as described above. Construction of a pocket park and greenspace could require installation of new irrigation lines, plumbing, or piping, if not already present on the subject parcel, and could be supplied by the existing water supply systems. No new or expanded supply systems would be constructed. Typical construction activities for greenway paths and pocket parks and greenspaces would not involve the use or relocation of natural gas. Electric construction tools would be powered by diesel-operated generators at a site rather than by electricity from the power grid. It is anticipated that construction sites would use portable chemical toilets, and an increase in wastewater service is not expected. Minor water usage for dust control or concrete washout may be required, but water demand during construction is not expected to be substantial enough to require new or expanded water supply sources.

With implementation of **MM UTL-1: Prepare and Implement Utilities Plan** the inclusion of a pocket park (the typical 1-acre park or the larger 25-acre park considered in this analysis) would not be expected to result in significant environmental impacts due to the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or

telecommunications facilities above that already described for greenway paths and amenities. **MM UTL-1: Prepare and Implement Utilities Plan** would further ensure that project proponents compare the expected operational demand and generation for the various utility resources against existing supply and infrastructure to determine whether sufficient capacity exists to accommodate the Project. All ground disturbance would be resurfaced or planted with appropriate vegetation as quickly as possible. Consequently, impacts to utilities during construction would be less than significant with mitigation.

Operations

Less than Significant with Mitigation. During operation of greenway paths and pocket parks and greenspaces, the demand for electric power, water supply, and wastewater service would vary depending on the size and intensity of use of each project. Future projects that include pocket parks would have a greater demand for water and electricity based on the size of the proposed park and planting palette installed. Additionally, depending on the planting plan, the water demand for a 1-acre pocket park could range from 850 gallons per day (a 1-acre area planted with native plants) to 4,500 gallons per day (a 1-acre turf grass field). Projects implemented under the Plan would follow the *Design Guidelines and Standards*, including described planting strategies that focus on native, drought tolerant species and irrigation using drip irrigation methods. However, while the *Design Guidelines and Standards* provide a standard for 95 percent native, drought tolerant plantings within the District ROW, there is no such standard for adjacent parcels. Further, the Plan includes sports fields as potential recreational amenities within the pocket park category. Therefore, the potential exists for pocket park or greenspace planted entirely with turfgrass and sprinkler irrigation, which would have the highest water and demand. Accordingly, the largest park considered under the Plan, could result in increased water demand of 112,500 gallons per day if planted with turf grass, in addition to the water demand of up to 3,500 daily visitors using drinking fountains and restrooms. Even under this, the largest potential park/greenspace scenario possible under the Plan, operation would not be expected to result in demand for these utilities great enough to require later construction of additional utility connections or facilities, as discussed below. This is because adherence to the *Design Guidelines and Standards* would require use of drought tolerant planting and water saving features, and implementation of **MM UTL-1: Prepare and Implement Utilities Plan** would ensure that project proponents compare the expected operational demand and generation for the various utility resources against existing supply and infrastructure to determine whether sufficient capacity exists to accommodate the project prior to constructing the project. Therefore, greenway paths and pocket parks or greenspaces designed would not be built without knowledge of the utility demands of future projects. The *Design Guidelines and Standards* specify solar-powered lighting fixtures for Plan projects for energy efficiency. They also provide guidance for ensuring vegetation is water efficient and suited for the climate of the Plan Area so that pocket parks and greenspaces do not create excessive demand for water supply. Energy and water use would be greatly reduced by implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** as described above for greenway paths and greenway amenities. These policies, guidelines, and mitigation measures ensure that even large greenway paths and associated parks/greenspaces would be designed using the most efficient energy, water, and waste management strategies.

With regard to natural gas or telecommunication facilities, operation of a pocket park or greenspace would not require relocation or expansion of facilities, above and beyond that which would occur during development of a greenway and greenway amenities.

Because future projects designed under the Plan would adhere to the *Design Guidelines and Standards* and through implementation of **MM UTL-1: Prepare and Implement Utilities Plan**, requiring future utility demands to be calculated during design, operation of greenway paths, pocket parks or greenspaces would not require relocation or construction of new or expanded water, wastewater service, or stormwater management, electric power, natural gas, or telecommunications facilities that could cause significant environmental effects. Project proponents shall also implement **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** to ensure responsible use of electricity, water, and wastewater; reducing demand to service systems. Impacts would be less than significant with mitigation.

Mitigation Measures

MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies.

MM UTL-1: Prepare and Implement Utilities Plan.

Significance After Mitigation

MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would ensure responsible use of electricity, water, and wastewater during operation of the greenway paths and amenities; thereby limiting their impact to service systems. **MM UTL-1: Prepare and Implement Utilities Plan** would ensure that all existing utilities are identified and avoided or addressed safely and in compliance with District, County, and local rules and regulations. and also ensures that project proponents compare the expected operational demand and generation for the various utility resources against existing supply and infrastructure to determine whether sufficient capacity exists to accommodate the future project. Therefore, with the implementation of mitigation measures, impacts of construction and operations would be less than significant.

3.19.3.3.1.3 Greenway Paths and Greenway Amenities + Safe Crossings

Construction

Less than Significant with Mitigation. For future greenway path and amenities projects, impacts to utilities from construction would be as described above. Construction of greenway paths and safe crossings would involve ground disturbance, such as trenching and excavating, in the District ROW and adjacent parcels that could require significant expansion or relocation of utilities, depending on the location of the project and the final design configuration.

The types of safe crossings that could be constructed under the Plan vary from simple striping of existing crossings to construction of bridges over channels in the Plan Area, railroad grade crossings, or below grade underpasses. The degree of disturbance associated with construction of greenway paths and safe crossings could range from ADA-compliant ramps, signage, safety striping, or signals to major construction of large crossing infrastructure such as bridges or a deck/cantilever segment. Larger or more complex project designs, such as a bridge or deck/cantilever segment, may require or result in the relocation or construction of new or expanded water, wastewater service or stormwater management,

electric power, or natural gas, but not likely telecommunications facilities. Greenway paths and safe crossings would be constructed in heavily urbanized areas with residences, business, and roadways in proximity. The highly developed nature of the Plan Area means that any ground disturbance of paved or unpaved areas could result in conflict with existing utilities. Future projects proposed within the District ROW (fee property and easements but excluding projects completed by the District) would require a Flood Permit from the District, which would require evaluation of the site for opportunities and constraints, including determining existing utilities (e.g., gas lines, water lines, electric lines). For future projects that would not require a Flood Permit, implementation of **MM UTL-1: Prepare and Implement Utilities Plan** would require project proponents to determine whether sufficient capacity exists to accommodate the project.

Safe crossings could also result in significant alterations to existing stormwater management facilities to ensure that some types of crossings, such as below-grade crossings or underpasses, do not flood. Per the *Design Guidelines and Standards*, infrastructure would be provided as needed for projects involving undercrossings so stormwater runoff drains immediately from the surface and does not pond.

Therefore, construction of greenway paths and safe crossings may result in significant environmental effects from the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power or natural gas facilities which would be reduced to less than significant with adherence to the *Design Guidelines and Standards* as well as implementation of **MM UTL-1: Prepare and Implement Utilities Plan**.

Operations

Less than Significant with Mitigation. Operation of safe crossings would have no impact on water or wastewater demand. Any electricity usage for signals would be consistent with existing demand and not require construction of a new electrical or telecommunications facility. Natural gas would not be required for any safe crossing projects. Therefore, the inclusion of safe crossings with a greenway path and amenities project is not anticipated to result in any greater operational impacts than as described above for greenway paths and amenities.

Furthermore, implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would ensure responsible use of electricity, water, and wastewater; thereby limiting their impact to service systems. Impacts would be less than significant with mitigation.

Mitigation Measures

MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies.

MM UTL-1: Prepare and Implement Utilities Plan.

Significance After Mitigation

MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies would ensure responsible use of electricity, water, and wastewater during operation of the greenway paths and amenities; thereby limiting their impact to service systems. **MM UTL-1: Prepare and Implement Utilities Plan** would ensure that all existing utilities are identified and avoided or addressed safely and in compliance with District, County, and local rules and regulations. and also ensures that project proponents compare the expected operational demand and generation for the various utility resources

against existing supply and infrastructure to determine whether sufficient capacity exists to accommodate the future project. Therefore, with the implementation of mitigation measures, impacts of construction and operations would be less than significant.

3.19.3.3.1.4 Greenway Paths and Greenway Amenities + Stormwater Management

Construction

Less than Significant with Mitigation. For future projects, impacts to utilities from construction would be as described above. The *Design Guidelines and Standards* requires all future projects implemented under the Plan to treat project-related stormwater runoff. To ensure future projects are not in conflict with utilities, the *Design Guidelines and Standards* require that stormwater BMPs be setback horizontally and vertically from existing utility infrastructure based on coordination with individual utility companies. Stormwater capacity would be verified during design as applicable, and temporary retention facilities may be used while construction of the proposed stormwater features is underway.

Stormwater management facilities are listed on Table 2.3-5 in Chapter 2, Project Description. The construction and installation of the stormwater management features included in the Plan were evaluated in detail in Section 3.14 EWMP PEIR (2015) and that evaluation is incorporated by reference herein.

Depending on the location of future projects, utilities, project footprint, depth of construction, and other construction details, construction of stormwater management features could require the relocation or construction of new or expanded water, wastewater service, stormwater management, electric power, telecommunications, or natural gas facilities. Construction of greenway paths and stormwater management facilities may require trenching/excavation and repaving/resurfacing, and relocation or construction of utilities, potentially causing significant environmental effects. Because greenway paths and stormwater management facilities would be constructed within the District ROW (including fee property and easements but excluding projects completed by the District), project proponents would be required to obtain a Flood Permit from the District, which would require an evaluation of the site for opportunities and constraints, including determining existing utilities (gas lines, water lines, electric lines, etc.). For future projects that would not require a Flood Permit, implementation of **MM UTL-1: Prepare and Implement Utilities Plan** would ensure that all existing utilities are identified and avoided or addressed safely and in compliance with all local, State, and Federal rules and regulations. All ground disturbance would be resurfaced or vegetated.

Typical construction activities for greenway paths and stormwater management facilities would not involve the use of natural gas. Electric construction equipment or tools needed for construction would be powered by diesel-operated generators at a site rather than by electricity from the power grid. It is anticipated that construction sites would use portable chemical toilets and an increase in wastewater service is not expected. Minor water usage for dust control, truck wheel-washing, cement mixing, or concrete washout may be required, but water demand during construction is not expected to be substantial enough to require new or expanded water supply sources. Therefore, construction of greenway paths and stormwater management facilities may result in significant environmental effects from the relocation water, wastewater service or stormwater management, electric power or natural gas facilities which would be reduced to less than significant with implementation of **MM UTL-1: Prepare and Implement Utilities Plan**.

Operations

Less than Significant. The purpose of stormwater management beneficial project elements is to reduce runoff and improve water quality. These beneficial project elements would not increase demand for water, wastewater, electricity, telecommunications, or natural gas. Additionally, the proposed stormwater management beneficial project elements designed for infiltration would augment local water supplies through enhanced stormwater recharge to groundwater. No adverse effects to new or expanded water supply resources or entitlements would occur. Stormwater management beneficial project elements are not anticipated to significantly increase demand for water, wastewater, electricity, telecommunications, or natural gas.

All projects proposed under the Plan are required to capture and treat stormwater such that impacts from increases in impervious surface are offset by new or additional stormwater treatment (see Section 3.10, Hydrology and Water Quality). Water required for landscaping would be restricted to the minimum volume needed to establish plants in and around the greenway paths and to provide appropriate vegetation for those stormwater management facilities that feature plants, such as bioswales. Any runoff would infiltrate into groundwater or be routed to the existing storm drain system.

As discussed in the Construction section above, greenway paths and stormwater management facilities would be designed to ensure existing utilities have capacity for the demand from future projects. Therefore, operation of greenway paths and stormwater management facilities would not be expected to require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. Impacts would be less than significant.

Mitigation Measures

MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies.

MM UTL-1: Prepare and Implement Utilities Plan.

Significance After Mitigation

For construction, **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would ensure responsible use of electricity, water, and wastewater during operation of the greenway paths and amenities; thereby limiting their impact to service systems. **MM UTL-1: Prepare and Implement Utilities Plan** would ensure that all existing utilities are identified and avoided or addressed safely and in compliance with District, County, and local rules and regulations. and also ensures that project proponents compare the expected operational demand and generation for the various utility resources against existing supply and infrastructure to determine whether sufficient capacity exists to accommodate the future project. Therefore, with the implementation of mitigation measures, construction impacts would be less than significant.

Impacts would be less than significant for operation. No mitigation is required.

3.19.3.3.2 19(b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

3.19.3.3.2.1 Greenway Paths and Greenway Amenities

Construction

Less than Significant. Construction of the greenway paths and greenway amenities would require the use of water to spray for dust control, truck wheel-washing, as well as cement mixing. It is estimated that projects may require water trucks using approximately 5,000 gallons (0.02 acre-feet) per day during construction. However, it is not anticipated that demand for water during construction of the greenway paths and greenway amenities would require construction or expansion of water supply or treatment infrastructure. The 2020 IWRP does not provide supply and demand estimates (Metropolitan 2022). However, the 2015 IWRP reported that the California State Water Project anticipated that water supplies available to Metropolitan for the next 20 years would average between 984,000 and 1,213,000 acre-feet. The Colorado River long term balance was estimated to be approximately 3.2 million acre-feet by 2060 (Metropolitan 2016). An average water truck would only use 0.0000016 percent of the lowest projected water supply for the California State Water Project per day. Therefore, construction of greenway paths and amenities would result in less than significant impacts on present or future water supply.

Operations

Less than Significant. As described above in Section 3.19.1.1, Water Services, various water providers serve the Plan Area cities and communities. Operation of greenway paths and amenities under the proposed Plan would be served by the water providers with jurisdiction over the future project's location. A typical restroom (sinks, toilets) would present the largest potential water use for a greenway paths and greenway amenities project. As a conservative estimate, if a future project were to include restrooms and anticipated 1,000 daily visitors to the greenway path were to use the restrooms each day, the water supply demand would be approximately 3,010 gallons. This is based on 3 gallons required to flush a toilet and 1.6 gallons to flush a urinal. If a typical bathroom features three toilets (3 gallons per flush for 1,000 flushes) and two urinals (1.6 gallons per flush for 500 visitors), the maximum demand per day would be 3,010 gallons. The *Design Guidelines and Standards* do not address restroom efficiency; therefore, this conservative estimate does not take into account the use of low-flow plumbing fixtures, which would further reduce water demand for greenway amenities. Furthermore, the Plan does not include development of any habitable structures that would increase local population, and visitors are anticipated to be residents of the area, so additional water supply sources are not necessary.

Metropolitan, Upper District, SGVWMD, and TVWMD as well as the General Plan all have water management and resource plans that address water supply and demand using growth projections. These plans contain water conservation strategies and policies to reduce water demand and prioritize future supply that will be needed to accommodate growth. However, as discussed above in Construction, while some landscaping, gardens, and other amenities will require water supply for irrigation or drinking, the most water intensive of amenities (restrooms) would only demand a small amount of water of the total water supply in the Plan Area. However, to further reduce demand on existing water supply, recycled water may be used to provide water for landscaping at greenway paths and greenway amenities, if available. Additionally, conservation efforts for water use would be included

where practicable. These could include planting drought-tolerant vegetation, using drip irrigation, using recycled water, following County LID standards, selection of water capture stormwater management facilities, or using low-flow fixtures for restrooms and drinking stations. Therefore, operational impacts to water supply would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

3.19.3.3.2.2 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces

Construction

Less than Significant with Mitigation. For future projects with greenway amenities, pocket parks and greenspaces, construction impacts to water supply from greenway paths and amenities would be as described above. Construction of a pocket park or greenspace would increase the construction duration, which would result in a corresponding increase in water needed for dust control or other construction best management practices. For a 1-acre pocket park, the additional water required is anticipated to be roughly 8,000 gallons per day. For a 25-acre pocket park, the additional water required is anticipated to be roughly 32,000 gallons per day. Furthermore, to ensure projects are designed to conserve water, **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would require projects to implement specific measures related to indoor and outdoor water conservation and efficiency. Accordingly, it is not anticipated that water demand during construction of greenway paths and amenities + pocket park or greenspace would necessitate the construction or expansion of water supply or treatment infrastructure. Impacts would be less than significant with mitigation.

Operations

Less than Significant. As described in Section 3.19.3.3.1.2, Impact 19(a), above, projects that include a pocket park or greenspace would increase in water use based on the size of the proposed pocket park or greenspace and planting palette. Therefore, a pocket park or greenspace with the highest maximum water demand the largest potential park/greenspace scenario possible under the Plan, operation is not anticipated to demand greater than the available supply in average, wet, and dry years. Since projects would be designed and constructed to adhere to the *Design Guidelines and Standards*, ensuring sufficient water capacity for project use as well as being designed with water conserving strategies.

Mitigation Measures

MM UTL-1: Prepare Utilities Plan.

MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies.

Significance After Mitigation

For construction, **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would ensure responsible use of electricity, water, and wastewater during operation of the greenway paths and amenities; thereby limiting their impact to service systems. **MM UTL-1: Prepare and Implement Utilities Plan** would ensure that all existing utilities are identified and avoided or

addressed safely and in compliance with District, County, and local rules and regulations. and also ensures that project proponents compare the expected operational demand and generation for the various utility resources against existing supply and infrastructure to determine whether sufficient capacity exists to accommodate the future project. Therefore, with the implementation of mitigation measures, construction impacts would be less than significant.

Impacts would be less than significant for operation. No mitigation is required.

3.19.3.3.2.3 Greenway Paths and Greenway Amenities + Safe Crossings

Construction

Less than Significant. For future projects with greenway amenities, pocket parks and greenspaces, construction impacts to water supply from greenway paths and amenities would be as described above. The addition of a safe crossing would not likely substantially increase the overall area of disturbance assumed for a greenway path, as safe crossings would be incorporated into the overall length of greenway path segment proposed. Accordingly, the water demand for dust control and laying concrete would not exceed that estimated for greenway paths and amenities. Thus, it is not anticipated that demand for water during construction of a safe crossing in addition to a greenway path would necessitate the construction or expansion of water supply or treatment infrastructure. Impacts would be less than significant.

Operations

Less than Significant. Operation of projects that include a safe crossing in addition to greenway paths and amenities would have no impact on water supply or water demand beyond that already described for greenway paths and amenities because a safe crossing would not include any infrastructure that requires water. Further, maintenance of safe crossings is not anticipated to include water use since these facilities do not require landscaping or washing. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

3.19.3.3.2.4 Greenway Paths and Greenway Amenities + Stormwater Management

Construction

Less than Significant. For future projects with greenway amenities pocket parks and greenspaces, construction impacts to water supply from greenway paths and amenities would be as described above. The addition of stormwater management features would not likely increase the number of days for construction activity as stormwater management features would be incorporated into the overall length of greenway path segment proposed (Table 2.3-6 provides estimated days for construction for the largest stormwater BMP feature evaluated in this PEIR). As described in Section 3.14 of the EWMP PEIR and incorporated herein, implementation of the stormwater management features would not increase water demand. Further, in many cases, stormwater management features may be part of the overall construction material design rather than a separately constructed feature (e.g., use of permeable

pavement or decomposed granite for the greenway path). While additional water demand may be required for construction or during construction of stormwater management features in addition to a greenway path, it is not anticipated that construction of greenway paths and greenway amenities + stormwater management facilities would necessitate the construction or expansion of water supply or treatment infrastructure. Impacts would be less than significant.

Operations

Less than Significant. The purpose of stormwater management beneficial project elements is to reduce runoff and improve water quality. These beneficial project elements capture runoff and do not require additional water for operation. Maintenance of bioswales and other BMPs that contain vegetation would not increase the demand for water since they would be developed for low impact development. Additionally, the proposed stormwater management beneficial project elements designed for infiltration would augment local water supplies through enhanced stormwater recharge to groundwater. Therefore, operation of stormwater management facilities would not have a significant impact on water demand in wet, dry and average years. No new or expanded water supply resources or entitlements would be required, and impacts would be less than significant.

Mitigation Measures

No mitigation would be required.

Significance After Mitigation

Impacts would be less than significant. No mitigation would be required.

3.19.3.3.3 19(c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

3.19.3.3.3.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

No Impact. Construction activity associated with greenway paths and amenities would not require installation of permanent restroom facilities for workers and would be accommodated either through use of existing public restrooms or portable toilets brought to the construction site. Water sprayed for dust control would evaporate or infiltrate, and water used for truck wheel-washing would be contained onsite. Wastewater demand for construction would be de minimis and not result in a significant capacity increase. Therefore, no impacts would occur.

Operations

Less than Significant with Mitigation. Wastewater would be generated from restrooms and water fountains amenities during operation. If a proposed project included a restroom facility and anticipated a conservative estimate of 1,000 daily visitors to use the restrooms amenity each day, the water supply demand would be approximately 3,010 gallons (described in detail above in response to question 19(b)). The Sanitation Districts treats over 400 million gallons of wastewater per day. The anticipated volume of wastewater generated at a project site would be less than 0.00007 percent of the total daily volume

treated by the Sanitation Districts. Further, no new habitable structures are proposed which could increase population in the Plan Area and it is anticipated that visitors to projects implemented under the Plan would be current residents of the area and would not increase the demand for wastewater services. Accordingly, operation of a project that includes a greenway path and amenities such as a restroom or water fountains is not anticipated to result in a load that exceeds wastewater treatment capacity. Further, implementation of **MM UTL-1: Prepare and Implement Utilities Plan** would ensure that project proponents compare the expected operational demand and generation for the various utility resources against existing supply and infrastructure to determine whether sufficient capacity exists to accommodate the project prior to constructing the project, to ensure that impacts are less than significant.

Mitigation Measures

MM UTL-1: Prepare and Implement Utilities Plan.

Significance After Mitigation

No impacts would occur during construction. No mitigation is required.

For operations, **MM UTL-1: Prepare and Implement Utilities Plan** would ensure that all existing utilities are identified and avoided or addressed safely and in compliance with District, County, and local rules and regulations. and also ensures that project proponents compare the expected operational demand and generation for the various utility resources against existing supply and infrastructure to determine whether sufficient capacity exists to accommodate the future project. Therefore, with the implementation of mitigation measures, operation impacts would be less than significant.

3.19.3.3.4 19(d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

3.19.3.3.4.1 Greenway Paths and Greenway Amenities

Construction

Less than Significant. The California Integrated Waste Management Act of 1989 and its subsequent amendments required all California cities and counties to implement programs by 2000 that would reduce, recycle, or compost at least 50 percent of the quantity of waste produced. CalRecycle, formerly called California Integrated Waste Management Board, is the state entity that administers the act. To comply with the California Integrated Waste Management Act, projects implemented by the County are required to comply with the County's construction and demolition debris recycling specifications and reporting the volume of debris generated and the percentages of debris that are recycled and disposed in landfills. Future projects implemented by non-County jurisdictions within the Plan Area would comply with applicable requirements that address reduction of solid waste, as described in the 3.19.2, Regulatory Framework. Due to compliance with state and applicable local standards, construction waste is not anticipated to exceed capacity of local infrastructure. Therefore, impacts would be less than significant.

Operations

Less than Significant. Per the *Design Guidelines and Standards*, segments of proposed greenway paths sponsored by a project proponent would include an operations and maintenance agreement with the District that would require maintenance of all features by the project proponent, including but not limited to fencing, benches, trash receptacles, bike repair stations, shade structures, vegetation, irrigation, pavement, signing and striping, graffiti cleanup, people experiencing homelessness encampment cleanup, and litter and dumping removal. Therefore, trash or solid waste generated by users of the greenway paths and amenities would be collected in receptacles and sent to local solid waste handling facilities and the local municipality or agency would be responsible for ensuring that local facilities have capacity to handle the generated waste. Further, once the construction of the greenway path and any additional components is complete, operation and maintenance would be the responsibility of the local jurisdiction and solid waste collection would occur in accordance any local ordinances regarding solid waste reduction. Waste would be generated by users of the greenway paths and amenities and through regular maintenance of vegetation along the greenway path. Although greenway paths and amenities are assumed to generate up to 1,000 daily visitors, these visitors are anticipated to come from the local region (SGV and greater Los Angeles County). Operation of the greenway paths and greenway amenities would not involve the construction of any habitable structures that would be likely to increase regional population. Therefore, the waste generated would be similar to the same waste by those visitors if they were at a different location in the region. The amount of waste produced through recreational use of a greenway path is not anticipated to be substantial enough to exceed State or local standards or the capacity of local infrastructure. As described above for construction, all jurisdictions within the Plan Area contain policies in their general plans that address reduction of solid waste and operation of individual segments of greenway paths would be maintained by the local jurisdiction in accordance with all State and local standards, as per the *Design Guidelines and Standards*, and solid waste reduction goals. Accordingly, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

3.19.3.3.4.2 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces

Construction

Less than Significant. Construction of a pocket park or greenspace in addition to the greenway paths and amenities is anticipated to increase the amount of ground disturbed and volume of solid waste generated during construction. However, all project proponents would be required to comply with state and local policies regarding solid waste reduction, as described for greenway paths and amenities above. Therefore, despite a potentially greater area of disturbance, the amount of waste disposed to landfills would be minimized. Construction impacts would be as described above for greenway paths and greenway amenities. Impacts would be less than significant.

Operations

Less than Significant. Pocket parks and greenspaces are anticipated to increase the volume of waste generated since users would spend more time at these parks and greenspaces for rest from greenway paths, picnicking and gathering, and other uses. In addition, the number of daily visitors to pocket parks is estimated to be as high as 3,292 people at larger parks, in addition to the 1,000 daily visitors along the associated segment of greenway path. However, as described above, per the *Design Guidelines and Standards*, greenway paths would have the appropriate maintenance. Therefore, trash or solid waste generated by users of the greenway paths and amenities would be collected in receptacles and sent to local solid waste handling facilities and the local municipality or agency would be responsible for ensuring that local facilities have capacity to handle the generated waste. Further, project proponents would be required to comply with any local ordinances regarding solid waste reduction. The amount of waste produced through recreational use of a greenway path and amenities + pocket parks or greenspaces is not anticipated to be substantial enough to exceed State or local standards or the capacity of local infrastructure. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

3.19.3.3.4.3 Greenway Paths and Greenway Amenities + Safe Crossings

Construction

Less than Significant. Construction of greenway paths and amenities + safe crossings is anticipated to increase the level of ground disturbance and volume of solid waste generated during construction. However, all project proponents would be required to comply with state and local policies regarding solid waste reduction, as described for greenway paths and amenities above. Therefore, despite a potentially greater area of disturbance from the addition of safe crossings, the amount of waste disposed to landfills would be minimized. Therefore, impacts would be less than significant.

Operations

Less than Significant. Since safe crossings do not include solid waste-generating beneficial project elements, impacts related to solid waste generation for a greenway path + safe crossing would be the same as described above for greenway paths and amenities. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

3.19.3.3.4.4 Greenway Paths and Greenway Amenities + Stormwater Management

Construction

Less than Significant. Construction of greenway paths and amenities + safe crossings is anticipated to increase the level of ground disturbance and volume of solid waste generated during construction. However, all project proponents would be required to comply with state and local policies regarding solid waste reduction, as described for greenway paths and amenities above. Therefore, despite a potentially greater area of disturbance from the addition of safe crossings, the amount of waste disposed to landfills would be minimized. Therefore, impacts would be less than significant.

Operations

Less than Significant. Since the stormwater management subcomponent does not include solid waste-generating beneficial project elements, impacts related to solid waste generation for a greenway path and amenities + stormwater management facility would be the same as described above for greenway paths and amenities. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

3.19.3.3.5 19(e) Comply with federal, state, and local statutes and regulations related to solid waste?

3.19.3.3.5.1 Greenway Paths and Greenway Amenities + Pockets Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Less than Significant. During construction, solid waste would be generated from workers onsite and any demolition or removal of existing surfaces or fixtures at a project site. Project proponents would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. These would include compliance with the California Integrated Waste Management Act, AB 75, and the California Solid Waste Reuse and Recycling Access Act.

Additionally, all of the municipalities within the Plan Area contain policies in their general plans that address reduction of solid waste. Waste-reduction techniques are incorporated into individual resource management plans and would be expected to include reuse and diversion of materials in the waste stream from landfill disposal. Compliance with local ordinances and state regulations would ensure that impacts are less than significant, and no mitigation is required.

Operations

Less than Significant. During operation and maintenance of the greenway paths and amenities, pocket parks and greenspaces, safe crossings, and/or stormwater management facilities, solid waste would be generated from the daily visitors to the Greenway Network and the various project subcomponent projects. Minimal waste may be generated by workers operating and maintaining the facilities, or trash

and debris may be removed during cleanouts of the stormwater management facilities. Trash and debris at stormwater management facilities would be captured by the facility before it reaches a receiving water body. The management of solid waste would become the responsibility of the County if within the unincorporated area or the local municipality in which it is located. However, the County and local jurisdictions are required to comply with federal, state, and local management and reduction statutes and regulations related to solid waste. These would include compliance with the California Integrated Waste Management Act, AB 75, and the California Solid Waste Reuse and Recycling Access Act, as well as individual municipalities' ordinances concerning reduction of solid waste. Therefore, impacts from operations would be less than significant and no mitigation is required.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

3.19.3.4 Impacts of Conceptual Design Projects

This section discusses potential impacts from the 10 conceptual designs discussed in Section 2.4 above.

- 3.19.3.4.1 19(a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Construction

Construction activity associated with each of the conceptual design projects would vary depending on the final siting and construction plans developed for each project. At the conceptual design phase, it would be speculative to assess if construction activity would require the relocation of any facilities in order to construct the project. However, the implementation of **MM UTL-1: Prepare and Implement Utilities Plan** would ensure that all existing utilities are identified and avoided or addressed safely and in compliance with County and local rules and regulations. This mitigation measure also ensures that project proponents compare the expected operational demand and generation for the various utility resources against existing supply and infrastructure to determine whether sufficient capacity exists to accommodate the Project. All ground disturbance would be resurfaced as quickly as possible. Accordingly, the construction impacts of all conceptual design projects would be less than significant with mitigation, and none of the conceptual design projects are anticipated to result in additional impacts not previously described above for greenway paths and the various additional components or result in impacts of greater severity than described above.

Operations

Detailed analysis of the operational demand for utilities for the conceptual design projects would be speculative at this conceptual design stage as demand would depend on understanding the final project location, size, plant palette/landscaping, as well as the presence of existing utilities in the final project site. All of the conceptual design projects would be required to capture and treat stormwater because of

low impact development requirements, and any impacts from an increase in impervious surface are offset by new or additional stormwater treatment (see Section 3.10, Hydrology and Water Quality). Water for landscaping and irrigation would be restricted to the minimum volume needed to establish plants. Any remaining surface water flows from landscaping would evaporate, infiltrate into the ground, or be routed to the storm drain system.

None of the conceptual design projects are anticipated to result in increased demand on any existing utilities, as the proposed projects do not involve construction of any new habitable structures that would increase population. The only conceptual design project that proposes a new structure that would require electricity, natural gas, water, or wastewater services is the Eaton Wash Spreading Ground Fitness Loop which includes a new restroom in the conceptual design drawing. However, energy and water use would be reduced by implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**. This measure is described in detail in Section 3.8, Greenhouse Gas Emissions. Additional discussions of how Plan projects would reduce or eliminate the need for energy, water, and waste treatment are provided in Sections 3.3, Air Quality and 3.6, Energy. These policies, guidelines, and mitigations ensure that even large greenway paths and their amenities would be designed using the most efficient energy, water, and waste management strategies.

Operation and maintenance of the conceptual design projects would not be expected to require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, beyond that would occur during construction activity because projects designed under the Plan would adhere to the *Design Guidelines and Standards* and implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would ensure responsible use of electricity, water, and wastewater during operation of the greenway paths and amenities; thereby limiting their impact to service systems. Impacts would be less than significant with mitigation. The conceptual design projects are not anticipated to result in impacts not described above for the Plan nor impacts of greater severity than described for the Plan.

3.19.3.4.2 19(b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Construction

Construction activity associated with each of the conceptual design projects would be within the bounds discussed for the overall Plan based on estimated size and the components included with each segment of greenway path. Therefore, water use during construction activity is not anticipated to exceed that estimated above in Section 3.19.3.3.2, Impact 19(b) for the Plan. Impacts would be less than significant and no mitigation is required.

Operations

As described above, operation and maintenance of individual projects would be the responsibility of the local jurisdiction in which the project is located. In some instances, a conceptual design project spans multiple jurisdictions, in which case the project proponent would coordinate between the local municipalities to determine maintenance and operation responsibilities. However, the local jurisdiction would confirm sufficient water supplies with the local service provider during plan review and prior to

approving the project. Further, all the municipalities within the Plan Area have policies regarding water conservation and water use in their general plans that would have to be complied with. A brief description of operation impacts for each conceptual design project is provided below in Table 3.19-3.

Table 3.19-3. Analysis of Operations of Conceptual Design Examples to Utilities and Service Systems

Conceptual Design Project	19(b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?
Alhambra Wash at Vincent Lugo Park <i>City of Alhambra and City of San Gabriel</i> <i>Greenway, lighting, pollinator garden, seating, safe crossing, linear stormwater management</i>	Less than Significant. Water supply for operation of this conceptual design project would be limited to irrigation for the pollinator garden along the greenway path. The <i>Design Guidelines and Standards</i> provide guidance for ensuring vegetation is water efficient and suited for the climate of the Plan Area so that pocket parks and greenspaces do not create excessive demand for water supply. Therefore, impacts would be less than significant.
Big Dalton Wash at Hilda L. Solis Park <i>Cities of Baldwin Park and Irwindale</i> <i>Greenway, bike service station, pollinator garden, seating, safe crossing, stormwater management</i>	Less than Significant. Water supply for operation of this conceptual design project would be limited to irrigation for the pollinator garden and additional plantings along the segments of greenway path on both sides of the channel. The <i>Design Guidelines and Standards</i> provide guidance for ensuring vegetation is water efficient and suited for the climate of the Plan Area so that pocket parks and greenspaces do not create excessive demand for water supply. Therefore, impacts would be less than significant.
Eaton Wash Greenway at Spreading Ground Site <i>City of Pasadena</i> <i>Greenway, bike service station, park ribbon, shade structures, stormwater management, educational signage, outdoor classroom</i>	Less than Significant. Water supply for operation of this conceptual design would primarily consist of operation of a new restroom, as only minimal planting is included along the new greenway segment. As described above, water demand for a new restroom is estimated to be approximately 3,010 gallons per day. Compared to the total water available in the Plan Area, the operation of a single new restroom is not anticipated to adversely affect water supplies. Therefore, impacts would be less than significant.
Eaton Wash at Eaton Blanche Park <i>City of Pasadena</i> <i>Greenway, safe crossing, landscaping</i>	Less than Significant. Operation of this project would be unlikely to require additional water supply over baseline levels as the only landscaping proposed would be improvements to an existing park that is already planted with a lawn. The <i>Design Guidelines and Standards</i> provide guidance for ensuring vegetation is water efficient and suited for the climate of the Plan Area so that pocket parks and greenspaces do not create excessive demand for water supply. Therefore, impacts would be less than significant.
San Dimas Wash at Arrow High School <i>City of Glendora</i> <i>Greenway, safe crossing, landscaping, shade structure, outdoor classroom, picnic area, seating</i>	Less than Significant. Operation of this project would be unlikely to require additional water supply over baseline levels as the only landscaping proposed would be improvements to an existing vegetated park area. The <i>Design Guidelines and Standards</i> provide guidance for ensuring vegetation is water efficient and suited for the climate of the Plan Area so that pocket parks and greenspaces do not create excessive demand for water supply. Therefore, impacts would be less than significant.
San Dimas Wash at Hollenbeck Park <i>City of Covina</i> <i>Greenway, safe crossing, seating, river overlook, community garden</i>	Less than Significant. Operation of this project would be unlikely to require additional water supply over baseline levels as the only landscaping proposed would be at a new community garden where residents could rent plots for planting. The proposed greenway path segment would be located along an already vegetated area of San Dimas and existing sports facilities. The <i>Design</i>

Conceptual Design Project	
	<i>Guidelines and Standards</i> provide guidance for ensuring vegetation is water efficient and suited for the climate of the Plan Area so that pocket parks and greenspaces do not create excessive demand for water supply.
<p>San Jose Creek at Pocket Park <i>City of Industry and the unincorporated LA County community of Avocado Heights</i> <i>Greenway, pocket park, overlook, stair climb</i></p>	<p>Less than Significant. Water supply for operation of this conceptual design project would consist of irrigation for planting areas within a new pocket park. This conceptual design would be located near recently completed segment of the San Jose Creek Regional Access project which contains plantings along San Jose Creek and would extend this planting palette to the small parcel proposed for a pocket park. The <i>Design Guidelines and Standards</i> provide guidance for ensuring vegetation is water efficient and suited for the climate of the Plan Area so that pocket parks and greenspaces do not create excessive demand for water supply. Therefore, impacts would be less than significant.</p>
<p>Thompson Creek at the Fairplex <i>Cities of Pomona, La Verne, and Claremont</i> <i>Greenway, pollinator garden, permeable pavement, flexible greenspace</i></p>	<p>Less than Significant with Mitigation. Water supply for the operation of this conceptual design would consist of irrigation for a lawn space, as well as a pollinator garden, and plantings in an existing large parking lot at the Fairplex complex. As described above, water requirements for sod lawns are more extensive than other plantings, and could require up to 4,500 gallons per day per acre of proposed lawn. However, operation is expected to have sufficient water supplies in average, wet, and dry years with adherence to the design guidelines and standards and implementation of MM UTL-1: Prepare and Implement Utilities Plan, which would ensure that project proponents compare the expected operational demand and generation for the various utility resources against existing supply and infrastructure to determine whether sufficient capacity exists to accommodate the Project prior to constructing the project.</p>
<p>Walnut Creek at Syhre Park <i>Cities of Baldwin Park and West Covina</i> <i>Greenway, plaza, shade trees</i></p>	<p>Less than Significant. Water supply for operation of this conceptual design project would be limited to the irrigation needed for the few new shade trees proposed. The <i>Design Guidelines and Standards</i> provide guidance for ensuring vegetation is water efficient and suited for the climate of the Plan Area so that pocket parks and greenspaces do not create excessive demand for water supply. Therefore, impacts would be less than significant.</p>
<p>Walnut Creek at Pocket Park <i>City of West Covina</i> <i>Greenway, gateway, bike service station, picnic area, landscaping, pollinator garden, public art</i></p>	<p>Less than Significant. Water supply for operation of this conceptual design project would consist of irrigation for the pollinator garden, picnic area, and planting buffer along the greenway path. The <i>Design Guidelines and Standards</i> provide guidance for ensuring vegetation is water efficient and suited for the climate of the Plan Area so that pocket parks and greenspaces do not create excessive demand for water supply. Therefore, impacts would be less than significant.</p>

- 3.19.3.4.3 19(c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Construction

No Impact. Construction activity associated with each of the conceptual design projects would be the same as described above for the Plan. No new restroom facilities would be required for workers and any water use for dust control or truck wheel-washing will be captured and disposed of appropriately. No new wastewater treatment would be required to meet the wastewater generated from construction of a project. No impacts would occur.

Operations

Less than Significant. The only conceptual design project that includes a restroom facility is Eaton Wash at the spreading grounds. Operation of a single new restroom facility would be unlikely to result in an inadequate capacity from an existing wastewater provider to meet the Eaton Wash conceptual design's projected demand, especially as most visitors would be from the existing community. Other wastewater generated from operation would be minimal. Therefore, operation impacts would be less than significant for the Eaton Wash conceptual design project and no impacts would occur for the other nine conceptual design projects as there are no facilities proposed that would require wastewater treatment.

- 3.19.3.4.4 19(d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Construction and Operations

Less than Significant. As described above, projects implemented by the County are required to comply with the County's construction and demolition debris recycling specifications, including submitting reports to Public Works' Environmental Programs Division detailing the volume of debris generated and the percentages of debris that are recycled and disposed in landfills. All of the jurisdictions within the Plan Area contain policies in their general plans that address reduction of solid waste. During construction, a project proponent would comply with all state and local standards and solid waste reduction goals. Therefore, impacts for all conceptual design projects would be less than significant.

- 3.19.3.4.5 19(e) Comply with federal, state, and local statutes and regulations related to solid waste?

Construction and Operations

Less than Significant. As described above, projects implemented by the County are required to comply with the County's construction and demolition debris recycling specifications, including submitting reports to Public Works' Environmental Programs Division detailing the volume of debris generated and the percentages of debris that are recycled and disposed in landfills. All of the jurisdictions within the Plan Area contain policies in their general plans that address reduction of solid waste. During construction, a project proponent would comply with all state and local standards and solid waste reduction goals. Therefore, impacts for all conceptual design projects would be less than significant.

3.20 Wildfire

This section describes the existing conditions and applicable regulations pertaining to wildfires in the proposed Plan Area and describes the impacts associated with wildfires that could result from implementation of the proposed Plan.

Table 3.20-1. Summary of Potential Impacts of the Plan on Wildfire.

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
Would the Plan:			
20(a). Substantially impair an adopted emergency response plan or emergency evacuation plan?			
Greenway Paths + Greenway Amenities	Significant and Unavoidable	Less than significant	Construction: MM WF-1: Construction Coordination with Emergency and Fire Services Operation: No Mitigation
Greenway Paths + Pocket Parks and Greenspaces	Significant and Unavoidable	Less than significant	
Greenway Paths + Safe Crossings	Significant and Unavoidable	Less than significant	
Greenway Paths + Stormwater Management	Significant and Unavoidable	Less than significant	
20(b). Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?			
Greenway Paths + Greenway Amenities	Significant and Unavoidable	Significant and Unavoidable	Construction: MM WF-2: Prepare a Construction Fire Protection Plan Operations: MM WF-3: Operations Fire Prevention Measures
Greenway Paths + Pocket Parks and Greenspaces	Significant and Unavoidable	Significant and Unavoidable	
Greenway Paths + Safe Crossings	Significant and Unavoidable	Significant and Unavoidable	

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
Would the Plan:			
Greenway Paths + Stormwater Management	Significant and Unavoidable	Significant and Unavoidable	
20(c). Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment			
Greenway Paths + Greenway Amenities	Significant and Unavoidable	Significant and Unavoidable	Construction: MM WF-2: Prepare a Construction Fire Protection Plan Operations: MM WF-3: Operations Fire Prevention Measures
Greenway Paths + Pocket Parks and Greenspaces	Significant and Unavoidable	Significant and Unavoidable	
Greenway Paths + Safe Crossings	Significant and Unavoidable	Significant and Unavoidable	
Greenway Paths + Stormwater Management	Significant and Unavoidable	Significant and Unavoidable	
20(d). Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			
Greenway Paths + Greenway Amenities	Significant and Unavoidable	Significant and Unavoidable	Construction: MM WF-2: Prepare a Construction Fire Protection Plan Operations: MM WF-2: Prepare a Construction Fire Protection Plan
Greenway Paths + Pocket Parks and Greenspaces	Significant and Unavoidable	Significant and Unavoidable	

Plan Component	Impact Determination: Construction	Impact Determination: Operations	Mitigation Measures
<i>Would the Plan:</i>			
Greenway Paths + Safe Crossings	Significant and Unavoidable	Significant and Unavoidable	
Greenway Paths + Stormwater Management	Significant and Unavoidable	Significant and Unavoidable	

3.20.1 Environmental Setting

The Plan Area is susceptible to wildfire risk due to warm temperatures, including increased extreme heat events, rainfall/drought, topography, seasonal winds, and fire-adapted vegetation. Areas most susceptible to wildfires are generally located in mountainous areas or hillsides. However, the areas with the greatest wildfire risk to human safety and property are along the WUI, which is the transition zone between wildlands and the human/built environment and often where areas of housing and human development and vegetation commingle. In these areas, homes and other buildings abut vegetated areas where wildfires may occur. WUIs are common throughout Los Angeles County, particularly in rural and mountainous areas, and can also include urban communities that are located near open space, conservation areas, and national forests. WUIs are also present in the Plan Area. These are particularly prevalent at the upstream extent of washes as they approach more steeply sloped areas. WUIs are generally represented by the edges of the forested areas depicted in Figure 3.2-3 in Section 3.2, Agriculture and Forestry Resources.

PRC Section 4126 classifies lands that are state and privately-owned forest, watershed, and rangeland as State Responsibility Areas (SRAs), in which the California Department of Fire and Forestry (CAL FIRE) is the primary emergency response agency responsible for fire suppression and prevention. CAL FIRE is required to map FHSZs in SRAs based on factors such as fuel, slope, fire history, existing and potential fuel sources (natural vegetation), predicted flame length, blowing embers, terrain, and typical fire weather for an area. FHSZs are classified as moderate, high, or very high. Local Responsibility Areas (LRAs) are lands where the local government provides fire protection services instead of state or federal entities. PRC 4201-4204 direct CAL FIRE to provide FHSZ classification recommendations for LRAs but the responsibility for mapping LRAs lies within the local jurisdiction responsible for fire management and control.

Based on the FHSZ map for Los Angeles County, the Plan Area contains primarily urbanized/developed areas which are outside of the designated VHFHSZ (CAL FIRE 2007, 2011). However, small portions of the Plan Area, primarily the northern extent in the San Gabriel foothills region, are located within the LRA VHFHSZ, and there are small areas that are designated as SRA VHFHSZs along the edge of the Angeles National Forest (Figure 3.20-1). These VHFHSZ areas are generally located outside urban/developed areas in areas with flammable vegetation within the WUI.

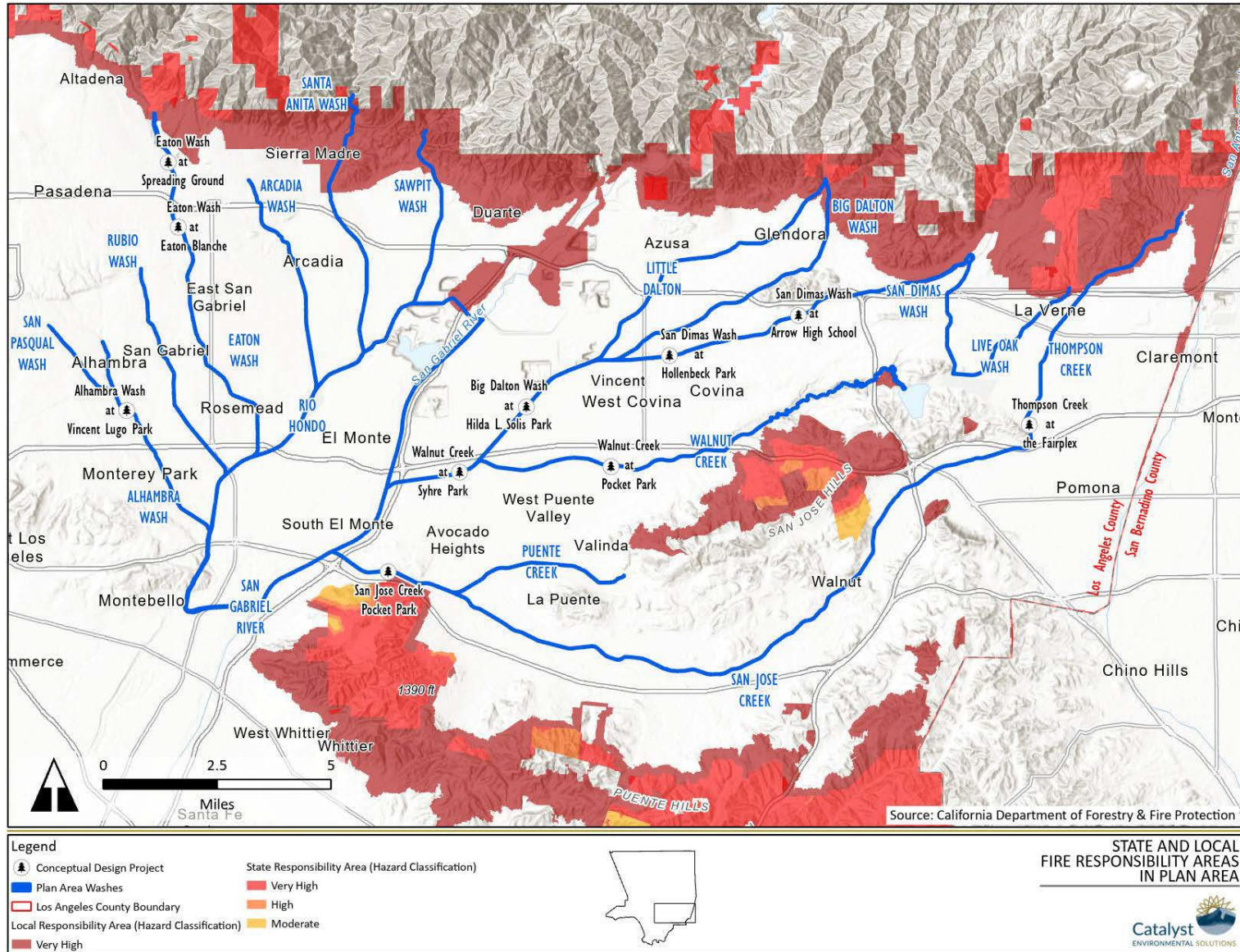


Figure 3.20-1. Fire Hazard Severity Zones in the Plan Area

The LACFD provides fire protection services to unincorporated Los Angeles County as well as 60 incorporated cities, which include Azusa, Baldwin Park, Claremont, Covina, El Monte, Glendora, Industry, Irwindale, La Puente, Pasadena, Pico Rivera, Pomona, Rosemead, San Dimas, San Gabriel, South El Monte, and Temple City. Alhambra, Arcadia, La Verne, Monrovia, Montebello, San Marino, and West Covina. have their own city fire departments with jurisdiction in the Plan area (LACFD 2022b; LACFD 2023).

3.20.2 Regulatory Setting

3.20.2.1 Federal

No federal regulations related to wildfire are relevant to the Plan.

3.20.2.2 State

3.20.2.2.1 Public Resources Code Section 4290

PRC Section 4290 mandates that Board of Forestry and Fire Protection set minimum standards related to defensible space (e.g., the 100-foot zone from a building to a potential fire source), including provisions pertaining to road standards for fire equipment access; standards for signs identifying streets, roads, and buildings; minimum private water supply reserves for emergency fire use; and fuel breaks and greenbelts. Applicable sections of the PRC mandate standards for firebreaks (Section 4292) and operation of power equipment (Sections 4427, 4428, 4431) intended to minimize risks in areas subject to wildfire.

3.20.2.2.2 California Code of Regulations Title 14, Chapter 7

CCR Title 14, Chapter 7, Subchapter 2 contains the “State Minimum Fire Safe Regulations” that stipulate requirements for emergency access (ingress and egress) to new construction; road signage; emergency water standards including fire hydrants and valves; building siting, setback distances, and fuel modification; and preservation of undeveloped ridgelines.

3.20.2.2.3 Public Resources Code Section 4291

PRC Section 4291 states that property owners within SRAs are responsible for ensuring that their property is in compliance with California’s building and fire codes that call for homeowners to take proactive steps to protect their property from a wildfire. The law requires that homeowners in SRAs clear out flammable materials, such as brush or vegetation, around their buildings to 100 feet (or the property line) to create a defensible space buffer. This helps halt the progress of an approaching wildfire and keeps firefighters safe while they defend the property (CAL FIRE 2022c).

3.20.2.2.4 California Building Code and Fire Code

The California Building Standards Code standards serve as the basis for the design and construction of buildings in California; the California Fire Code is a component of the California Building Standards Code. The California Fire Code, Chapter 9 of Title 24 of the CCR, is based on the International Fire code and is updated every three years. The overall purpose of the California Fire Code 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. Chapter 49 of the California Fire Code contains minimum standards for development in the WUI and fire hazard areas. The California Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire service features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas. The California Fire Code also provides regulations and guidance for local agencies in the development and enforcement of fire safety standards.

Chapter 7A of the California Building Code regulates building materials, systems, and/or assemblies used in the exterior design and construction of new buildings located within a WUI. It establishes minimum standards for the protection of life and property by increasing the ability of a building located in any FHSZ within SRAs or a WUI to resist the intrusion of flames or burning embers projected by a vegetation fire. New buildings located in such areas are required to comply with the ignition resistant construction standards outlined in Chapter 7A.

The provisions of the California Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout California.

3.20.2.3 [Los Angeles County](#)

3.20.2.3.1 [Los Angeles County Fire Code](#)

Los Angeles County Code of Ordinances Title 32 contains the County's Fire Code. The 2022 California Fire Code regulations have been incorporated by reference, with amendments, in the Los Angeles County Fire Code. Relevant portions of the County's fire code are included below:

- **325.2.1 – Clearances:** requires at least 100 feet of defensible space around any building, structure, or apiary upon or adjoining any mountainous, or forest- or brush-covered land or land covered with flammable growth. The intensity of fuels management may vary within the 100-foot perimeter of the structure, with more intense fuel reductions being used between 5 and 30 feet (1524 and 9144 mm) around the structure, and an ember-resistant zone being required within 5 feet (1524 mm) of the structure, based on regulations promulgated by the State Board of Forestry and Fire Protection, in consultation with the Office of the State Fire Marshal, to consider the elimination of materials in the ember-resistant zone that would likely be ignited by embers. Defensible space of up to 200 feet may be required if the fire code official or Commissioner finds that because of the location of any building, structure, or apiary and because of other conditions, defensible space of 100 feet (30.48 m) around such building, structure, or apiary is not sufficient.
The amount of fuel deemed necessary to be removed or modified shall consider the flammability of the structure as affected by building material, building standards, location, and type of vegetation. Fuels shall be maintained and spaced in a condition so that a wildfire burning under average weather conditions would be unlikely to ignite the structure, as determined by the fire code official.
- **325.10 – Roadway Clearance:** The fire code official or commissioner may require removal and clearance of all flammable vegetation or other combustible growth for a minimum of 10 feet (3.05 m) on each side of every roadway, whether public or private. The fire code official or commissioner may enter upon private property to inspect, remove, and clear vegetation and growth as required by this section and may charge the responsible party for the cost of such action. This section shall not

apply to single specimens of trees, ornamental shrubbery, or cultivated ground cover such as green grass, ivy, succulents, or similar plants used as ground cover, provided that they do not form a means of readily transmitting fire. As used in this section, "roadway" means that portion of a highway or private street improved, designed, or ordinarily used for vehicular travel. The minimum clearance of 10 feet (3.05 m) may be increased if the fire code official determines additional distance is required to provide reasonable fire safety.

- **326.12.1 – Equipment:** prohibits the use or operation in, upon, or within any wildfire risk area, of any tractor, construction equipment, engine, or machinery, or any steam, oil, or gasoline-operated stationary or mobile equipment, from which a spark or fire may originate, unless such equipment is provided with a qualified device or spark arrester installed in or attached to the exhaust pipe which will prevent the escape of fire or sparks. Said qualified device or spark arrester shall meet the requirements of the current version of the United States Forest Service "Standard for Spark Arresters for Internal Combustion Engines" (Standard 5100-1).
- **326.13 - Open flame device:** No person shall operate or use any device, machine, or process such as a welding torch, tar pot, decorative torch, or any other device liable to start or cause fire in or upon any wildfire risk area, except by the authority of a written permit from the fire code official. However, no permit will be required if such use is within inhabited premises or a designated camp site, and such use is a minimum of 30 feet from any grass-, grain-, brush-, or forest-covered lands.
- **503.2.1 – Dimensions:** Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance clear to the sky.
Exception: A minimum vertical clearance of 13 feet 6 inches (4114.8 mm) may be allowed for protected tree species adjacent to access roads. Any applicable tree-trimming permit from the appropriate agency is required.
- **507.1.1 - Water certificate:** Every building permit application shall be accompanied by either evidence that the proposed structure will be provided with a reliable water supply or a certificate from the Fire Department that there exists, or is under construction, a private water supply which, in the opinion of the fire code official, is adequate for fire protection.
- **4905.2 - Construction methods and requirements within established limits:** Construction methods intended to mitigate wildfire exposure shall comply with the wildfire protection building construction requirements contained in the applicable California Building Codes, Chapter 7A; California Residential Codes, Section R337; California Referenced Standards Code, Chapter 12-7A; California Fire Code, CCR Title 24, Part 9; and Los Angeles County Code, Title 32.
- **4906.2 – Application:** All new plantings of vegetation in Local Responsibility Areas (LRA) designated as a Very High Fire Hazard Severity Zone and in State Responsibility Areas (SRA) shall comply with Sections 4906.3 through 4906.5.3. Section 4906 is applicable to all unincorporated portions of Los Angeles County, to all cities that are a part of the Consolidated Fire Protection District of Los Angeles County, and to all cities that contract with the Consolidated Fire Protection District of Los Angeles County for services and adopt Section 4906 as part of their fire code.
- **4906.3 Fuel modification plans in fire hazard severity zones:** A fuel modification plan shall be submitted and have preliminary fire protection plan approval prior to any subdivision of land or Coastal Development Permit; or, have final fire protection plan approval as stipulated below; where, such structure, or subdivision is located within areas designated as a Fire Hazard Severity Zone within State Responsibility Areas or Very High Fire Hazard Severity Zone within the Local Responsibility Areas, according to applicable Fire Hazard Zone maps, and Appendix PP of this code at the time of application.
Final approval is required for applications for new construction for any enclosed structure over 120 square feet and any structure enclosed on three sides or more and greater than or equal to 200

square feet; any remodeling, modification, or reconstruction that increases the square footage of the existing structure or footprint by 50 percent or more within any 12-month period. Structures that do not require a building permit or are constructed of noncombustible materials, open on all sides, and not used for storage or habitation are exempt. Every fuel modification plan shall be reviewed by the Forestry Division of the Fire Department for defensible space, fire safety, compliance with Sections 325.2.1 (Clearance), 325.10 (Roadway Clearance), and 503.2.1 (Dimensions) of this code, the Fire Department's fuel modification guidelines, and CCR Title 14, Division 1.5, Chapter 7, subchapter 2. An on-site inspection must be conducted by the personnel of the Forestry Division of the Fire Department and a final approval of the fuel modification plan issued by the Forestry Division prior to a certificate of occupancy being granted by the building code official. The fuel modification inspection ensures compliance with applicable requirements of this code; the Building Code, Section 701A.5 (Vegetation management compliance); and the Residential Code, Section R337.1.5 (Vegetation management compliance).

- **4907.3 – Defensible Space Requirements:** Hazardous vegetation and fuels around all buildings and structures shall be maintained in accordance with Public Resources Code, Section 4291.2; CCR Title 14, Division 1.5, Chapter 7, Subchapter 3, Article 3, Section 1299.03; California Government Code, Section 51182; CCR Title 19, Division 1, Chapter 7, Subchapter 1, Section 3.07; and Los Angeles County Code, Title 32, including Section 325 (Clearance of Brush and Vegetative Growth).

3.20.2.3.2 Brush Clearance Inspection Program

The Brush Clearance Program is a joint effort between the LACFD and the County of Los Angeles Department of Agricultural Commissioner/Weights and Measures, Weed Hazard and Pest Abatement Bureau. This unified enforcement legally declares both improved and unimproved properties a public nuisance, and where necessary, requires the clearance of hazardous vegetation.

These measures create defensible space for effective fire protection of property, life, and the environment. The Department's Brush Clearance Unit enforces the Fire Codes as it relates to brush clearance on improved parcels, coordinates inspections and compliance efforts with fire station personnel, and provides annual brush clearance training to fire station personnel (LACFD 2022a).

3.20.2.3.3 Los Angeles County Fire Department Strategic Plan

The LACFD Strategic Fire Plan outlines goals focused on enhancing the protection of lives, property, and natural resources from wildland fire, as well as improving environmental resilience to wildland fires. The Strategic Fire Plan identifies the primary factors contributing to wildfire hazards, including vegetation, topography, and weather, and the relevant communities, agencies, and councils in Los Angeles County. Additionally, it provides pre-fire management strategies and tactics (LACFD 2022b).

3.20.2.3.4 Los Angeles County Operational Area Emergency Response Plan

The County of Los Angeles Operational Area Emergency Operations Plan addresses both the County's planned response to extraordinary emergency situations impacting unincorporated areas of the County as well as established Operational Area coordination. The Los Angeles County Operational Area consists of the County and all political subdivisions within the geographical boundaries of Los Angeles County. The plan identifies responsibility for emergency responses based on statutory authority, provides concepts of operational responses and recovery, specific roles and responsibilities of government and county agencies. The Plan recognizes Wildfire and post-wildfire events as hazards (e.g., geotechnical

hazards such as landslides) to the County and identifies coordination of Federal, State, and Los Angeles County Emergency Support Functions (Los Angeles OEM 2023).

3.20.2.3.5 Los Angeles County Fire Department Wildfire Action Plan

In 2021, the LACFD updated their adopted Wildfire Action Plan (Ready! Set! Go!), which was designed to provide residents with critical information on creating defensible space around homes, retrofitting homes with fire-resistant materials, and preparing to safely evacuate ahead of a wildfire. This plan provides residents with information regarding emergency preparedness and planning in the event of a wildfire (LACFD 2021).

3.20.2.3.6 Los Angeles County All Hazards Mitigation Plan

To meet the requirements of the Federal Disaster Mitigation Act of 2000, the Los Angeles County Chief Executive Office—Office of Emergency Management prepared an All-Hazards Mitigation Plan to assess risks posed by natural hazards and developed a mitigation action plan for reducing the risks in Los Angeles County. The 2020 Plan replaces the Plan approved in 2014 (Los Angeles County OEM 2020).

3.20.2.3.7 Los Angeles County General Plan Safety Element

Policy S 4.4: Reduce the risk of wildland fire hazards through meeting minimum State and local regulations for fire-resistant building materials, vegetation management, fuel modification, and other fire hazard reduction programs.

Policy S 4.7: Discourage building mid-slope, on ridgelines and on hilltops, and employ adequate setbacks on and below slopes to reduce risk from wildfires and post-fire, rainfall-induced landslides and debris flows.

Policy S 4.14: Encourage the strategic placement of structures in FHSZs that conserves fire suppression resources, increases safety for emergency fire access and evacuation, and provides a point of attack or defense from a wildfire (LA County Department of Regional Planning 2022).



3.20.2.4 Incorporated Cities Within the Plan Area

The table below presents the policies related to wildfire from each of the incorporated cities within the Plan Area that would be applicable to projects implemented under the Plan within the boundaries of any incorporated city.

Table 3.20-2. Applicable Local City Policies Related to Wildfire

Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Alhambra	<p>Services & Infrastructure:</p> <p>Goal SI-8 Fire and emergency medical response that meets the needs of residents, visitors, and businesses.</p> <p>Policy SI-8B Ensure that existing and new development minimizes fire risk through application of appropriate fire code requirements.</p>	<p>Municipal Codes related to wildfire relevant to the Plan Area can be found in Section 2.20.110 (Emergency Plan), Chapter 19.02 (Fire Code), and 2.20.110 Emergency Plan. § 2.20.110 Emergency Plan.</p> <p>The Disaster Council shall be responsible for the continued development of the “City of Alhambra Multi-Hazard Functional Plan,” which plan shall provide for the effective mobilization of all of the resources of this city, both public and private, to meet any condition constituting a local emergency, state of emergency, or state of war emergency; and shall provide for the organization, powers and duties, services, and staff of the emergency organization. Any changes in the plan shall take effect upon adoption by resolution of the City Council.</p> <p>(’86 Code, § 2.20.110) (Ord. 3976, passed - -)</p> <p>19.02.020 California Fire Code Adopted.</p> <p>Chapters 1 through 80, Chapter 3 (as published in the 2022 California Fire Code), Appendix Chapter 4, Section 503 and Appendices B, BB, C, CC, D and O of Title 24, Part 9 of the California Code of Regulations (the 2022 California Fire Code), as amended and in effect on or before January 1 , 2023 are hereby adopted by reference pursuant to the provisions of §§ 50022.1 through 50022.10 of the Cal. Gov’t Code as though fully set forth herein, and made a part of the Alhambra Municipal Code with the same force and effect as though set out herein in full, including all of the regulations, revisions, conditions and terms contained therein except that those certain sections thereof which are necessary to meet local conditions as hereinafter set forth in § 19.02.030 of this code are hereby repealed, added or amended to read as set forth therein.</p> <p>In accordance with § 50022.6 of the Cal. Gov’t Code, not less than one copy of said Title 24 Part 9 of the California Code of Regulations together with any and all amendments thereto proposed by the City of Alhambra, has been and is now filed in the office of the Fire Chief and shall be remain on file with the Fire Chief, shall collectively be known as the City of Alhambra Fire Code and may be cited as Chapter 19.02 of the Alhambra Municipal Code.</p> <p>(Ord. 4507, passed 12-10-07; Am. Ord. 4508, passed 12-10-07; Am. Ord. 4561, passed 12-13-10; Am. Ord. 4562, passed 12-13-10; Am. Ord. 4640, passed 12-9-13, Am. Ord. 4641, passed 12-9-13; Am. 4700, passed 11-14-16; Am. Ord. 4765, passed 12-9-19; Am. Ord. 4767, passed 12-9-19; Am. Ord. 4806, passed 11-14-22)</p> <p>2.20.110 Emergency Plan.</p> <p>The Disaster Council shall be responsible for the continued development of the “City of Alhambra Multi-Hazard Functional Plan,” which plan shall provide for the effective mobilization of all of the resources of this city, both public and private, to meet any condition constituting a local emergency, state of emergency, or state of war emergency; and shall provide for the organization, powers and duties, services, and staff of the emergency organization. Any changes in the plan shall take effect upon adoption by resolution of the City Council.</p> <p>(’86 Code, § 2.20.110) (Ord. 3976, passed - -)</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Arcadia	<p>Land use element:</p> <p>Goal LU-5: Hillside management approaches that balance desires for unique neighborhoods and home sites with the need to protect residents from environmental hazards and to respect wildlife habitat and viewsheds.</p> <p>Policy LU-5.5: Ensure that any change in hillside land use is accompanied by appropriate safety measures and that the environmental constraints are adequately addressed especially with respect to runoff and erosion.</p> <p>Safety Element:</p> <p>Goal S-3: High level of protection from the dangers of wildland and urban fires</p> <p>Policy S-3.1: Practice fire prevention, engineering, enforcement, and education as the primary means to reduce incidents of wildland and urban fires.</p> <p>Policy S-3.4: Limit new development in designated high-fire hazard areas. Where prior entitlements have been given, require and enforce strict adherence to City, County, and State codes that address building materials and approaches, defensible spaces, brush clearance, required fire flows, on-site or nearby fire-fighting equipment, and adequate emergency vehicle access to accommodate the weight and size of vehicles.</p>	<p>Municipal Codes related to wildfire within the City that are relevant to the Plan area can be found in Section 3121 (California Fire Code Adoption), (Wildland-Urban Interface Fire Area Boundaries.), 3141. (Storage of Flammable Liquids) Water Efficient Landscaping: 7554.4. – (Plan Check Requirements), and 2214.1. (Emergency Plan).</p> <p>Section 3121 - California Fire Code Adoption.</p> <p>Subject to the exception of the deletions or additions hereinafter set forth, and further subject to the amendments hereinafter specified, there is adopted by reference for the City of Arcadia the 2022 Edition of the California Fire Code, including Chapter 4 and Appendices B, C, D, K, and O based on the 2021 Edition of the International Fire Code published by the International Code Council, and the foregoing shall constitute the Fire Code of the City of Arcadia.</p> <p>One (1) copy of said code is on file in the office of the City Clerk for use and examination by the public.</p> <p>(Amended by Ord. 2232 adopted 11-20-07; amended by Ord. 2280 adopted 12-7-10; amended by Ord. 2313 adopted 12-3-13; Ord. No. 2343, § 2, 12-6-16; Ord. No. 2367, § 2, 12-17-19; Ord. No. 2395 , § 2, 11-15-22)</p> <p>3130.1. – Wildland-Urban Interface Fire Area Boundaries.</p> <p>The boundaries of the Wildland-Urban Interface Area shall be the same as the Very High Fire Hazard Severity Map as produced by the California Department of Forestry and Fire Protection.</p> <p>(Ord. No. 2367, § 6, 12-17-19; Ord. No. 2395, § 6, 11-15-22)</p> <p>3141. - Storage of Flammable Liquids.</p> <p>Storage of flammable liquids in outside aboveground tanks is prohibited within the boundaries of the City as the same now exist or as the same may at any time hereafter exist. Aboveground tanks may be permitted on a case by case basis with approval of the Chief.</p> <p>Water Efficient Landscaping: 7554.4. - Plan Check Requirements.</p> <p>A Landscape Design Plan, and a Landscape Documentation Package prepared by a licensed landscape architect shall include the following landscape design criteria:</p> <p>f. A landscape design plan for projects in fire-prone areas shall address fire safety and prevention. A defensible space or zone around a building or structure is required per Public Resources Code Section 4291(a) and (b). Avoid fire-prone plant materials and highly flammable mulches. Refer to the local Fuel Modification Plan guidelines.</p> <p>2214.1. - Emergency Plan.</p> <p>The Arcadia Disaster Board shall be responsible for the development of the City of Arcadia Emergency Plan, which Plan shall provide for the effective mobilization of all of the resources of this City, both public and private, to meet any condition constituting a local emergency, state of emergency or state of war emergency; and shall provide for the organization, powers and duties, services and staff of the Emergency Organization. Such Plan shall take effect upon adoption by resolution of the City Council.</p>	<p>Wildland-Urban Interface Ordinance, which specifies minimum development and fuel modification standards for new development proposed adjacent to large contiguous areas of undeveloped land.</p>
Azusa	<p>Chapter 3: The Built Environment</p> <p>Recreation and Open Space - Goal 8: Preserve and provide open spaces for city’s residents that provide visual amenity, recreational opportunities, protect environmental resources, and protect the population from natural hazards.</p>	<p>Municipal Codes related to wildfire relevant to the Plan Area can be found in Chapter 30 Fire Prevention and Protection and Chapter 34 Health and Sanitation.</p> <p>Chapter 30 (Fire Prevention and Protection) Section 30-36. (Adoption) adopts the following:</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Linkage of Development with Supporting Infrastructure and Public Services - Goal 9: Ensure that land use development is adequately served by supporting infrastructure and public services.</p> <p>Chapter 4: Economy and Community</p> <p>Fire/Emergency Medical Goal 2: Ensure adequate protection from fire and medical emergencies for Azusa residents and property owners.</p>	<p>Subject to the changes and amendments as may be set forth in this article, that certain code entitled "2017 Los Angeles County Fire Code" has been filed in the office of the city clerk, which is referred to and by this reference expressly incorporated in this article, is adopted and by reference made a part of this article as fully and for all intents and purposes as though set forth in this article at length. If there is any inconsistency between any provisions of such Fire Code and other provisions of this Municipal Code, such other provisions of this Municipal Code shall prevail.</p> <p>Chapter 34 Health and Sanitation Article 4 Property Maintenance Section 34-233 (Weeds and other obstructions)</p> <p>All weeds and other obstructions on sidewalks, parking areas and streets constitute a nuisance, dangerous and injurious to the neighboring property and to the health and welfare of the residents of the city.</p> <p>(Code 1971, § 8.50.030)</p>	
Baldwin Park	<p>No applicable goals or policies were identified for this city pertaining to wildfire or wildland fire.</p>	<p>Municipal Codes related to wildfire relevant to the Plan Area can be found in Part 20 (Adoption of the California Fire Code With Los Angeles) and § 36.07 Emergency Organization.</p> <p>Part 20 (Adoption of the California Fire Code With Los Angeles)</p> <p>County Fire Code Amendments</p> <p>§ 150.225 Adoption.</p> <p>(A) The 2020 Los Angeles County Fire Code and the 2019 California Fire Code, Part 9 of Title 24 of the California Code of Regulations, are hereby adopted and enacted as the primary Fire Code of the City of Baldwin Park, and made part of this code by reference with the same force and effect as if fully set forth herein and shall be known as the Baldwin Park Fire Code.</p> <p>(B) One copy of the 2019 California Fire Code, Part 9 of Title 24 of the California Code of Regulations and 2020 Los Angeles County Fire Code has been filed for use and examination of the public in the Office of the City Clerk of the City of Baldwin Park.</p> <p>(Ord. 1441, passed 11-6-19)</p> <p>36.07 Emergency Organization.</p> <p>All officers and employees of this city, together with those volunteer forces enrolled to aid them during an emergency, and all groups, organizations and persons who may, by agreement or operation of law, including persons impressed into other applicable law charged with duties incident to the protection of life and property in this city during such emergency, shall constitute the emergency organization of the city.</p> <p>('83 Code, § 2.65.070) (Ord. 1007, passed - -89; Am. Ord. 1006, passed - -89)</p>	<p>No other applicable ordinances were identified.</p>
Claremont	<p>Land use element:</p> <p>Goal 2-4: Protect, preserve, and manage the City's diverse and valuable open space, water, air, and habitat resources.</p> <p>Policy 2-4.2: Continue to place a high priority on acquiring and preserving open space lands in Claremont's hillside areas for purposes of recreation, habitat protection and enhancement, fire hazard management, public safety purposes, water resource protection, and overall community benefit.</p>	<p>Municipal Codes related to wildfire relevant to the Plan Area can be found in Section 2.52.010 (Annexation to Los Angeles County Fire Protection District), Section 15.20.010 and 15.20.020 (Adoption of Fire Code for the Consolidated Fire Protection District of Los Angeles County and Very High Fire Hazard Severity Zone.), Chapter 16.010 H Hillside District, and 2.48.080 Emergency plan.</p> <p>2.52.010 Annexation to Los Angeles County Fire Protection District.</p> <p>In accordance with the terms and provisions of the California Health and Safety Code, Section 13948, the City, by its City Council, requests the Consolidated Fire Protection</p>	<p>City's Hillside Ordinance (land use GP)</p> <p>Standardized Emergency Management System (SEMS) Claremont has adopted the SEMS for responding to any large-scale disaster requiring a multi-agency and multi-jurisdictional response. Under the SEMS model, five functions activate in the event of a disaster. including:</p> <ul style="list-style-type: none">ManagementOperations



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Public Safety and Noise element:</p> <p>Goal 6-7: Minimize the risks associated with urban and wildland fires.</p> <p>Policy 6- 7. 1 Work with the Fire Department to establish minimum standards for water supply and access for fire-fighting equipment.</p> <p>Policy 6. 7- 2 Work with Fire Department to enforce restrictions on vehicular and recreational use of foothill areas during critically hazardous periods.</p> <p>Policy 6- 7. 3 Enforce building fire codes and ordinances and continue to research and adopt best practices pertaining to fire management and fire hazards.</p> <p>Policy 6- 7.4 Work with the Fire Department to establish an aggressive fire inspection and code enforcement program.</p> <p>Policy 6- 7. 5 Continue to disseminate information relating to fire prevention measures and resident response to emergency situations. with the understanding that an informed public can greatly aid in the reduction of fire loss.</p> <p>Policy 6- 7.6 Continue to work with Los Angeles County Weed Abatement Division to implement and enforce the county' s systematic weed abatement program.</p>	<p>District of Los Angeles County to include and annex the entire City and all territory within its established boundaries, as those boundaries exist as of the effective date of the ordinance codified in this chapter to the Consolidated Fire Protection District of Los Angeles County, so that all of the territory within the City shall become a part of the Consolidated Fire Protection District of Los Angeles County. (75-15)</p> <p>Section 15.20.010 and 15.20.020 (Adoption of Fire Code for the Consolidated Fire Protection District of Los Angeles County and Very High Fire Hazard Severity Zone.)</p> <p>15.20.010 Adoption of Fire Code for the Consolidated Fire Protection District of Los Angeles County.</p> <p>A. The 2022 Fire Code for the Consolidated Fire Protection District of Los Angeles County (Title 32, Los Angeles County Code) adopted by the Los Angeles County Board of Supervisors, amending the 2022 California Fire Code, incorporating the 2021 International Fire Code published by the International Code Council, with the changes, additions and deletions set forth in this chapter and amendments set forth are adopted by reference as the Fire Code of the City.</p> <p>B. At least one (1) copy of said Fire Code will be deposited in the office of the Building Official and shall at all times be maintained by the Building Official for use and examination by the public. (22-08; 19-08; 16-13; 13-10)</p> <p>15.20.020 Very High Fire Hazard Severity Zone.</p> <p>The Very High Fire Hazard Severity Zone is defined in Appendix M of the Los Angeles County Fire Code Title 32. (22-08; 19-08; 16-13; 13-10)</p> <p>Chapter 16.010 H Hillside District</p> <p>8. The proposed development shall not be in conflict with the goals and policies of the Los Angeles County Fire Department or the Los Angeles County Flood Control District unless there is a finding by the Planning Commission that said goals and policies are not consistent with other adopted goals and policies of the City of Claremont.</p> <p>16.010.000 Intent</p> <p>The Hillside District is intended to provide for limited uses of hillside areas which are consistent with the City’s General Plan. The mix of permitted uses, the intensity of uses, and the distribution of uses are to be based largely on natural environmental factors and accessibility to necessary facilities and services. The hillside areas must be kept in a natural state to the greatest extent feasible in order to protect the public health, safety and general welfare, and minimize the hazards identified in the Public Safety and Noise Element of the General Plan and to advance the goals and policies of the Open Space, Parkland and Conservation Element of the General Plan. Slope density regulations which correlate intensity of development to the steepness of terrain will be used to minimize grading, removal of vegetation, land instability, and fire hazards. Clustering of residential units will be encouraged. Transfer of development credits will also be used as a means of limiting residential development to areas designated on the General Plan. (08-05).</p> <p>16.075.010 Permitted Uses</p> <p>Properties in the WP District shall remain essentially undeveloped. Only the following uses are permitted in the WP Wilderness Park District:</p> <p>F. Vegetation management as determined necessary by the City and County of Los Angeles Fire Department (LACFD) to reduce hazardous wildfire conditions. (08-05)</p>	<p>– Planning and Intelligence</p> <p>– Logistics</p> <p>Finance and Administration</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>2.48.080 Emergency plan.</p> <p>The Claremont Disaster Council shall be responsible for the development of the City’s emergency plan, which plan shall provide for the effective mobilization of all of the resources of this City, both public and private, to meet any condition constituting a local emergency, state of emergency or state of war emergency, and shall provide insofar as possible for the organization, powers and duties, services and staff of the emergency organization. Such plan shall take effect upon adoption by resolution of the City Council. (Prior code § 8.7)</p>	
Covina	<p>Safety Element</p> <p>Goal: A community in which the loss of lives, serious injuries, major damages to public and private structures/properties, the loss of natural resources, economic and social dislocation, and the disruption of vital services associated with a potential natural or man-made disaster are prevented.</p> <p>Policy 4. Maintain, enforce, and periodically review all codes, standards, guidelines, plan and environmental impact review procedures, building permit issuance activities, and inspection and monitoring tasks that are directly or indirectly associated with safety matters and issues to further community health, safety, welfare, land use compatibility, and/or environmental quality. These matters/issues include structural integrity, seismic stability, grading, development near the flood-prone unimproved portion of Walnut Creek, fire detection and suppression and fire-resistant materials (for both the flatland and fire-susceptible Covina Hills areas), the use, storage, disposal, and transport of hazardous materials, architectural design, site planning, building setback, landscape design, public roads and private driveways, property usage and maintenance, the potential siting of a hazardous waste management facility in Covina, City evacuation routes, weed abatement and brush clearance programs (particularly relating to Covina Hills), and water pressures and flow capacities;</p> <p>Objective 5:</p> <p>The provision of sufficient public facilities and services.</p> <p>i. Assure that all existing, new, and/or expanded development address fire protection in a preventative manner by requiring in various developments fire protection and smoke detection systems and/or automatic sprinkler systems. Also, require that all new buildings incorporate adequate ingress and egress and encourage owners of existing, old structures to upgrade their exit systems and structural conditions.</p> <p>Policy Area 3: Potential Fire Hazards</p> <p>C. Maintain all fire-inhibiting Planning Department requirements and standards for new construction and for</p> <p>substantial additions to existing structures, including those for architectural design, site planning, building</p> <p>setback, landscape design, minimum road and driveway widths, and property usage and maintenance.</p> <p>H. Continue to follow weed abatement programs in Covina Hills, which involve trimming and clearing overgrown plant materials from public and private properties, to reduce the amount of combustible vegetation.</p> <p>I. Consider to require fire-retardant plantings in conjunction with new construction and major expansions, if appropriate.</p> <p>Policy Area 5</p>	<p>Municipal Codes related to wildfire relevant to the Plan Area can be found in Section 14.12.010 (2022 California Fire Code adoption by reference.), Chapter 14.13 (Fire Hazard Severity Zones), 8.40.030 (Prohibited public nuisance conditions), and 2.40.080 (Emergency plan.)</p> <p>Section 14.12.010 (2022 California Fire Code adoption by reference.)</p> <p>The city adopts the 2022 California Fire Code. Said code shall be and become the Covina fire code.</p> <p>One copy of said code is on file in the office of the city clerk, and is hereby referred to, adopted, and made a part hereof as if fully set out in this chapter. (Ord. 22-19 § 11, 2022; Ord. 19-10 § 10, 2019; Ord. 17-19 § 1, 2018; Ord. 13-2027 § 7, 2013; Ord. 10-1990 § 7, 2010; Ord. 07-1947 § 2, 2007.)</p> <p>Chapter 14.13 (Fire Hazard Severity Zones)</p> <p>14.13.010 Designation.</p> <p>The city council hereby designates within the city of Covina a very high fire hazard severity zone (“FHSZ”) as required by California Government Code Section 51179 and as recommended by the Director of the California Department of Forestry and Fire Protection. The FHSZ is designated on a map titled “City of Covina FHSZ, Tile 1” (“FHSZ Map”). The FHSZ map is intended to be used in conjunction with the most current edition of the California Building Standards Code and supersedes any other maps previously adopted by the city of Covina designating high fire hazard areas. (Ord. 08-1959 § 1, 2008.)</p> <p>8.40.030 Prohibited public nuisance conditions.</p> <p>The city council finds and declares that, notwithstanding any other provision of the Covina Municipal Code, it is a public nuisance and unlawful for any person to allow, cause, create, maintain, or suffer, or permit others to cause, create, or maintain, the following:</p> <p>18. Dead, decayed, diseased or hazardous trees, weeds, ground cover, and other vegetation, or the absence of healthful vegetation, that causes, contributes to, or tends to cause or contribute to, any one of the following conditions or consequences:</p> <p>b. A fire hazard;</p> <p>2.40.080 Emergency plan.</p> <p>The Covina disaster council shall be responsible for the development of the city emergency plan, which plan shall provide for the effective mobilization of all of the resources of this city, both public and private, to meet any condition constituting a local emergency, state of emergency or state of war emergency; and shall provide for the organization, powers and duties, services and staff of the emergency organization. Such plan shall take effect upon adoption by resolution of the city council. (Ord. 1177 § 1, 1972.)</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Emergency Preparedness and Related and General Matters</p> <p>u. Continue to encourage and support City weed abatement and brush clearance programs, particularly in the Covina Hills area, to reduce the potential for fire hazards.</p> <p>IX. Programs/Implementation Measures: Potential Fire Hazards</p> <p>1. Uniform Building and Fire Codes</p> <p>Fire prevention is of great importance to the City of Covina. Therefore, the Covina Building and Safety</p> <p>Division and Fire Department follow and enforce various requirements and standards from, respectively, the</p> <p>Uniform Building Code (UBC) and Uniform Fire Code (UFC) for new construction and for substantial additions</p> <p>to existing structures to ensure the safety of persons against the adverse impacts of both urban and wild land</p> <p>fire hazards. The City will further review and, where necessary, change these provisions, which include fire resistant materials and fire sprinkler systems, to better protect Covina residents, property owners, workers,</p> <p>and others.</p> <p>4. Weed Abatement Efforts</p> <p>An abundance of overgrown, combustible weeds and plant materials can make Covina Hills and other areas susceptible to wild land fires. Therefore, the Covina Fire Department has managed a weed abatement program that involves trimming and clearing such materials from public and private properties. Covina will continue with this effort, which, along with general Fire inspection and monitoring activities, suppresses potential fire hazards.</p> <p>Inter-Topic General Matters: Site Plan Review Process</p> <p>This part of the Zoning Ordinance constitutes the process by which private development applications and certain public proposals are reviewed and analyzed and, thus, by which General Plan, Zoning, Design Guidelines, and related provisions pertaining to site planning, land use impacts, grading, site runoff, erosion minimization, and landscaping are applied. Site Plan Review also serves as a mechanism for determining General Plan/Zoning consistency and for routing projects to other City departments/divisions for study and comment on such issues as structural adequacy, soils stability, infrastructure accommodation, fire suppression, and emergency service capabilities. When reviewing applications, the City Planning Division may impose reasonable conditions to ensure conformance with respect to the General Plan, Zoning Ordinance, Design Guidelines, and other documents. This process shall continue.</p>		
El Monte	<p>El Monte does not have any areas within wildfire state responsibility area (SRA) or very high fire hazard severity zones (VHFHSZs).</p> <p>No other applicable ordinances were identified.</p>	<p>Municipal Codes related to wildfire relevant to the Plan Area can be found in (15.34.010 - Adoption of the 2020 Los Angeles County Fire Code) and 17.74.090 – (Landscape design plan modified)</p> <p>15.34.010 - Adoption of the 2020 Los Angeles County Fire Code, and section 2.36.090 – (Emergency plan.)</p> <p>A. Title 32 of the 2020 Los Angeles County Fire Code as amended and adopted by the Los Angeles County Board of Supervisors on January 24, 2017 and in effect on March 1, 2017, adopting the 2019 California Fire Code is hereby incorporated herein by reference as if fully set forth below. For purposes of this chapter 15.34, the 2020 Los</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>Angeles County Fire Code, as adopted, may be referred to as the "El Monte Fire Code" or the "Code."</p> <p>B. In the event of any conflict between the 2019 California Fire Code and the 2020 Los Angeles County Fire Code, the latter shall control.</p> <p>C. A copy of the 2020 Los Angeles County Fire Code has been deposited in the office of the city of El Monte Building Division and shall be maintained for examination and use by the public.</p> <p>D. The purpose of the Code is to provide minimum standards to safeguard the life, limb, health, property, and public welfare within the city of El Monte.</p> <p>(Ord. No. 3011 , § 3(Exh. A), 6-21-2022)</p> <p>F. A landscape design plan for projects in fire-prone areas shall address fire safety and prevention. A defensible space or zone around a building or structure is required per subsections 4291(a) and (b) of the California Public Resources Code. Avoid fire-prone plant materials and highly flammable mulches. Refer to the local fuel modification plan guidelines.</p> <p>17.74.090 - Landscape design plan.</p> <p>modified</p> <p>A. For the efficient use of water, a landscape shall be carefully designed and planned for the intended function of the project. A landscape design plan meeting the following design criteria shall be submitted as part of the landscape documentation package.</p> <p>2.36.090 - Emergency plan.</p> <p>The Director of Emergency Services and the Emergency Services Staff shall be responsible for the development of the city emergency plan, which plan shall provide for the effective mobilization of all of the resources of this city, both public and private, to meet any condition constituting a local emergency, state of emergency, or state of war emergency; and shall provide for the organization, powers and duties, services, and staff of the emergency organization. Such plan will comply with the Standardized Emergency Management System and shall take effect upon the adoption by resolution of the City Council.</p> <p>(Ord. 2566 § 9, 2002: prior code § 2420.8)</p>	
Glendora	<p>Safety element:</p> <p>Fire Hazards</p> <p>Goal SAF-2 Reduced incident of damage to life and property from wildland fires.</p> <p>Policy: SAF-2.2 Maintain low density/intensity land use designations in the hillside areas.</p> <p>SAF-2.3 Require fire resistant building materials for structures in the hillside areas.</p> <p>SAF-2.4 Require proposed developments to comply with access requirements of the Los Angeles County Fire Department and Glendora Police Department.</p> <p>SAF-2.5 Continue to implement brush-clearance requirements in areas subject to wildland fire hazards.</p> <p>SAF-2.6 Evaluate all new development to be located in or adjacent to wildland areas to</p> <p>Disaster Preparedness:</p> <p>Goal SAF-9 Minimized loss of life, injury or property during disaster events.</p>	<p>Municipal Codes related to wildfire relevant to the Plan Area are in Chapter 19.06 (Fire Hazard Severity Zone), 18.04.010 (Adopted by reference – fire code), 11.08.020 (Powers and duties—Meetings.), and 21.04.030 (Hillside development).</p> <p>§ 19.06.010 – Fire hazard severity zone designated</p> <p>Fire hazard severity zone designated.</p> <p>Certain areas of the city are designated as a fire district due to geographical, topographical and climatic conditions and are subject to a much higher incident of fire hazards than any other areas of the city and, therefore, certain changes and modifications in the state mandated uniform construction regulations are necessary for the protection of life and property in these areas. These areas are classified as a fire hazard severity zone. The purpose of such classification is to require the application of the provisions of Section 19.02.060 of this title.</p> <p>Within those designated areas of the fire hazard severity zone the following conditions exist: large, natural growths of chaparral and other volatile weeds and vegetation;</p>	<p>City of Glendora 2015 Natural Hazards Mitigation Plan:</p> <p>WF Mitigation measure #5</p> <p>– Encourage implementation of wildfire mitigation activities.</p> <p>WF Mitigation measure #6</p> <p>Clear trimmings, trees, brush, and other debris completely from sites when performing routine maintenance and landscaping to reduce fire risk.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>exposure to hot, high-velocity winds during the "Santa Ana" conditions common to Southern California; steep terrain making access difficult for fire fighting personnel and equipment, and generally lower water pressure availability for fire suppression purposes.</p> <p>(Ord. 1887 § 16, 2007)</p> <p>18.04.010 Adopted by reference.</p> <p>The city adopts by reference the California Fire Code, 2022 Edition, which contains substantial copyrighted material from the 2021 International Fire Code, which is copyrighted work owned by the International Code Council, Inc.; and said code, including the Appendix Chapters 4, B, BB, C, CC, and H, is adopted in total as the law of the city. One copy of the code has been, and is now, filed in the office of the building official, and the code is adopted by reference as if incorporated and set out in full in this chapter. (Ord. 2074 § 1, 2022)</p> <p>11.08.020 Powers and duties—Meetings.</p> <p>It shall be the duty of the city disaster council, and the council is hereby empowered, to develop and recommend for adoption by the city council emergency and mutual aid plans and agreements and such ordinances and resolutions and rules and regulations as are necessary to implement such plans and agreements. The disaster council shall meet upon call of the chair or, in his or her absence from the city or inability to call such meeting, upon call of the vice-chair or, in their absence from the city or inability to call such a meeting, upon the call of the assistant director of emergency services. (Ord. 1749 § 2, 2002)</p> <p>21.04.030 Hillside development.</p> <p>j. For fire prevention purposes, a fuel modification plan consistent with Los Angeles County fire department fuel modification plan requirements shall be submitted to the department of planning and redevelopment and department of public works for review and approval prior to issuance of building permits.</p>	
Industry	<p>Safety Element:</p> <p>Goal S3 Reduced risk of injury to lives and property from structural and wildland fires.</p>	<p>Municipal Codes related to wildfire relevant to the Plan Area can be found in Section 15.28.010 (Adoption of fire code) and section 2.60.080 (Emergency plan).</p> <p>15.28.010 Adoption of fire code.</p> <p>The Los Angeles County Fire Code, codified as Title 32 of the Los Angeles County Code, as such code may be amended from time to time, except as hereinafter amended by this chapter, is adopted by reference as the fire code of the city. (Ord. 680 § 8, 2002; Ord. 527 § 1, 1986; Ord. 304 § 1, 1969)</p> <p>2.60.080 Emergency plan.</p> <p>The city disaster council shall be responsible for the development of the city emergency plan, which plan shall provide for the effective mobilization of all of the resources of this city, both public and private, to meet a condition constituting a local emergency, state of emergency, or state of war emergency, and shall provide for the organization, powers and duties, services, and staff of the emergency organization. Such plan shall take effect upon adoption by resolution of the city council. (Ord. 532 § 1, 1986)</p>	<p>No other applicable ordinances were identified.</p>
Irwindale	<p>Public Safety Element: The City’s commitment to emergency preparedness as a means to respond to disasters resulting from earthquakes, hazardous materials incidents, and other natural and manmade hazards;</p>	<p>Municipal Codes related to wildfire relevant to the Plan Area can be found in Chapter 15.12 (Fire Code) Section 15.28.010 (Adoption of fire code) which adopts the following:</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	Fire Prevention. The City shall continue to work with the County of Los Angeles Fire Department to promote fire prevention and fire safety programs. The City shall also encourage periodic inspections of existing structures by the Fire Department for compliance with fire safety standards and practices. All new development plans must be submitted to the Fire Department for review and comment during the plan check process. This review must be completed for the development process to continue. New development must conform to applicable standards and regulations.	The Los Angeles County Fire Code, codified as Title 32 of the Los Angeles County Code, as such code may be amended from time to time, except as hereinafter amended by this chapter, is adopted by reference as the fire code of the city. (Ord. 680 § 8, 2002; Ord. 527 § 1, 1986; Ord. 304 § 1, 1969)	
La Puente	Community Safety Element: Action CS-10: Require Building and Fire Code Compliance Review all new proposed projects to ensure they comply with building and fire codes. Actively enforce all building and fire codes.	Municipal Codes related to wildfire relevant to the Plan Area can be found in Section 9.04.010 (Adoption of Fire Code) and Section 2.28.080 (Emergency plan). 9.04.010 Adoption of Fire Code. Except as hereinafter provided, Title 32 - Fire Code of the Los Angeles County Code, as amended and in effect on March 1, 2017, adopting the California Fire Code, 2016 Edition (Part 9 of Title 24 of the California Code of Regulations) is incorporated herein by reference as if fully set forth below and shall be known and may be cited as the Fire Code of the City of La Puente. In the event of any conflict between provisions of the California Fire Code, 2016 Edition, Title 32 of the Los Angeles County Code, or any amendment to the fire code, as set forth in the La Puente Municipal Code, the provisions contained in the La Puente Municipal Code shall control. A copy of Title 32 of the Los Angeles County Code and the California Fire Code, 2016 Edition, have been deposited in the office of the city clerk and shall be at all times maintained by the city clerk for use and examination by the public. (Ord. 952 § 2, 2018: Ord. 932 § 2, 2014: Ord. 909 § 10, 2011: Ord. 908 § 10, 2010) 2.28.080 Emergency plan. The disaster council is responsible for the development of the city’s emergency plan, which plan must provide for the effective mobilization of all resources of the city, both public and private, to meet any condition constituting a local emergency, state of emergency, or state of war emergency, and must provide for the organization, powers, duties, services and staff of the emergency organization. This plan will take effect upon its adoption by resolution of the city council. (Ord. 767 § 1 (part), 1998)	No other applicable ordinances were identified.
La Verne	Public Safety Element: Goal 1: Protect our community from wildfires. Policy 1.1: Provide adequate fire protection. Policy 1.2: Minimize risk of wildfire spread Implementation i. Ensure that all development in areas subject to wildfire will meet Very High Fire Hazard Zone standards as adopted by city ordinance. A California-registered landscape architect or a person with similar qualifications shall develop landscape plans. m. Continue implementation of design standards in the hillside development overlay zone to reduce fire danger. Goal 5: Protect our community from crime, fire, and inadequate medical emergency care.	Municipal Codes related to wildfire relevant to the Plan Area can be found in Chapter 8.14 (Fire Hazards Relating to Vegetation and Other Conditions or Activities), Section 18.68.020 (Fire hazard standards), 15.37.020 (Very high fire hazard severity zone territory), 15.32.110 (Fuel modification plan in fire hazard severity zones), and 2.56.070 (Emergency plan) Chapter 8.14 (Fire Hazards Relating to Vegetation and Other Conditions or Activities), All development in the hillside areas shall be subject to review and approval by the fire chief for compliance with those aspects of the hillside development overlay zone designed to reduce fire hazards. (Ord. 853 § 2, 1993) 8.14.050 Additional Regulations and Provisions (D) Spark arresters required in the very high fire severity zone. (1) No responsible person shall, in the very high fire severity zone, use or operate, or allow the use or operation of, any tractor, construction equipment, engine,	Community Wildfire Protection Plan Goal 1: Minimize the wildland fire threat to life safety. • Identify specific areas within the City with the greatest potential wildfire threat • Develop guidelines to mitigate these hazards and risks Goal 2: Reduce the threat to assets at risk from a wildfire; including homes, critical infrastructure, natural and historic resources and recreational opportunities. • Utilize a City-wide assessment to develop specific guidelines for the protection of assets at risk • Prioritize high hazard areas for potential hazard mitigation treatments • Develop recommendations for homeowners to enhance the potential survivability of their personal assets which may be at risk • Develop fuel treatment strategies for all lands



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 5.4: Provide adequate fire protection.</p> <p>Policy 5.5: Minimize fire threat through safe development</p> <p>Land Use Element:</p> <p>Protect our community from hillside wildfires:</p> <p>b. Preserve our natural fire breaks through designated open space land use.</p> <p>f. Approve only development plans that conclusively prove that they can be adequately served with fire flow.</p> <p>g. Require that all development within the seven-minute response time contribute to the fire equipment fund established to provide additional fire coverage from station number two.</p> <p>h. Not permit development unless the project is brought within the seven-minute response time.</p> <p>Goal 9: Adequate community facilities in north La Verne:</p> <p>Policy 9.1 Increase community facilities in North La Verne.</p> <p>Implementation measure:</p> <p>b. Require new development to provide an equitable share of the cost of mitigating emergency and fire responses in the hillside development overlay zone.</p>	<p>machinery, or any steam, oil or gasoline-operated, or other combustive stationary or mobile equipment or device (collectively “Equipment”), from which a spark or fire may originate or escape, unless an approved spark arrester or other similar device is installed in, or attached to, an exhaust pipe of the Equipment at all times. Said approved spark arrester or other similar device shall meet the United States Forest Service “standard for spark arresters for internal combustion engines” (Standard 5100-1B, July 1991). For the purpose of this section, any registered motor vehicle operated on a road or highway and which is equipped with a muffler in good working condition, as required by the Vehicle Code, shall be deemed to be in compliance with this section.</p> <p>18.68.020 Fire hazard standards.</p> <p>All development in the hillside areas shall be subject to review and approval by the fire chief for compliance with those aspects of the hillside development overlay zone designed to reduce fire hazards. (Ord. 853 § 2, 1993)</p> <p>15.37.020 Very high fire hazard severity zone territory.</p> <p>The territory described as a very high fire hazard severity zone (VHFHSZ) shall be as established by the Director of California Department of Forestry and Fire Protection and as designated on a map entitled city of La Verne VHFHSZ, dated July 1, 2008, and retained on file at the city of La Verne and which shall also be retained on file at the office of the State Fire Marshal. (Ord. 1075 § 12, 2016; Ord. 1042 § 12, 2013; Ord. 1008 § 1, 2009; Ord. 930 § 1, 1999)</p> <p>4. Preliminary fuel modification plans for all improvements in areas containing combustible vegetation shall be submitted to and approved by the fire department concurrent with the submittal for approval of any project requiring discretionary approval by the city. Final fuel modification plans shall be submitted to and approved by the fire department prior to the issuance of a grading permit. The plans shall consider the criteria set forth in the Fuel Modification Plan Guidelines for Very High Fire Hazard Severity Zones.</p> <p>15.32.110 Fuel modification plan in fire hazard severity zones</p> <p>Permits shall be required as set forth in Los Angeles County Fire Code Section 105.7, with the exception of any differences which may be specified in this chapter or by the fire code official. A fuel modification plan shall be submitted and have preliminary approval prior to any subdivision of land; or, have final approval prior to the issuance of a permit for any permanent structure used for habitation; where, such structure, or subdivision is located within areas designated as a fire hazard severity zone within state responsibility areas or very high fire hazard severity zone within the local responsibility areas, according to applicable fire hazard zone maps, and Appendix P of the Los Angeles County Fire Code at the time of application.</p> <p>2.56.070 Emergency plan.</p> <p>The city disaster council shall be responsible for the development of the city emergency plan, which plan shall provide for the effective mobilization of all the resources of the city, both public and private, to meet any condition constituting a local emergency, state of emergency, or state of war emergency; and shall provide for the organization, powers and duties, services and staff of the emergency organization. Such plan shall take effect upon adoption by resolution of the city council. (Prior code § 10,202)</p>	<p>City of La Verne Community Wildfire Protection Plan provides Fuels Mitigation Prescription Guidance for Direct and Indirect Community Protection in Tables 9- 10.</p>
Monrovia	Safety Element	<p>Municipal Codes related to wildfire relevant to the Plan Area can be found in Section 15.04.370 (Chapter 36 Inserted—Very High Fire Hazard Severity Zone) , 15.20.010 (Fire</p>	<p>City’s SAFE Landscaping materials and Community Wildfire Protection Plan.</p> <p>1.5 Fire Safety Objectives</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Goal 3: Reduce the risk of fire and minimize consequences from fire events in Monrovia.</p> <p>Action 3.1.1.1: Require development to provide adequate defensible space to minimize the risk of structural damage associated with wildland fires.</p> <p>Action 3.1.1.3: Continue to implement the California Building and California Fire Codes, as well as the following policies and standards for hillside development:</p> <ul style="list-style-type: none">• Fire suppression access to natural chaparral areas shall be provided and maintained.• Landscape materials for the coverage and stabilization of graded slopes shall be selected to be compatible with surrounding natural vegetation and shall recognize climatic, soil, exposure, and ecological characteristics of the site. Plant materials that require substantial water after becoming established shall be avoided. Native dry climate grasses and other materials shall be selected wherever feasible. (Fire Department approval required). <p>Action 3.1.1.4: Continue to enforce the following ordinances promoting fire prevention.</p> <p>Continue to adopt, implement, and require new structures to incorporate latest California Building Code, California Fire Code (including a minimum of 40-footright-of-way and a grade less than six percent to ensure adequate access for fire emergencies), Government Code sections 51175 and 51189 related to VHFSZ, and Board of Forestry and Fire Protection Fire Safe Regulations, among others.</p> <p>Action 3.1.1.5: Control hazardous or potentially dangerous operations or land uses.</p> <ul style="list-style-type: none">• Enforce ordinances prohibiting the igniting or burning of flammable materials on public or private property.• Restrict and regulate devices or equipment that could create fire, explosion, or bodily injury. <p>Action 3.1.1.10: Ensure that infrastructure located within VHFSZ has the capacity to support emergency services and operations.</p> <p>Action 3.1.1.11: Require all new essential public facilities be sited outside of the VHFSZ, when feasible.</p> <p>Action 3.1.1.12: Require new development within the VHFSZ provide a pre-plan, which includes:</p> <ul style="list-style-type: none">• location and direction of evacuation routes,• at least two points of ingress and egress,• maintenance of defensible space clearances around structures and subdivisions,• provision and maintenance of fuel breaks, and• provision and maintenance of roadside fuel reduction plan to prevent fires along public roads, and• a fire resistive vegetation landscape plan <p>Action 3.1.1.13: Require all new and redevelopment occurring within the VHFSZ be designed, constructed, and maintained in accordance with the latest building and fire codes.</p> <p>Action 3.1.1.14: Ensure new and existing development located within the Very High Fire Severity Zone (VHFSZ) is designed to implement fire prevention measures.</p> <p>Fuel Modification:</p>	<p>Code Adopted), 15.20.240 Section 6104.2 (Amended—Establishment of Locations in Which Storage of Liquefied Petroleum Gases May Be Permitted), Chapter 8.14 (Fire Hazards Relating to Vegetation and Other Conditions or Activities), and Section 2.44.080 (Emergency Plan).</p> <p>15.04.370 Chapter 36 Inserted—Very High Fire Hazard Severity Zone.</p> <p>The Building Code is amended by adding a new Chapter 36 to read as follows:</p> <p>Chapter 36 Very High Fire Hazard Severity Zone</p> <p>Sec. 3601.1 Scope. This chapter shall apply to all buildings or structures or portions thereof erected, constructed, enlarged, or moved within or into the very high fire hazard severity zone as herein defined.</p> <p>Sec. 3601.2 Very High Fire Hazard Severity Zone Defined. VERY HIGH FIRE HAZARD SEVERITY ZONE is that area as described on the Official Fire District Map as VERY HIGH FIRE HAZARD SEVERITY ZONE or FIRE ZONE FOUR and dated 2008, or such subsequent map as may be adopted by the City Council of the City of Monrovia. This map is on file with the City Clerk of the City of Monrovia.</p> <p>15.20.010 Fire Code Adopted.</p> <p>(A) With the exception of the additions, deletions and amendments set forth in this Chapter, Part 9 of Title 24 of the California Code of Regulations, comprising the California Fire Code 2022 Edition, which incorporates and amends the International Fire Code 2021 Edition, published by the International Code Council, including Appendices Chapter 4, and B, C, D, and N, and the International Fire Code standards, is hereby adopted by reference as the Fire Code of the city.</p> <p>(B) A copy of such code has been deposited in the office of the City Clerk and shall be at all times maintained by the City Clerk for use and examination by the public while it remains in effect as the Fire Code of the City of Monrovia.</p> <p>(`83 Code, § 15.20.010) (Ord. 99-08 § 1, 1999; Ord. 2003-02, § 1, 2003; Ord. 2007-17, § 1 (part), 2007; Ord. 2010-16 § 2, 2010; Ord. 2013-05 § 2, 2013; Ord. 2016-12 § 4, 2016; Ord. 2019-11 § 4, 2019; Ord. 2022-09 § 4, (part), 2022)</p> <p>§ 15.20.240 Section 6104.2 Amended—Establishment of Locations in Which Storage of Liquefied Petroleum Gases May Be Permitted.</p> <p>Section 6104.2 of the California Fire Code 2022 Edition is hereby amended by adding a paragraph to read as follows:</p> <p>6104.2 The storage of liquefied petroleum gases shall be permitted only on land zoned "manufacturing" as established by ordinance in the official land use plan for the City, as the same now exists or is hereafter amended, subject to the approval of the Fire Chief.</p> <p>EXCEPTION: Individual containers with a 500-gallon (1893 L) water capacity or less or multiple container systems having an aggregate quantity not exceeding 500-gallons (1893 L), used exclusively for emergency power generation serving Group R-3 occupancies or other locations as specifically approved by the Fire Chief.</p> <p>(Ord. 2007-17, § 1 (part), 2007; Ord. 2013-05 § 2, 2013; Ord. 2019-11 § 4, 2019; Ord. 2022-09 § 4 (part), 2022)</p> <p>Chapter 8.14 Fire Hazards Relating to Vegetation and Other Conditions or Activities</p> <p>8.14.030 Establishment and Maintenance of Defensible Space.</p>	<p>a. Minimize Ignitions</p> <p>b. Decrease Intensity</p> <p>c. Decrease Damage</p> <p>d. Increase Permeability</p> <p>e. Increase Resiliency</p> <p>f. Evacuation Planning/Emergency Preparedness</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Policy 3.1.5: Continue to support and implement fuel management programs.</p> <p>Action 3.1.5.1: Maintain or require the maintenance of fire hazard reduction projects, including but not limited to community fire breaks, private road clearance, and public road clearance.</p>	<p>All responsible persons shall establish and maintain defensible space on their properties, and, as hereafter provided, on adjoining private and public properties, by adhering to the following requirements:</p> <p>(A) Natural vegetation.</p> <p>(1) In all areas of the city, existing natural vegetation shall, except on hillsides with a grade of 70% or more, be eradicated or removed in Zone 1. Thereafter, land in Zone 1 shall be kept free of natural vegetation at all times.</p> <p>(2) In the very high fire severity zone, natural vegetation and grass shall be maintained at a maximum height of eighteen inches and a minimum height of three inches in Zone 2 at all times.</p> <p>(3) In the very high fire severity zone, natural vegetation consisting of shrub-like plants in Zone 2 shall have a separation distance between each such plant that is equal to three times the diameter of the largest shrub. As an example, a Sumac having a diameter of 10 feet shall have a separation distance of 30 feet from any other form of shrub that constitutes natural vegetation.</p> <p>Section 2.44.080 Emergency Plan.</p> <p>The Monrovia Disaster Council shall be responsible for the development of the city emergency plan, which plan shall provide for the effective mobilization of all of the resources of this city, both public and private, to meet any condition constituting a local emergency, state of emergency, or state of war emergency; and shall provide for the organization, powers and duties, services, and staff of the emergency organization. Such plan shall take effect upon adoption by resolution of the City Council.</p> <p>(`83 Code, § 2.44.080) (Ord. 83-14 § 1 (part), 1983)</p>	
Montebello	<p>Safety Element:</p> <p>GOAL 3: Prevent or minimize the loss of life and injuries from all hazards.</p> <p>Implementation Action: Regulate the development, maintenance and use of property in the City so as to minimize the occurrence of fire and minimize spread.</p> <p>GOAL 7: Provide adequate fire protection to each area of the City.</p> <p>Implementation Action: Require water systems capable of meeting fire flow requirements, designed to deliver flows under emergency conditions when damages or failures occur in the system.</p> <p>POLICY 7.2: Continue to use the development review process to project plans to the Fire Department and other reviewing agencies for fire safety review, including building materials, access and circulation.</p>	<p>Municipal Codes related to wildfire relevant to the Plan Area can be found in Chapter 15.32 (California Fire Code) Section 15.32.010 (Adoption) which determines that:</p> <p>Subject to certain changes and amendments hereinafter set forth in this chapter, the city council does adopt as the fire regulations for the city, the 2019 California Fire Code (Title 24, California Code of Regulations), based on the 2018 International Fire Code, and as thereafter amended and published from time to time, by the California Building Standards Commission (hereinafter referred to as the "code"). The code provides minimum standards to safeguard life or limb, health, property and public welfare by regulating and controlling the conditions hazardous to life and property from fire or explosion. One copy of the code is on file in the office of the city clerk for public inspection, and the same is made a part hereof as though fully set forth in this chapter.</p> <p>(Ord. No. 2336, § 42, 3-10-2010; Ord. No. 2347, § 8, 12-14-2011; Ord. No. 2356, § 18, 2-26-2014; Ord. No. 2392, § 16, 1-25-2017; Ord. No. 2421, § 41, 5-13-2020; Ord. No. 2424, § 41, 5-27-2020)</p>	<p>No other applicable ordinances were identified.</p>
Pasadena	<p>Safety Element:</p> <p>Fire Hazards</p> <p>Goal R-1: It is the City’s desire to reduce threats to public and private property from wildland and urban fire hazards.</p> <p>Policy R-2: The City will require all new development in areas with a high fire hazard to provide fire retardant landscaping and project design to reduce their fire hazard.</p>	<p>Municipal Codes related to wildfire relevant to the Plan Area can be found in Section 14.28.500 (Fire hazard severity zone map), 14.28.010 (California Fire Code adopted), Chapter 14.29 Flammable vegetation 14.29.040 (Standards).</p> <p>14.28.500 - Fire hazard severity zone map.</p>	<p>City of Pasadena’s Hazardous Vegetation Ordinance (Pasadena Municipal Code sections 14.29.030 and 14.29.040) is a fire prevention partnership between property owners and the City in order to prevent disastrous fires.</p> <p>Multi-Hazard Mitigation Plan:</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	<p>Program R-2.2: The City will continue to enforce the Weed Abatement Program in high fire risk areas.</p> <p>Program R-2.4: The City will continue to enforce the Uniform Fire Code and Municipal Fire Code Amendments for new construction in fire hazard areas, including the use of sprinklers in residential structures.</p>	<p>The map entitled "City of Pasadena Fire Hazard Severity Zone Map" dated July 1, 2008 is adopted and incorporated in this chapter by this reference. Such map shall be used by the fire chief in administering this chapter.</p> <p>(Ord. No. 7407, § 5, 12-5-2022)</p> <p>14.28.010 - California Fire Code adopted.</p> <p>Except as otherwise provided for in the chapter by specific provision, the minimum standards, provisions, and requirements for the safe construction and maintenance of property, facilities, conditions, materials, equipment, fire prevention and alarms systems, and the general supervision thereof for the purpose of combating and control of fire and fire hazard and abatement same within the corporate limits of the city shall be in accordance with the provisions and in the manner prescribed by the California Fire. Code, 2022 edition (California Fire Code) in its entirety, as published by the International Code Council. This adoption of the code also includes adoption by reference of the 2021 International Fire Code Chapters 1, 3, Appendix Chapter 4 and Appendices B through I, K, M, N, O and Sections 1101 and 1104, all as compiled, adopted, and subsequently amended by the International Code Council, California State Fire Marshal's Office, California Building Standards Commission, or city of Pasadena. One copy of the above publication is on file for public inspection and they are adopted and incorporated herein as if fully set forth in this chapter.</p> <p>(Ord. No. 7407, § 5, 12-5-2022)</p> <p>Chapter 14.29 Flammable vegetation</p> <p>14.29.040 - Standards.</p> <p>Flammable weeds, trees and vegetation shall be subject to the following controls and restrictions for the purpose of preventing the spread, intensification or ignition of fires.</p> <p>A. No flammable weeds, trees or vegetation shall be permitted to exist within 100 feet of any building or structure.</p> <p>B. The above-ground portion of all flammable weeds, trees or vegetation within 100 feet of any building or structure shall be removed. The root system of such vegetation shall be left intact at and below the surface of the ground to control erosion. Tree stumps, however, may be removed at the discretion of the property owner.</p> <p>C. Growing vegetation in the form of grass or weeds, which is not yet flammable vegetation as defined herein, but may become flammable vegetation in the absence of sufficient moisture, and which is located within 30 feet of any building or structure shall not exceed 18 inches in height. The foregoing shall not apply to ornamental plants and shrubbery, bushes or other flora which is not flammable vegetation.</p> <p>D. Trees over 6 feet in height which are located within 30 feet of any building or structure, or within 10 feet from the nearest curb of any highway, street, alley or driveway, whether publicly or privately owned, shall be maintained such that no leafy foliage, twigs or branches are within 3 feet of the ground. The foregoing shall not apply to the living branches of evergreen trees.</p> <p>E. No hazardous vegetation, foliage, limb or branch of any tree, bush or shrub shall be located within 10 feet of the outlet of any chimney, stovepipe or flue which exists for the purpose of venting any location, device or appliance, including a fireplace, whether or not in actual use, in which combustion occurs</p> <p>F. The roofs of all buildings or structures shall be kept free of leaves, needles, twigs, and other combustible foreign matter.</p>	<p>Vegetation management on City lands in the watershed for water supply enhancement and fire reduction; Improvements to the Arroyo Seco Canyon; Azusa Hydro upgrades and replacements; and rainwater capture and recycling.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>G. A vertical clearance of 5 feet shall be maintained between the roof surface of any building or structure and any foliage, limb or branch of any tree or other foliage which overhangs the roof of such building or structure.</p> <p>H. No flammable vegetation shall be permitted to cling, climb or be otherwise attached to any outside wall of any building or structure.</p> <p>I. All trees and shrubs shall be kept free of dry or dead limbs, twigs, branches or foliage.</p> <p>J. No flammable weeds, trees or vegetation shall be permitted within 10 feet of any combustible fence or within 10 feet of the curb of any highway, street, alley or driveway, whether publicly or privately owned.</p> <p>(Ord. 6444 § 2 (part), 1991)</p> <p>14.28.330 - Section 4907.2 of the 2022 California Fire Code titled "Application" is amended to read as follows.</p> <p>4907.2 Application. Buildings and structures located in the following areas shall maintain the required hazardous vegetation and fuel management as prescribed in this code and Chapter 14.29 of the Pasadena Municipal Code:</p> <p>1.All unincorporated lands designated by the State Board of Forestry and Fire Protection as State Responsibility Area (SRA) including:1.1.Moderate Fire Hazard Severity Zones.1.2.High Fire Hazard Severity Zones.1.3.Very-high Fire Hazard Severity Zones.2.Land designated in ordinance by local agencies as a Moderate, High or Very-High Fire Hazard Severity Zone (pursuant to Government Code Section 51179).3.Land designated as a Very High Fire Hazard Severity Zone by the Director.</p> <p>(Ord. No. 7407, § 5, 12-5-2022)</p>	
Pico Rivera	<p>Community Facilities Element</p> <p>Goal 6.3: Adequate fire protection and emergency medical services.</p> <p>Policy 6.3-4 Enforcement of Codes. Continue to enforce all relevant codes and ordinances for existing buildings and new construction to reduce the risk of fire hazards.</p> <p>Policy 6.3-6 Review of Development Proposals. Continue to include the Fire Department in the review of development proposals to ensure that projects adequately address safe design and on-site fire protection.</p>	<p>Municipal Codes related to wildfire relevant to the Plan Area can be found in Chapter 15.44 (Fire Code) and Chapter 8.16 (Nuisance Abatement and Administrative Citations).</p> <p>Under Chapter 15.44 (Fire Code) Section 15.44.010 (Document adopted by reference):</p> <p>A. Los Angeles County Fire Code (Title 32 of the Los Angeles County Code), amending the 2022 California Fire Code and comprised of the 2021 International Fire Code as published by the International Code Council is hereby adopted by reference as the Fire Code of the City of Pico Rivera.</p> <p>B. The same shall hereafter constitute the Fire Code of the city regulating the safeguarding of life, property and public welfare to a reasonable degree from the hazards of fire and explosion arising from the storage, use and handling of dangerous and hazardous materials, substances and devices; the operation, installation, construction, location, safeguarding and maintenance of attendant equipment within the jurisdiction of the Los Angeles County Fire Department, and providing for the issuance of permits and the collection of fees therefor, and providing penalties for the violation of such code.</p> <p>Under Chapter 8.16 (Nuisance Abatement and Administrative Citations) Section 8.16.010 (Public nuisance) Pursuant to the provisions of Section 38771 of the Government Code of the state, the city council does hereby find, determine and declare that the following conditions and circumstances constitute public nuisances which may be summarily abated in accordance with the provisions of this chapter.</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		2. Overgrown vegetation (such as grass over six inches in height), dead, decayed, diseased or hazardous trees, weeds and other vegetation likely to harbor rats, vermin or nuisances or which may be a fire hazard; or that encroaches into the public right-of-way so as to interfere with pedestrian or auto traffic or interfere with the public welfare;	
Pomona	General Plan: Fire Goals: 7G.G8 Minimize the risk to life and property from fire hazards in the City of Pomona. Policy: 7G.P24 Follow and enforce the county	<p>Municipal Codes related to wildfire relevant to the Plan Area can be found in Section 74-32. (Construction in fire hazard severity zones), Sec. 22-1. (County fire code), Sec. 14-78. (Emergency operations plan), and Sec. .58010. – (Development for hillside property).</p> <p>Section 74-32. (Construction in fire hazard severity zones.)</p> <p>(a) Pursuant to Government Code Section 51179(a), this section adopts the California Department of Forestry and Fire Protection (CAL FIRE) "Very High Fire Hazard Safety Zone Maps," which shall be kept on file in the building and safety division and in the office of the city clerk as Exhibit A to Ordinance No. 4104.(b)Effective July 1, 2008, new construction or building expansion within any Very High Fire Hazard Safety Zone shall comply with all requirements of Chapter 7A of the California Building Code.</p> <p>(Ord. No. 4104, § 1, 6-16-2008)</p> <p>Sec. 22-1. - County fire code.</p> <p>The Los Angeles County Fire Code, as it exists on the adoption date of this Code, is hereby adopted by reference.</p> <p>Charter reference— Adoption by reference, § 512.</p> <p>State Law reference— Adoption by reference, Government Code § 50022.1 et seq.</p> <p>Sec. 14-78. - Emergency operations plan.</p> <p>The city disaster council shall be responsible for the development of the city emergency operations plan, which plan shall provide for the effective mobilization of all of the resources of the city, both public and private, to meet any condition constituting a local emergency, state of emergency, or state of war emergency and shall provide for the organization, powers and duties, services, and staff of the emergency organization. Such plan shall take effect upon adoption by resolution of the city council.</p> <p>(Code 1959, § 6-8; Ord. No. 3180, § 1 (part))</p> <p>Sec. .58010. - Development for hillside property.</p> <p>A. PURPOSE.</p> <p>The purpose of this section is to encourage the orderly development of hillside areas by relating the number and distribution of dwelling units and other buildings to the topography, so that the terrain will suffer minimum disfigurement by scarring from extensive cut and fill. These regulations are also designed to minimize danger to life and property due to the hazards of fire, flood, soil erosion, seepage and destruction of the natural topography and plant material of the area and in addition to those having to do with excavations and fills generally in other regulations and ordinances.</p> <p>K. FIRE PROTECTION.1.In fire hazardous areas, unobstructed fire protection equipment access easements shall be required to all parts of the development and to adjacent areas which are potential fire hazards. The fire chief shall recommend to the planning commission where such easements are needed.</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
Rosemead	<p>Public Safety Element</p> <p>Goal 3: Provide high levels of public safety, emergency response, and law enforcement services.</p> <p>Policy 3.1: Ensure that current applicable building codes and fire codes are maintained and implemented.</p> <p>Action 3.5 Continually address expected effects of climate change that may impact public safety, including increased risk of wildfires, flooding and sea level rise, salt water intrusion; and health effects of increased heat and ozone, through appropriate policies and programs.</p>	<p>Municipal Codes related to wildfire relevant to the Plan Area can be found in Section 2.40.080 (Emergency Plan.), and 8.24.010 (California Fire Code as amended by Los Angeles County Fire Code adopted).</p> <p>2.40.080 - Emergency Plan.</p> <p>The Rosemead Disaster Council shall be responsible for the development of the city of Rosemead Emergency Plan, which plan shall provide for the effective mobilization of all of the resources of this city, both public and private, to meet any condition constituting a local emergency, state of emergency, or state of war emergency, and shall provide for the organization, powers and duties, services, and staff of the emergency organization. Such plan shall take effect upon adoption by resolution of the City Council.</p> <p>(Prior code § 3707)</p> <p>8.24.010 - California Fire Code as amended by Los Angeles County Fire Code adopted.</p> <p>A. The 2016 California Fire Code as amended by Title 32 Los Angeles County Building Code (adopted January 24, 2017 by the Los Angeles County Board of Supervisors as the 2017 Fire Code), together with their appendices, prescribing regulations generally governing conditions hazardous to life and property from fire, hazardous materials or explosions, and provide for penalties for violations thereto, are hereby adopted by reference, and conflicting ordinances are hereby repealed. B. All of the regulations, provisions, conditions, and terms of said codes, together with their appendices, one copy of which will be on file and accessible to the public for inspection at the City Clerk's office, are hereby referred to, adopted and made part of this chapter as if fully set forth in this chapter with the exceptions, deletions, additions, and amendments thereto as set forth in this subchapter.</p> <p>(Ord. 863 § 1, 2008: prior code § 3100)</p> <p>(Ord. No. 909, § 14, 1-11-11; Ord. No. 940, § 1, 5-13-14; Ord. No. 973, § 1, 5-9-17)</p>	No other applicable ordinances were identified.
San Dimas	<p>Open Space Element:</p> <p>Goal 2.1</p> <p>Protect life and property of the citizens of San Dimas from natural disasters.</p> <p>Policy 2.1.1 For public health and safety designate potential hazard areas, such as, flooding, seismic, land slides, fire, and other hazardous areas as open space.</p> <p>Safety Element:</p> <p>1.4 Provide effective and efficient fire protection services.</p> <p>1.4.3 Restrict the use of flammable materials and provide additional setbacks in fire hazard zones.</p> <p>Fire Hazard Areas: Fire retardant roofing (Class B or better) and brush clearance zone shall continue to be required in wild land fire hazard areas such as the foothills and Via Verde. Preserve to the extent practical the fire roads in the City's foothill areas.</p>	<p>Municipal Codes related to wildfire relevant to the Plan Area can be found in Section 8.28.080 (Emergency Plan.), Chapter 15.51 Fire Code 15.51.010 (Adoption.), 17.40.080 (Dead-end streets—Fire hazard areas), and Title 18 Zoning codes - various landscaping requirements to reduce fire hazards.</p> <p>8.28.080 Emergency Plan.</p> <p>The San Dimas Disaster Council shall be responsible for the development of the city of San Dimas Emergency Plan, which plan shall provide for the effective mobilization of all of the resources of this city, both public and private, to meet any condition constituting a local emergency; state of emergency, or state of war emergency; and shall provide for the organization, powers and duties, services, and staff of the emergency organization.</p> <p>Such plan shall take effect upon adoption by resolution of the city council.</p> <p>(Prior code § 21-9; Ord. 514, 1975)</p> <p>Chapter 15.51 Fire Code 15.51.010 Adoption.</p> <p>Except as provided in this chapter, the California Fire Code, 2022 Edition, based on the 2021 International Fire Code, as published by the California Building Standards Commission, shall be and become the Fire Code of the City, regulating and governing the safeguarding of life and property from fire and explosion hazards arising from the storage, handling, and use of hazardous substances, materials and devices, and from conditions hazardous to life or property in the occupancy of buildings and premises in</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		<p>the City. The California Fire Code will be on file for public examination in the office of the building official.</p> <p>(Ord. 1295 § 1, 2022)</p> <p>§ 17.40.080 Dead-end streets—Fire hazard areas.</p> <p>Areas where, in the opinion of the county forester and fire warden, there will be a fire hazard to the watershed or any other properties, a cul-de-sac or a dead-end street in excess of five hundred feet in length shall have a pavement width of not less than thirty-six feet within a minimum right-of-way width of forty-two feet.</p> <p>(Ord. 795 § 1, 1983)</p> <p>Title 18 Zoning codes - Landscaping.</p> <p>Title 18 zoning codes identify various zones and specific plans with landscaping requirements to reduce potential fire hazards, including by not limited to requiring fire resistant plants, clearance requirements, and other requirements that meet those of the Los Angeles County fire department.</p>	
San Gabriel	No applicable general plan goals or policies were identified.	<p>Municipal Codes related to wildfire relevant to the Plan Area can be found in Section 96.02 (Adoption of The California Fire Code), Section 36.08 (Emergency Plan.), and 95.52 Public Nuisance. 96.02 Adoption of The California Fire Code.</p> <p>There is hereby adopted by the City Council for the purpose of prescribing regulations governing conditions hazardous to life and property from fire, hazardous materials or explosion, these certain codes and standards known as the 2022 Edition of the California Fire Code. As the California Fire Code, 2022 Edition, thereof and whole thereof, including Appendix Chapter 4, B, BB, C, CC, D-I, K, N and O, 2022 Edition, the State of California Title 24, Part 9, California Fire Code Amendments of 2022, including Errata’s and Supplements hereafter, same and except such portions as are hereinafter deleted, modified, or amended by this subchapter. A copy of the Code and Standards is now on file in the office of the City Clerk and the San Gabriel Fire Department and are hereby adopted and incorporated as if fully set out at length herein. The provisions hereof shall be controlling within the limits of the incorporated areas of the city.</p> <p>(‘65 Code, § 4-4.102) (Ord. 461-C.S., passed 12-5-95; Am. Ord. 502- C.S., passed 6-3-99; Am. Ord. 531-C.S., passed 10-15-02; Am. Ord. 575-C.S., passed 11-20-07; Am. Ord. 587 C.S., passed 12-7-10; Am. Ord. 607-C.S., passed 11-19-13; Am. Ord. 630-C.S., passed 12-6-16; Am. Ord. 655, passed 11-19-19; Am. Ord. 686, passed 11-15-22)</p> <p>36.08 Emergency Plan.</p> <p>The Disaster Council shall be responsible for the development of the city Emergency Plan, which plan shall provide for the effective mobilization of all of the resources of the city, both public and private, to meet any condition constituting a local emergency, state of emergency, or state of war emergency, and shall provide for the organization, powers and duties, services, and staff of the Emergency Organization. Such plan shall take effect upon adoption by resolution of the City Council.</p> <p>(‘65 Code, § 4-3.08) (Ord. 108-C.S., passed - -)</p> <p>95.52 Public Nuisance.</p> <p>All weeds and rubbish on sidewalks, parking areas, streets and private property constitute a nuisance, dangerous and injurious to the neighboring property and to the health and welfare of the residents of the city.</p>	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
		('65 Code, § 6-4.305) (Ord. 315-C.S., passed - -)	
San Marino	<p>Safety Chapter:</p> <p>Goal 1. Protect people and property from fires.</p> <p>Goal 2. Actively prevent fire hazards.</p> <p>Goal 3. Provide prompt emergency medical attention.</p> <p>Objective S.1 Protect Kewen Canyon as a high fire hazard severity zone.</p> <p>Objective S.2 Ensure that adequate service levels for fire protection and emergency medical response are maintained in the City of San Marino.</p>	<p>Municipal Codes related to wildfire relevant to the Plan Area can be found in Article 12 (Fire Code) and Article 13 Very High Fire Hazard Severity Zone.</p> <p>Article 12 (Fire Code) Section 25.12.01 (Fire Code Adopted) and the following amendments determine the following:</p> <p>Except as hereinafter provided, the 2022 California Fire Code, including all appendices with errata, based on the 2021 International Fire Code, is hereby adopted by reference and incorporated herein as though fully set forth herein and shall constitute the Fire Code of the City. A copy of such code shall be located in the Planning and Building Department and shall be, at all times, maintained by the Planning and Building Department for use and examination by the public. For the purpose of this code, the Planning and Building Director shall be the building official.</p> <p>(Ord. 0-19-1357, 11-13-2019; and. Ord. O-22-1400, 1-11-2023)</p> <p>Section 25.12.03: Addition Of Section 107.2.3:</p> <p>Notwithstanding the provisions of section 25.12.01 of this article, section 107.2.3 is added to the Fire Code to read as follows:</p> <p>107.2.3 Annual Inspection Required. All properties located in the high fire hazard severity zone as identified by the San Marino Fire Department shall be inspected as deemed necessary for compliance with state and local brush clearance requirements in Section 12.12.19 by the fire official.</p> <p>(Ord. 0-19-1357, 11-13-2019)</p> <p>Section 25.12.19: Addition Of Section 4907.4:</p> <p>Notwithstanding the provisions of Section 25.12.01 of this article, Section 4908 is added to the Fire Code to read as follows:4907.4.2 Prohibition. No person who has any ownership or possessory interest in, or control of a parcel of land shall allow to exist thereon any hazardous refuse or hazardous grass, weeds, shrubs, trees, or other vegetation, which, by reason of proximity to a building or structure, constitutes a fire hazard. For purposes of this section, hazardous grass, weeds, shrubs, trees, or other vegetation are defined as grass, weeds, shrubs, trees, or other vegetation which are in such condition and location, or by the unique characteristics of a species, as to provide a ready fuel supply to augment the spread or intensity of a fire.</p> <p>Article 13 Section 14.13.01: Very High Fire Hazard Severity Zone Established determines:</p> <p>Those parcels highlighted on the map included at the end of this Section as Exhibit A, a copy of which will be kept on file in the office of the City Clerk, are hereby designated as being located in a Very High Fire Hazard Severity Zone. Properties in the Zone shall be subject to the provisions of Government Code section 51182 and Health and Safety Code section 13132.7.</p> <p>(Ord. 095-1082-U, 12-13-1995, eff. 1-1-1996)</p>	<p>No other applicable ordinances were identified.</p>
South El Monte	<p>Public Health, Safety, and Environmental Justice Element:</p> <p>Goal 1: Minimize risks, such as loss of life, injury, property damage, and natural resource destruction from natural hazards.</p> <p>Policy 1.4: Implement Programs and Standards to Mitigate Fire Risk and Secondary Impacts.</p>	<p>Municipal Codes related to wildfire relevant to the Plan Area can be found in Chapter 9.16 (Offenses Against Property) and Chapter 15.14 Fire Code</p> <p>Chapter 9.16 (Offenses Against Property) Section 9.16.010 (Condition of property) determines:</p>	<p>No other applicable ordinances were identified.</p>



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
	Goal 5: Design emergency response to serve a range of community needs. Policy 5.1: Strengthen Emergency Services Preparedness and Response.	Every person who owns, or is in control and/or possession of any real property who permits to exist on any part thereof any of the following conditions is declared to be guilty of a misdemeanor: 5. Dry grass, stubble, brush, litter, or other flammable material which endangers the public safety by creating a fire hazard; Chapter 15.14.010 (Los Angeles County Code, Title 32, Fire Code) adopted determines: Los Angeles County Fire Code, Title 32, the Los Angeles County Fire Code, as amended and in effect on or before January 1, 2023, adopting the 2022 California Fire Code, is hereby adopted by reference pursuant to the provisions of Sections 50022.1 through 50022.10 of the Government Code of the State of California as though fully set forth herein, and made a part of the South El Monte Municipal Code with the same force and effect as though set out herein in full, including all of the regulations, revisions, conditions and terms contained therein. Not less than one copy of said Title 32 of the Los Angeles County Fire Code together with any and all amendments thereto proposed by the city of South El Monte, has been and is now filed in the office of the community development department and shall be remain on file with building official, and shall collectively be known as the "City of South El Monte Fire Code" and may be cited as Chapter 15.14 of the South El Monte Municipal Code. (Ord. 1261 §2, 2022)	
Temple City	No applicable general plan goals or policies were identified.	Municipal Codes related to wildfire relevant to the Plan Area can be found in Section 3-1-0 (Adoption), Section 2-7-10 (Emergency Plan.), and 4-2C-2 Prohibited Public Nuisance Conditions. Section 3-1-0: Adoption: The city of Temple City hereby adopts the consolidated fire protection district of Los Angeles County (district) fire code as the fire code for the city of Temple City. Said district fire code is codified in title 32 of the Los Angeles County code. (Ord. 11-946) 2-7-10: Emergency Plan: The Temple City disaster council shall be responsible for the development of the city of Temple City emergency plan, which plan shall provide for the effective mobilization of all of the resources of this city, both public and private, to meet any condition constituting a local emergency, state of emergency, or state of war emergency; and shall provide for the organization, powers and duties, services, and staff of the emergency organization. Such plan shall take effect upon adoption by resolution of the city council. (1960 Code) 4-2C-2: Prohibited Public Nuisance Conditions: The city council finds and declares that, notwithstanding any other provision of this code, it is a public nuisance and unlawful for any person to allow, cause, create, maintain, or suffer, or permit others to cause, create, or maintain the following: 19. Overgrown vegetation including, but not limited to, any one of the following: c. Vegetation that creates, or tends to create, the existence of a fire hazard 20. Dead, decayed, diseased or hazardous trees, weeds, ground cover, and other vegetation, or the absence of healthful vegetation, that causes, contributes to, or tends to cause or contribute to, any one of the following conditions or consequences: b. A fire hazard;	No other applicable ordinances were identified.



Incorporated City	General Plan Goals and Policies	Applicable Sections of Municipal Code	Other Applicable Ordinances
West Covina	<p>Our Healthy and Safe community:</p> <p>P6.14 Address fire-prevention during development review process.</p> <p>A6.14 Dedicated person for fire prevention review during design, construction, inspection, and operation of development projects to ensure adequacy of fire protection, access for firefighting, water supply, and vegetation clearance.</p> <p>P6.17 Take actions to reduce the potential for loss of life or property in high fire hazard areas.</p> <p>A 6.17a Review and evaluate proposed land uses in extreme and high fire hazard areas for their vulnerability to fire and potential ignition sources.</p> <p>A6.17g Continue to support programs to reduce fire hazards from vegetation in areas of extreme to high fire risk. Such programs may take a variety of forms and would include current City weed and brush removal programs, as well as control and use of fire retardant plantings.</p>	<p>Municipal Codes related to wildfire relevant to the Plan Area can be found in Sections 10-20. – (Adopted & 304.1.2(a) - High Fire Hazard Designation), Sec. 8-8 (Emergency plan), and Sec. 26-712. (Fire protection).</p> <p>Section. 10-20. - Adopted.</p> <p>Except as otherwise provided in this article, the City Council of the City of West Covina hereby adopts by reference for the purpose of prescribing regulations governing conditions hazardous to life and property from fire or explosion, that certain Code known as the 2019 California Fire Code, which adopts by reference the 2018 International Fire Code, published by the International Code Council, including Appendix Chapters with errata. In the event of any conflict or ambiguity between any provision contained in such codes set forth above, and any amendment thereto contained in this article or other provision of the Municipal Code, the amendment or addition shall control.</p> <p>One (1) complete copy of the 2019 California Fire Code, with errata and supplements and one (1) complete copy of the 2018 International Fire Code shall be at all times maintained by the city clerk for use and examination by the public.</p> <p>A new subsection 304.1.2(a) - High Fire Hazard Designation - shall be added and shall read as follows:</p> <p>The City of West Covina hereby adopts the most recent County of Los Angeles High Fire Hazard Zone Map to identify and designate high fire hazard areas within city limits.</p> <p>(Ord. No. 1960, § 2, 11-21-95; Ord. No. 2033, § 4, 6-1-99; Ord. No. 2083, § 4, 10-1-02; Ord. No. 2166, § 2, 12-4-07; Ord. No. 2212, § 2, 12-21-10; Ord. No. 2252, § 2, 12-3-13; Ord. No. 2302, § 2, 11-15-16; Ord. No. 2468, § 4(a), 12-17-19; Ord. No. 2467, § 3(a), 1-7-20)</p> <p>Sec. 8-8. - Emergency plan.</p> <p>The City of West Covina Emergency and Disaster Council shall be responsible for the development of the emergency plan, which shall provide for the effective mobilization of all of the resources of this jurisdiction, both public and private, to meet any condition constituting a local emergency, state of emergency, or state of war emergency; and shall provide for the organization, powers and duties, services, and staff of the emergency organization. Such plan shall take effect upon adoption by resolution of the city council.</p> <p>(Ord. No. 2339, § 8, 5-1-18)</p> <p>Sec. 26-712. - Fire protection.</p> <p>(a)In fire hazardous areas, unobstructed fire protection equipment access easements shall be required to all parts of the development and to adjacent areas which are potential fire hazards. The fire chief shall recommend where such easements are required. (b)No ridge which is presently usable for fire fighting shall be graded in relation to hillside development unless an accessway is provided around the cut to the top of the ridge for fire fighting equipment (track laying equipment).</p>	No other applicable ordinances were identified.

3.20.3 Impact Assessment

3.20.3.1 Significance Criteria

Appendix G of the State CEQA guidelines was reviewed to determine if the Plan would result in significant impacts related to wildfire. These guidelines serve as the threshold of significance for determining impacts to wildfire and consider if the Plan would:

- 20(a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- 20(b) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, 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 wildfire?*
- 20(c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*
- 20(d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

3.20.3.2 Methodology

Potential impacts to wildfire risk were assessed qualitatively through a review of FHSZ areas and any construction within those zones could be considered potentially significant where a future project results in alterations to existing fire risk or emergency response. Construction and operations impacts are presented together where they largely overlap and it would not be meaningful to discuss them separately to address a specific criterion.

3.20.3.3 Plan Impacts

- 3.20.3.3.1 20(a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

- 3.20.3.3.1.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Significant and Unavoidable. As described in Section 3.20.1, Environmental Setting, the Plan Area contains primarily urbanized/developed areas which are outside of the designated VHFHSZ (CAL FIRE 2007, 2011); however, small portions of the Plan Area, primarily the northern extent in the San Gabriel

foothills region, are located within the VHFHSZ, and there are small areas designated as VHFHSZs along the edge of the Angeles National Forest.

Due to the programmatic nature of Plan, the location and design of future projects cannot be determined at this time. However, it can reasonably be assumed that staging areas and construction zones for greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities could occur on the District ROW and adjacent parcels where they fall within or near SRAs or lands classified as VHFHSZ.

Large construction vehicles entering or exiting a future project would have the potential to temporarily restrict access for emergency vehicles traveling to and around the project site. Projects could be located near emergency service facilities (e.g., fire stations and hospitals) and along roadways used by emergency service providers and have the potential to temporarily restrict access for emergency vehicles traveling to and around future project sites. Temporary lane closures for vehicle, bike, or pedestrian traffic may be required, but closures would depend on local conditions. Therefore, construction of projects under the Plan may result in short-term, localized increases in delays and traffic queueing from lane closures. However, construction would be required to comply with the Los Angeles County Operational Area Emergency Operations Plan (see Section 3.20.2.3.4). It is anticipated that construction would not result in the full closure of roadways or other means of emergency access. Additionally, construction managers and personnel would follow the Manual on Uniform Traffic Control Devices (Caltrans 2024) guidelines to ensure the safety of vehicle, pedestrian, and bicycle traffic during construction. Nonetheless, impacts would be potentially significant.

Implementation of **MM WF-1: Construction Coordination with Emergency and Fire Services** would require that the relevant emergency response services are consulted prior to construction and are able to identify necessary measures to prevent the impairment of emergency response, thereby reducing the potential impacts during construction. However, the possibility remains that consulting emergency service agencies would not result in measures capable of reducing impacts to less than significant when projects are sited in or near SRAs or lands classified as VHFHSZ. Therefore, impacts from construction would remain potentially significant and unavoidable within these areas.

Operations

Less than Significant. Once operational, greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management would be expected to result in increased numbers of daily users to project sites (e.g., increased vehicle, bike, and pedestrian traffic). Increased daily use of these areas would not result in structures or activities that would substantially obstruct or interfere with emergency vehicle access or impair emergency response or evacuation plans. This is because projects developed under the Plan would be constructed in accordance with current building and safety codes and ordinances. These include all applicable County code requirements and local jurisdiction requirements related to access, water mains, and fire hydrants.

Additionally, greenway paths would include a minimum of 12 feet of unobstructed, drivable width to allow access by emergency and maintenance vehicles as required by the *Design Guidelines and Standards*. Overall, the greenway segments would be located on a minimum 13-foot ROW width to accommodate the minimum 12 feet of unobstructed width for the path and its shoulders and additional one foot to accommodate channel wall fencing and signposts or other auxiliary features outside of the

shoulders. Additionally, there would be a vertical clearance of at least 10 feet to the bottom of overhead structures, including lighting.

Greenway path access would also serve as a primary point of access to project components on adjacent parcels where people may gather (e.g., pocket parks and greenspaces). In some cases, access via greenways along the District ROW would be in addition to access from existing roadways. The number of points of access and their connectivity to project components would be dependent on the layout of the individual project and constraints of the parcel(s).

Maintenance activities for greenway paths and amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities would occur on a routine basis and would be temporary in nature. Such activities would not require large equipment that would block emergency access. There would be no permanent road closures or obstructions associated with operations. Signage (per the *Design Guidelines and Standards*) would be used to alert users to rules and regulations within and along the Greenway Network, to warn users of dangerous conditions, and/or inform bicyclists and drivers of regulations and upcoming conditions. Therefore, operations would not physically impair or otherwise interfere with emergency response or evacuation in the project vicinity, and impacts would be less than significant.

Mitigation Measures

MM WF-1: Construction Coordination with Emergency and Fire Services. The project proponent shall notify and coordinate with Los Angeles County and/or local jurisdictions' emergency department(s) on project information (e.g., project design, construction activities, and scheduling), including fire station(s) and/or police station(s) servicing the project area. This mitigation measure is designed to ensure that the emergency service providers serving an individual project area are engaged and that project proponents utilize these local experts to identify and document alternative fire and emergency medical response routes where needed.

If determined to be necessary by the relevant police and/or fire service providers, one or more of the following applicable traffic control measures capable of reducing the temporary adverse effects on police and emergency vehicle travel during project construction shall be implemented:

- Use of flag persons to direct traffic.
- Posting of "No Parking" signs along the affected area.
- Installation of temporary signals or signs to direct traffic or other equivalent traffic control measures.

Significance After Mitigation

While **MM WF-1: Construction Coordination with Emergency and Fire Services** is a required measure for projects constructed under the Plan, the possibility remains that consulting emergency service agencies would not result in measures capable of reducing impacts to less than significant. Therefore, for construction, impacts would remain potentially significant and unavoidable.

For operation, impacts would be less than significant, and no mitigation is required.

3.20.3.3.2 20(b) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, 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 wildfire?

3.20.3.3.2.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Significant and Unavoidable. As described in Section 3.20.1, Environmental Setting, the Plan Area contains primarily urbanized/developed areas which are outside of the designated VHFHSZ (CAL FIRE 2007, 2011); however, small portions of the Plan Area, primarily the northern extent in the San Gabriel foothills region, are located within the VHFHSZ, and there are small areas designated as VHFHSZs along the edge of the Angeles National Forest.

Due to the programmatic nature of Plan, the location and design of future projects cannot be determined at this time. However, it can reasonably be assumed that staging areas and construction zones for greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities could occur on the District ROW and adjacent parcels where they fall within or near SRAs or lands classified as VHFHSZ.

Where the Plan Area intersects these designations, there is a potential for construction to occur in or adjacent to canyons or steep slopes. In these areas, construction activities may include operation of equipment that may exacerbate wildfire risk, although it is anticipated that most construction activity associated with the Plan would occur in the existing built environment where fuel sources (e.g., dry vegetation) are absent or minimal.

Construction activities, when at sites within a VHFHSZ or in or near an SRA, would involve equipment that may exacerbate wildfire risk in these areas. Heat or sparks from construction equipment or vehicles or from the use of flammable materials have the potential to ignite nearby vegetation and start a fire. This risk of wildfire during construction would be increased during Santa Ana weather events, which are most common in September through May, due to the dryness of the winds and the speed at which they can spread a flame across the landscape (NWS 2023). These conditions can occur year-round in Los Angeles County but are most common in summer and fall.

Construction equipment such as cranes, excavators, dump trucks, backhoes, utility trucks, paving machines, loaders, and other vehicles that create heated exhaust have the potential to generate heat or sparks that could result in wildfire ignition. Welding activities could also create sparks that could ignite vegetation. New potential ignition sources could be introduced, such as building materials (e.g., wood), vegetation for landscaping, and fuels and household cleaners. These flammable materials could contribute to the risk of a wildfire starting at the construction site, which would exacerbate the existing high wildfire risk when located within or near a VHFHSZ or SRA.

Construction would comply with applicable construction standards that ensure fire prevention including a pre-fire plan, refueling protocols, and proper storage of combustible materials as required by the California Fire Code, and OSHA Safety and Health Regulations, which require the development of a fire protection program through all phases of construction and demolition work, and addresses

requirements for appropriate firefighting equipment, water sources, and sprinkler and alarm systems. Construction would also comply with municipal codes and/or the Los Angeles County fire code, which requires such wildfire-preventing practices as the use of spark arrestors on construction equipment. Compliance with state, County, and local agency criteria and rules and regulations pertaining to wildfire prevention and the temporary nature of construction would reduce impacts from Plan implementation with regards to wildfire risks and exposure of nearby residents to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

While existing regulations would address potential fire risks associated with construction, when these activities occur within a VHFHZ, the existing regulations may not adequately address the heightened risks. Further precautions may need to be taken, including **MM WF-2: Prepare a Construction Fire Protection Plan**. Future project sites could feature conditions that would present additional wildfire risk and construction in these areas could result in potentially significant impacts related to exacerbating wildfire risks of, and exposing project occupants to, direct or indirect risk of injury, loss, or death due to wildfire. Impacts would be potentially significant.

Operations

Significant and Unavoidable. Once operational, greenway paths and other plan components would be expected to result in increased numbers of daily users to project sites (e.g., increased vehicle, bike, and pedestrian traffic). If a newly constructed project is within or adjacent to a VHFSZ, it could expose visitors and staff to hazardous conditions associated with the high risk of wildfire at the site who were not previously exposed to this risk. Increased presence of humans along newly constructed greenways and at amenities and pocket parks and greenspaces within VHFSZs could exacerbate existing wildfire risk by increasing the possibility of human-caused wildfires. Approximately 80 percent of wildfires are estimated to have been ignited by humans (Balch et al. 2017).

Operations would also include routine maintenance such as landscaping and repair of amenities, as needed. These activities would be conducted in accordance with California Fire Code, which mandates proper refueling protocols and storage of combustible materials, and OSHA Safety and Health Regulations, which requires appropriate firefighting equipment, water sources, and sprinkler and alarm systems. Projects would also operate in compliance with the State-mandated defensible space standards (PRC Section 4291, see Section 0). Compliance with local and state regulations will be further ensured via implementation of **MM WF-3: Operations Fire Prevention Measures**. However, because the exact locations of project sites are unknown at this time, and could be within or adjacent to VHFSZs, it cannot be guaranteed that the operation of greenway paths and other project components would not exacerbate wildfire risk, thereby exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be potentially significant.

Mitigation Measures

Mitigation Measure WF-2: Prepare a Construction Fire Protection Plan. For any project proposed under that Plan that would be sited in or adjacent to areas designated as Very High FHSZs, prior to construction, the implementing agency shall prepare a construction-specific fire protection plan in compliance with CCR Title 8, Article 36, Fire Protection and Prevention. The construction fire protection plan shall include at minimum the following measures to address potential ignition sources during construction:

- Parking for workers' vehicles and equipment shall be sited away from dry brush or other ignition sources.
- Vehicle idling shall be prohibited.
- Personnel must be trained in the practices of the fire safety plan relevant to their duties. Construction and maintenance personnel will be trained and equipped to extinguish small fires to prevent spread.
- Smoking in wildland areas shall be prohibited. Smoking shall be limited to paved areas or areas cleared of all vegetation.
- Designated vehicles shall carry fire-prevention equipment (e.g., water, shovel, extinguisher) on the construction site at all times during high fire conditions.
- Fireproof mats or shields shall be used during welding or other construction activities that could produce sparks during high fire risk conditions.
- The plan shall include a section demonstrating compliance with applicable plans and policies established by State agencies.

In addition, for those projects sited in an area that was recently burned by wildfire, the construction fire protection plan shall include one or more of the following applicable measures:

- Treat all wildfire burned areas within the construction area to control stormwater runoff prior to winter rains.
- Restore wildfire areas within the construction area by planting native vegetation cover or encouraging the re-growth of native species using best practices as soon as possible to aid in control of stormwater runoff.
- Remove dead, woody vegetation along watercourses following a catastrophic fire, as directed by local fire officials.
- Post-fire, implement slope stabilization measure by planting native vegetation cover as soon as possible to aid in landslide control, as directed by local fire officials.
- Ensure excess storm flow is properly diverted away from important property improvements or unstable slopes.
- Check drainage systems and clear out culverts, roof gutters, street gutters, infiltration and detention basins, concrete waterways, etc., to allow water to drain, as directed by local fire officials.
- Remove potentially toxic materials, ideally before rain washes toxic runoff into storm drains and waterways, as directed by local fire officials.
- Minimize foot traffic, equipment, and disturbance on burned landscapes.

Mitigation Measure WR-3: Operations Fire Prevention Measures. For projects proposed in or adjacent to areas designated as VHFSZs, the project proponent shall ensure that projects are in compliance with current regulatory codes and that impacts from wildland fire hazards are avoided or reduced to the extent feasible by reducing flammable vegetations around the property's structure and installing sprinklers that activate in the case of fire. In addition, the project shall incorporate ignition resistant construction, and project proponent shall evaluate and confirm accessibility and reliability of firefighting water supply to the project site.

Significance After Mitigation

While **MM WF-2: Prepare Construction Fire Protection Plan** and **MM WF-3: Operations Fire Prevention Measures** would be required for projects constructed under the Plan that occur in or adjacent to VHFSZs and would reduce impacts, the possibility remains that a wildfire could occur in these sensitive areas and could result in potentially significant impacts related to exacerbating wildfire risks of, and exposing

future recreationalists to, direct or indirect risk of injury, loss, or death due to wildfire. Impacts during construction and operation would therefore remain significant and unavoidable.

3.20.3.3.3 20(c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

3.20.3.3.3.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Significant and Unavoidable. Greenway paths and other Plan components may require extension of or construction of new utilities, such as water, electric, and sewer infrastructure such as mains, distribution pipes, as well as relocation of existing utilities on sites that are within or adjacent to VHFHSZ areas since the location and design of future projects are currently unknown. The *Design Guidelines and Standards* stipulate that solar powered lights be installed to provide lighting along greenway paths, in parks, and for projects under the Plan in general, thus power lines and electrical utilities would not typically be needed for outdoor lighting. However, some larger amenities (e.g., restrooms), parks or greenspaces, or lighted signage associated with safe crossings (e.g., crosswalk lighting, warning lights), would potentially require new electrical connections, sewer connections, or other utilities. While major utility upgrades would not be anticipated, if any upgrades are made within VHFHSZs, these extensions (especially electrical), could exacerbate wildfire risk due to the high fire ignition potential of electricity and the highly flammable nature of materials used during construction.

Construction of projects under the Plan would be required to comply with all applicable California Building Code and California Fire Code requirements for development in a VHFHSZ (e.g., water supply, hydrant and standpipe spacing, signs, fire department access). The construction of and installation of overhead or underground electric utilities may temporarily increase the risk of ignition of materials due to the high fire risk of electricity. Electric utility construction would be conducted by qualified experts who would follow proper safety procedure required by CPUC and structures requiring electricity (primarily restrooms) would be required to be built in accordance with California Building Code requirements. **MM WF-2: Prepare a Construction Fire Protection Plan** would be implemented to reduce the risk of fire during construction. Nonetheless, construction or extension of utilities associated with Plan projects would have the potential to exacerbate the existing wildfire risk if they are located in VHFHSZs. Therefore, construction of Plan projects could include activities that would exacerbate wildfire risk or result in temporary or permanent impacts to the environment. Impacts would be significant and unavoidable.

Operations

Significant and Unavoidable. Once Plan projects are operational, their utility needs would be serviced by existing public utilities or via extensions from the nearest location as described above under Construction. Operation of greenway paths and other Plan components in or adjacent to VHFHSZs would require implementation of measures to protect defensible space surrounding the property such

as routine vegetation clearing or additional sprinkler systems to reduce the potential for fire ignition and spread. These protective measures as well as those described in **MM WF-3: Operations Fire Prevention Measures** are intended to reduce the risk of wildfire; however, the locations of future Plan projects are unknown and there remains potential that operation and maintenance of fire breaks, utilities (especially electric), or other infrastructure could result in a potentially significant impact.

Mitigation Measures

MM WF-2: Prepare a Construction Fire Protection Plan.

MM WF-3: Operations Fire Prevention Measures.

Significance After Mitigation

While **MM WF-2: Prepare Construction Fire Protection Plan** and **MM WF-3: Operations Fire Prevention Measures** would be required for projects constructed under the Plan that occur in or adjacent to VHFSZs and would reduce impacts, the possibility remains that a wildfire could occur in these sensitive areas and could result in potentially significant impacts related to exacerbating wildfire risks of, and exposing future recreationalists to, direct or indirect risk of injury, loss, or death due to wildfire. Impacts during construction and operation would therefore remain significant and unavoidable.

3.20.3.3.4 20(d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

3.20.3.3.4.1 Greenway Paths and Greenway Amenities + Pocket Parks and Greenspaces + Safe Crossings + Stormwater Management

Construction

Significant and Unavoidable. As described in Section 3.20.1, Environmental Setting, the Plan Area contains primarily urbanized/developed areas which are outside of the designated VHFHSZ (CAL FIRE 2007, 2011); however, small portions of the Plan Area, primarily the northern extent in the San Gabriel foothills region, are located within the VHFHSZ, and there are small areas designated as VHFHSZs along the edge of the Angeles National Forest.

Due to the programmatic nature of Plan, the location and design of future projects cannot be determined at this time. However, it can reasonably be assumed that staging areas and construction zones for greenway paths, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities could occur on the District ROW and adjacent parcels where they fall within or near SRAs or lands classified as VHFHSZ.

Where the Plan Area intersects these designations, there is a potential for construction to occur in or adjacent to canyons or steep slopes. Additionally, portions of the Plan Area are in flood hazard areas, as described in Section 3.10, Hydrology and Water Quality, and within or in proximity to landslide zones as described in Section 3.6, Geology and Soils.

Areas adjacent to flood zones could experience flood conditions during large storm events made more severe by runoff caused by post-fire conditions. Any project component could be constructed within

both VHFHSZ areas and mapped flood zone areas. Projects proposed at locations at the base of slopes or canyons could experience increased runoff and drainage changes that could expose people and property to additional flood risk from post-fire flooding due to increased runoff or altered drainage. As previously discussed in Section 3.10, Hydrology and Water Quality, construction of projects under the Plan would require stormwater BMPs be implemented per the *Design Guidelines and Standards*, federal, County, and local policies to minimize degradation of water quality associated with stormwater runoff or construction-related pollutants. In addition, construction and maintenance activities would be subject to local stormwater ordinances, and regional WDRs. Other measures in the SWPPP, if required, would include a range of stormwater control BMPs described previously to prevent silt runoff to storm drains or waterways. No additional mitigation measures have been proposed to address stormwater management as it is already a core component of the Plan.

Fault and landslide-prone areas in the Plan Area are shown in Figures 3.7-2 and 3.7-3 in Section 3.7, Geology and Soils. Approximately 6,500 acres of landslide-prone areas also overlap VHFHSZs in the Plan Area. Construction of any structures associated with future projects would be consistent with prevailing building codes and relevant regulations and permits, which would minimize risk from seismic activity. The California Building Code considers these geologic hazards and requires geotechnical studies as part of regular plan review in areas where hazards are known to exist. The result of the studies with respect to geological hazards would be incorporated into the construction plan and design element. For those Cities that provide for more protective design than the California Building Code, the geotechnical studies would also identify these requirements, and incorporate the City-specific additional protections for those portions of the plan within the City limits. Therefore, regulatory compliance ensures that impacts from strong seismic shaking, fault rupture, liquefaction, and landslides would be less than significant. No additional mitigation measures have been proposed to address geological hazards.

Ultimately, wildfires could exacerbate conditions of slope instability or flood because wildfires destroy vegetation and change soil conditions, which could expose people or structures to post-fire hazards regardless of whether flood or geologic hazards are addressed during project design. Because locations of specific project sites are not known at this time, construction of projects located in VHFHSZs or that have recently involved wildfires combined with areas prone to landslides or slope instability could expose workers, structures, and property to significant risks related to post-fire conditions. Impacts would be potentially significant. **MM WF-2: Prepare a Construction Fire Protection Plan** would ensure that project proponents plan for these potentialities by compiling a post-fire risk reduction measures into the construction fire prevention plan.

Operations

Significant and Unavoidable. The location of greenway paths, amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities could be within or adjacent to VHFHSZs and/or areas prone to flood, landslide, or slope instability. The operation of Plan components would likely introduce an increased number of daily visitors to project sites and expose those people as well as staff and structures to an area highly susceptible to landslides or slope instabilities after a wildfire event.

Therefore, operating a new project under the Plan in these areas could exacerbate the existing risk of post-fire hazard by exposing additional people to this existing hazard. Because the locations of future Plan projects are unknown, implementation of any greenway path project with any arrangement of

components could result in significant impact related to post-fire hazards. Implementation of **MM WF-2: Construction Fire Prevention Plan** would allow project proponents to prepare for the possibility, however, impacts would remain potentially significant.

Mitigation Measures

MM WF-2: Construction Fire Prevention Plan.

Significance After Mitigation

Potential future projects constructed and operated under the Plan in or adjacent to SRAs and VHFHSZs would benefit from planning for post-fire risk mitigation via compilation of post-fire risk reduction measures required by **MM WF-2: Construction Fire Prevention Plan**); however, even with careful planning, the existence of Plan projects in sensitive areas could expose people or structures to significant risks, including downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Construction and operation impacts would remain significant and unavoidable.

3.20.3.4 Impacts of Conceptual Design Projects

This section discusses potential impacts from the 10 conceptual designs discussed in Section 2.4. Any mitigation referenced below is discussed in the section above. Nine of the conceptual plans are not located within or near an SRA or VHFHSZ. Although no project footprints are available to analyze these conceptual design projects, their general location is known to be significantly distant from fire hazard zone and therefore, those projects would have no impact to wildfire related risks under CEQA Appendix G questions 20(a) through 20(d). The general location of the conceptual design projects is shown in Figure 3.20-1.

One conceptual design project, San Jose Creek Pocket Park, appears to be located adjacent to a LRA and SRA VHFHSZ (Figure 3.20-1); however, as no design footprint is available, it is not known how close the conceptual design project is to those sensitive areas. The discussions below assume that only the San Jose Creek Pocket Park has the potential for impacts to or from wildfire risks and that all other projects would have a finding of no impact.

- 3.20.3.4.1 20(a). If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Construction

Significant and Unavoidable. The components proposed for all 10 conceptual design projects, including the San Jose Creek Pocket Park, are within the maximum extent limits described for the Plan components in Section 2.3.1, Components of the Plan and CEQA Organization and therefore the findings for these conceptual projects would not exceed those described for the Plan components in section 3.20.3.3, Plan Impacts. As the San Jose Creek Pocket Park would be sited near a VHFHSZ, impacts from construction of that conceptual design project could be potentially significant and unavoidable as described in Section 3.20.3.3.1. **MM WF-1: Construction Coordination with Emergency and Fire Services** would be implemented to reduce the risk that construction would impair an adopted

emergency response plan or evacuation plan. However, the possibility remains that consulting emergency service agencies will not result in measures capable of reducing impacts to less than significant. Therefore, for construction, impacts would remain significant and unavoidable.

Operations

Less than Significant. If the San Jose Creek Pocket Park were to be constructed and become operational, maintenance activities at the greenway, pocket park, overlook, and stair climb would occur on a routine basis and would be temporary in nature. Such activities would not require large equipment that would block emergency access. There would be no permanent road closures or obstructions associated with operations. Signage (per the *Design Guidelines and Standards*) would be used to alert users to rules and regulations within and along the Greenway Network, to warn users of dangerous conditions, and/or inform bicyclists and drivers of regulations and upcoming conditions. Therefore, operations would not physically impair or otherwise interfere with emergency response or evacuation in the project vicinity, and impacts would be less than significant. No mitigation would be required.

3.20.3.4.2 20(b). Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?

Construction

Significant and Unavoidable. As the San Jose Creek Pocket Park would be sited near a VHFSZ, impacts from construction of that conceptual design project could be potentially significant and unavoidable as described in Section 3.20.3.3.2. While existing regulations would address potential fire risks associated with construction, when these activities occur within a VHFHZ, the existing regulations may not adequately address the heightened risks. Further precautions may need to be taken, including **MM WF-2: Prepare a Construction Fire Protection Plan**. The final design footprint of the San Jose Creek Pocket Park could present additional wildfire risk and construction in the areas could result in potentially significant impacts related to exacerbating wildfire risks of, and exposing project occupants to, direct or indirect risk of injury, loss, or death due to wildfire. Impacts would be potentially significant.

Operations

Significant and Unavoidable. Operation of the San Jose Creek Pocket Park would include routine maintenance such as landscaping and repair of amenities, as needed. These activities would be conducted in accordance with California Fire Code, which mandates proper refueling protocols and storage of combustible materials, and OSHA Safety and Health Regulations, which requires appropriate firefighting equipment, water sources, and sprinkler and alarm systems. The San Jose Creek Pocket Park would also operate in compliance with the State-mandated defensible space standards (PRC Section 4291, see Section 3.20.2.2.3). Compliance with local and State regulations will be further ensured via implementation of **MM WF-3: Operations Fire Prevention Measures**. However, because the San Jose Pocket Park project would be within or adjacent to a VHFSZ, it cannot be guaranteed that the operation of the greenway, pocket park, overlook, and stair climb would not exacerbate wildfire risk, thereby exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be potentially significant.

- 3.20.3.4.3 20(c). Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Construction

Less than Significant with Mitigation. Although the San Jose Creek Pocket Park would be sited near a VHFSZ, construction of this conceptual design project would not be expected to require installation or maintenance of roads, fuel breaks, emergency water sources, powerlines, or other utilities. This is because the conceptual design project does not include any components that would require utility connection of any kind. The concept project would include a greenway, pocket park, overlook, and stair climb. For projects in VHFSZs, electrical connection is the most significant risk factor that could exacerbate fire risk. As no electrical connection would be needed given the current level of information available for this concept project, impacts would be less than significant with implementation of **MM WF-2: Prepare a Construction Fire Protection Plan.**

Operations

Less than Significant with Mitigation. Although the San Jose Creek Pocket Park would be sited near a VHFSZ, operation of the greenway, pocket park, overlook, and stair climb for this conceptual design project would not be expected to require maintenance of fire breaks, utilities (especially electric), or other infrastructure that could result in environmental impacts. Potential impacts would be further limited by implementation of **MM WF-3: Operations Fire Prevention Measures.** Impacts would be less than significant with this mitigation measure in place.

- 3.20.3.4.4 20(d). Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Construction

Significant and Unavoidable. As the San Jose Creek Pocket Park would be sited near a VHFSZ, impacts from construction of that conceptual design project could be potentially significant and unavoidable as described in Section 3.20.3.3.4. The location is not within a flood hazard area. Due to its location adjacent to steep slopes, wildfires could exacerbate conditions of slope instability or flood because wildfires destroy vegetation and change soil conditions, which could expose people or structures to post-fire hazards. **MM WF-2: Construction Fire Prevention Plan** ensures that project proponents plan for these potentialities by incorporating post-fire risk reduction measures into the construction fire prevention plan. However, risk still remains due to the location of the conceptual design project. Therefore, the San Jose Creek Pocket Park conceptual design project could have potentially significant and unavoidable impacts by exposing people or structures to significant risks, including landslides, as a result of post-fire slope instability.

Operations

Significant and Unavoidable. As the San Jose Creek Pocket Park would be sited near a VHFSZ, impacts from operation of that conceptual design project could be significant because it would attract visitors to the area which may be susceptible to landslides or slope instabilities after a wildfire event.

Implementation of **MM WF-2: Prepare a Construction Fire Prevention Plan** would allow project proponents to prepare for the possibility; however, impacts would remain potentially significant.

SECTION 4 Cumulative Impacts

This section presents the cumulative impact analysis for each of the resource topics in Section 3, Environmental Impacts and Mitigation Measures. The evaluation of cumulative impacts considers the potential impact of the Plan in combination with past, present, and probable future projects that overlap in terms of the nature of the impact, the time frame, and the geographic area (e.g., a watershed or air basin). This section describes the methodology, projects considered in the cumulative impact assessment, and potential cumulative impacts that would occur if these projects were implemented along with the Plan. The cumulative baseline condition is the same as the environmental baseline and is described in each resource category in Section 3, Environmental Impacts and Mitigation Measures. The focus of this analysis is to identify the potential impacts of the Plan that might not be significant when considered alone, but that could contribute to a significant impact when viewed in conjunction with other projects/programs.

4.1 Cumulative Impact Methodology

According to State CEQA Guidelines Section 15130(a)(1), a “cumulative impact” consists of an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. As stated in State CEQA Guidelines Section 15130(a)(1), the cumulative impacts discussion in an EIR need not discuss impacts that do not result in part from the project evaluated in the EIR. Therefore, the application of those thresholds of significance that result in no adverse impact from a proposed project are not required to be subjected to cumulative impact analysis.

Section 15355 of the State CEQA Guidelines defines cumulative impacts as two or more individual effects that, when considered together, are considerable and may compound or increase other environmental impacts. Cumulative impacts can result from individually minor, but collectively significant projects occurring over a period of time (Section 15355(b)). Section 15130 of the State CEQA Guidelines stipulates that EIRs must consider the significant environmental effects of a proposed project as well as its contribution to cumulative impacts when the project’s incremental effect is cumulatively considerable. Per Section 15065(a)(3), *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. The standards for “significant” or “cumulatively considerable” are based on the established significance thresholds for each resource area. Per Sections 15130(b)(1)(B) and 15130 (d), consistency with the projects or requirements of previously approved local, regional, statewide, or planning documents may also be a guide to determining whether a project’s impact is cumulatively significant.

There are two ways to address the question of which related actions should be considered in the context of past, present, and reasonably foreseeable actions when considered with a proposed project. State CEQA Guidelines Section 15130 specifically identifies the following methodologies:

- The list approach, which involves listing past, existing, and probable future projects or activities producing-related or cumulative impacts, including, if necessary, those projects outside the control of the lead agency; or

- The projection approach, which uses a summary of projects contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions and their contribution to the cumulative effect.

For this PEIR, related plans and programs with a potential to contribute to cumulative impacts were analyzed using the “projection” approach (i.e., the second approach identified above). Therefore, the cumulative impact analysis for each resource area considers the short-term and long-term impacts related to general growth projected for the area, as well as policies and programs that are in place and have been adopted to protect and conserve environmental resources and minimize resulting impacts on human health. If the Plan is found to have *no impact* for a particular significance criterion, then there would be no potential for a cumulative impact either, and no discussion is provided for that significance criterion.

Using this approach, the cumulative analysis relies on the following regional projections:

- Long-range demographic forecasts based on adopted regional plans that are presented in Section 4.1.2 below.
- A determination of whether the long-term impacts of all related past, present, and future plans and projects would cause a cumulatively significant impact.
- A determination as to whether implementation of the Plan would have a “cumulatively considerable” contribution to any significant cumulative impact (See State CEQA Guidelines Sections 15130[a] and 15130[b], 15355[b], 15064[h], and 15065[c]).

4.1.1 Geographic Scope of Cumulative Impact Analysis

For the purposes of this PEIR, the geographic boundary considered in the environmental analysis varies depending on the type of resource considered, as depicted in Table 4.1-1. The geographic boundary considered in the cumulative impact analysis (Table 4.1-1) considers the SGV and reflects consideration of whether the Plan would cause a new significant cumulative impact or result in a cumulatively considerable contribution to a previously identified significant cumulative impact included in an adopted local, regional, or statewide plan. Most of the environmental resources are considered to be regionwide in their geographic scope because their effect is relatively local to the SGV region in which the Plan would be implemented. The geographic area for air quality is larger and includes the airshed under the jurisdiction of the SCAQMD. The geographic area of water quality is considered at the watershed level under the jurisdiction of the LARWQCB. GHG emissions are global in effect.

Table 4.1-1. Geographic Scope for Resources with Potential Cumulative Impacts Relevant to the Proposed Program

Resource Category	Geographic Scope
Aesthetics	San Gabriel Valley
Agriculture and Forestry Resources	San Gabriel Valley, in those areas zoned specifically for agriculture and/or forestry resources
Air Quality	South Coast Air Basin
Biological Resources	San Gabriel Valley
Cultural Resources	San Gabriel Valley
Energy	San Gabriel Valley

Resource Category	Geographic Scope
Geology and Soils	San Gabriel Valley
GHG Emissions	Global
Hazards and Hazardous Materials	San Gabriel Valley
Hydrology and Water Quality	San Gabriel Valley
Land Use and Planning	San Gabriel Valley
Mineral Resources	San Gabriel Valley, in those areas zoned for mineral resource extraction
Noise	San Gabriel Valley
Population and Housing	San Gabriel Valley
Public Services	San Gabriel Valley
Recreation	San Gabriel Valley
Transportation	San Gabriel Valley
Tribal Cultural Resources	San Gabriel Valley
Utilities and Service Systems	San Gabriel Valley within the Service Territories of the Utility Systems
Wildfire	San Gabriel Valley

The analysis of cumulative impacts proceeds using a “summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative impact. Such plans may include a general plan, a regional transportation plan, or plans for the reduction of GHG emissions. A summary of projections may also be contained in an adopted or certified environmental document for such a plan” (State CEQA Guidelines Section 15130(b)).

The cumulative impacts analysis for each resource area using the projection approach considers impacts related to the general growth projected for the area as well as the policies and programs that are in place to protect, conserve, and improve environmental resources. The regional plans and programs for land use and mobility were consulted for planned future conditions. General plans prepared by the County, as well as SCAG’s RTP/SCS, provide information on trends as well as forecasts relevant to the cumulative impacts analysis for specific disciplines.

The discussion below describes the plans, programs, and projections as well as the context in which the Plan may contribute to potential cumulative impacts.

4.1.2 Cumulative Baseline Condition

The cumulative baseline condition for each resource category is the same as the environmental setting described in each resource category in Section 3, Environmental Impacts and Mitigation Measures. The environmental setting for each resource category in Section 3 describes the current condition prior to the Plan’s potential contribution to cumulative effects. Baseline environmental conditions are the physical conditions that existed at the time of publication of the NOP (October 2022).

4.1.3 San Gabriel Valley Growth Projections

Comprehensive land use planning for the SGV region is provided by the SCAG, as well as county and city general plans, which local governments are required by state law to prepare as a guide for future development. The regional plans and programs for land use and mobility were consulted for planned future conditions. The Los Angeles County 2035 General Plan and the SCAG 2020-2045 RTP/SCS provide information on trends as well as forecasts relevant to the cumulative impact analysis for specific disciplines. The regional growth forecast represents the most likely growth scenario for the SGV region in the future, taking into account a combination of recent and past trends, reasonable key technical assumptions, and regional growth policies. The regional growth forecast is completed through collaboration among the various stakeholders. In addition to regional growth forecasts, the California Department of Finance provides annual growth projections. Table 4.1-2 summarizes the population estimates for Los Angeles County for 2020-2055, which covers that planning period for the Plan. As shown in the table, the current projections indicate that the County population is anticipated to steadily decrease over the subject period, by a total of 15 percent in the 35-year period between 2020 and 2055.

Table 4.1-2. Department of Finance Population Forecast (Los Angeles County)

2020	2025	2030	2035	2040	2045	2050	2055
10,013,543	9,676,333	9,566,663	9,487,840	9,306,759	9,111,732	8,877,939	8,600,780

Source: California Department of Finance, Demographic Research Unit 2024

4.1.3.1 San Gabriel Valley Economic Forecast Report

According to the 2023 SGV Economic Forecast Report, prepared by the San Gabriel Valley Economic Partnership, the SGV's population has declined for five consecutive years since peaking in 2017 at 1,512,100 people. The forecast report states that in 2022 (the most recent year for which population has been reported), the population of the incorporated cities in the SGV declined by 0.2 percent over the year to 1,486,800. Total population in Los Angeles County experienced a similar decrease, driven by several causes including declining international migration, increasing domestic outmigration to other counties and other states, falling birth rates, and increases in both the cost of living and housing.

The largest cities in the SGV in 2022 (those with populations over 100,000) were Pomona, with 149,766 residents, followed by Pasadena (138,310), West Covina (108,243), and El Monte (107,706). Most of the cities in the region experienced a population decline, with the most notable decreases in total population coming from four cities, El Monte (-8,759), Pasadena (-6,996), South Pasadena (-6,000), and Baldwin Park (-5,080), for a combined loss of 26,835 residents. While 11 cities saw population growth, the three most significant (those with increases over 1,000 in population) include West Covina (2,650), Covina (1,616), and Claremont (1,365). Overall, the SGV cities had a net loss of 38,400 residents between 2021 and 2022 (Cal Poly Pomona 2023).

4.1.3.2 SCAG Connect SoCal (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy)

On April 4, 2024, SCAG's Regional Council adopted the RTP/SCS. The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health

goals. The goals of the RTP/SCS fall into four core categories: mobility, communities, environment, and economy. The 2024-2050 RTP/SCS goals are as follows:

- Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions
- Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities
- Support planning for people of all ages, abilities and backgrounds
- Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances
- Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households
- Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change
- Integrate the region’s development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water
- Conserve the region’s resources
- Improve access to jobs and educational resources
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.

In this 2024 RTP/SCS, SCAG is projecting just over half the level of population growth in the region over the Plan’s horizon as was forecasted in the 2020 RTP/SCS. The total projected population growth for Los Angeles County through 2050 is 747,000 people, with the 2050 population forecasted at a total of 10,793,000 people.

4.1.4 Adopted Local and Regional Plans

4.1.4.1 Los Angeles County 2035 General Plan

The Los Angeles County 2035 General Plan was adopted by the LA County Board of Supervisors on October 6, 2015. The General Plan provides the policy framework for how and where the unincorporated County will grow through the year 2035, while recognizing and celebrating the County’s wide diversity of cultures, abundant natural resources, and status as an international economic center. The General Plan discusses new housing and jobs within the unincorporated areas in anticipation of population growth in the County and region. The Land Use Element provides strategies and planning tools to facilitate and guide future development and revitalization efforts. In accordance with the California Government Code, the Land Use Element designates the proposed general distribution and general location and extent of uses and serves as a blueprint for how land will be used to accommodate growth and change in the unincorporated areas. Land use policies for projects within unincorporated Los Angeles County in the SGV would be relevant to the proposed Plan.

4.1.4.2 Local Jurisdictions’ General Plans

Cumulative growth assumptions for the incorporated cities within the Plan Area use the growth projections contained in the SGV Economic Forecast Report. Each of the individual jurisdictions in the Plan Area have an adopted general plan, for which an EIR was certified, and various specific plans covering portions of the Plan Area. Each of the applicable general plans covers various planning periods

ranging from 2010 to 2040 and contain goals and policies directed at mitigating or avoiding environmental impacts on environmental topics (the list of goals and policies relevant to each resource category are included in the regulatory framework section of each resource category in Section 3, Environmental Impacts and Mitigation Measures).

4.1.4.3 Los Angeles County Bicycle Master Plan

The Los Angeles County Bicycle Master Plan (Bicycle Master Plan) was adopted by the Board of Supervisors in 2012. The Bicycle Master Plan provides a vision for biking throughout the County and serves as a guide for development of bicycle paths in unincorporated areas and along flood control channels over a 20-year period of 2012 to 2032. The plan recommends 832 miles of new bicycle paths throughout Los Angeles County, including potential opportunities for new bicycle paths in the SGV. Los Angeles County Public Works is currently in the process of updating the Bicycle Master Plan with a draft plan and associated PEIR expected to be published in 2025. For the purposes of this cumulative effects analysis, the 2012 Bicycle Master Plan is considered in establishing anticipated future conditions with regard to development and implementation of an active transportation network.

4.1.4.4 Emerald Necklace Implementation Plan

The Emerald Necklace is a 17-mile-long network of existing and future parks, greenways, and trails located along the Rio Hondo and San Gabriel River between Peck Road Water Conservation Park to the north and Whittier Narrows Recreation Area to the south. To advance the Emerald Necklace Vision, the Watershed Conservation Authority is the lead agency for the Feasibility Study & Implementation Planning Project. This planning project has identified a series of proposed trail and greening projects which would provide a continuous, looped network of bike paths and multi-use trails while providing improved connections to communities within and adjacent to the SGV, including Avocado Heights, Arcadia, Azusa, Baldwin Park, Bassett, El Monte, Irwindale, La Puente, Monrovia, Montebello, Pico Rivera, Rosemead, South El Monte, Temple City, and Whittier. The Emerald Necklace Master Plan was completed in 2013 and identified 44 project opportunities, including 15 high priority projects. The Master Plan did not specify a timeframe for implementation or analysis of individual projects. The Final EIR for the Plan was certified by the Watershed Conservation Authority in 2017, and a subset of identified projects are either under construction or have been completed since then. For the purposes of this cumulative effects analysis, this plan is considered in establishing anticipated future conditions with regard to development and implementation of an active transportation network.

4.2 Cumulative Effects Analysis

4.2.1 Aesthetics

4.2.1.1 Criteria for Determining Significance of Cumulative Impacts

The Plan would have the potential to result in a cumulatively considerable impact on aesthetics if it would have impacts that are individually limited but if, in combination with other projects within the cumulative geographic context, it 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; or 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 publicly accessible vantage point). Since the Plan Area is in an urbanized area, the Plan would have the potential to result in a cumulatively considerable impact if it would conflict with applicable zoning and other regulations governing scenic quality or create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

4.2.1.2 Contribution of the Plan to Cumulative Impacts

The SGV is largely built out of single- and multi-family residential homes, as well as commercial and industrial land uses. Few remaining vacant and open spaces remain in the SGV that are not already designated as open spaces/recreational land uses. While population projects from the LA County 2035 General Plan and SCAG 2020-2045 RTP/SCS indicate an anticipated population decline over the next few decades, growth and development in the SGV is anticipated to continue as the few remaining vacant parcels are developed and underutilized parcels are redeveloped in accordance with the land use plans of the various incorporated cities within the Plan Area. This continued urbanization of the SGV will result in changes that could potentially affect visual resources and visual character of the valley.

Cities in the SGV, as well as the County of Los Angeles, have development and design standards that projects must comply with to avoid or mitigate adverse visual impacts. Development and design review of individual projects by individual cities or the County would prevent the potential for adverse visual impacts for many projects implemented under the Plan, including potential increases in light and glare. However, as discussed in Section 3.1, Aesthetics, depending on where the project is located and who is implementing the project, the potential exists for a project to conflict with applicable zoning and regulations regarding scenic quality, which could result in significant and unavoidable impacts. Similar impacts were not identified in the environmental analyses for the Emerald Necklace Implementation Plan or the current Bicycle Master Plan (these plans were determined consistent with regulations regarding scenic quality). Therefore, while impacts under the Plan may be significant and unavoidable in this regard, when considered with other plans in the region, this is not considered a cumulatively considerable impact.

Overall implementation of the Plan is anticipated to develop a cohesive aesthetic for the overall Greenway Network. Further, projects implemented under the Plan, in addition to those implemented under the Emerald Necklace Implementation Plan and Bicycle Master Plan, would cumulatively result in an overall increase in open spaces in the SGV, contributing to beneficial impacts to aesthetics in the region. Taken together with the regional conditions and projections for aesthetics, the impacts of the Plan would not be cumulatively considerable.

4.2.2 Agriculture and Forestry Resources

4.2.2.1 Criteria for Determining Significance of Cumulative Impacts

The Plan could result in cumulative impacts to agriculture and forestry resources if, when considered in combination with other plans and projects, it resulted in a cumulatively considerable conversion of Prime farmland, Unique farmland, or Farmland of Statewide importance to non-agricultural purposes; resulted in a cumulative loss of forest land or involved other changes that resulted in a cumulatively considerable conversion of agricultural land to non-agricultural use.

4.2.2.2 Contribution of the Plan to Cumulative Impacts

Individual projects implemented under the Plan could result in potentially significant impacts to agriculture and forestry resources depending on location, and who is conducting the project. Overall, the Plan Area includes very little land designated for agricultural purposes. Similarly, implementation of the Emerald Necklace Implementation Plan and Bicycle Master Plan are focused on expansion of the active transportation network along existing flood control channels, and do not propose the conversion of agricultural resources. Therefore, while individual projects under the Plan could result in significant and unavoidable impacts to agricultural resources, overall implementation of the Plan would not have a considerable contribution to potential cumulative impacts for agricultural resources.

4.2.3 Air Quality

4.2.3.1 Criteria for Determining Significance of Cumulative Impacts

The Plan would have the potential to result in a cumulatively considerable impact on air quality if, in combination with other projects within the Basin, it would conflict with or obstruct implementation of the SCAQMD AQMP; generate air pollutant emissions during construction or operational activities of sufficient quantity to exceed the Air Quality Significance Thresholds established by the SCAQMD; or expose sensitive receptors to substantial TAC concentrations.

4.2.3.2 Contribution of the Plan to Cumulative Impacts

The greatest cumulative impact on the quality of regional air quality would be the incremental addition of pollutants through increased traffic from residential, commercial, and industrial developments over time. However, as described above in Section 4.1.2, San Gabriel Valley Growth Projections, the most recently completed forecasts for LA County and the SGV indicate population decline, while the SCAG forecast suggests potential growth but at a much slower rate than previous forecasts. The Plan once implemented, and when considered in combination with the anticipated implementation of projects under the Emerald Necklace Implementation Plan and Bicycle Master Plan, would provide a means of alternative transportation potentially resulting in overall fewer vehicle trips throughout the SGV and a beneficial impact.

Air quality would be temporarily degraded during construction activities that occur separately or simultaneously. The Los Angeles County portion of the SCAB is designated by the USEPA as a nonattainment area for ozone, lead, and PM_{2.5}. The SCAB is designated by CARB as a state-level nonattainment area for ozone, PM_{2.5}, and PM₁₀. However, as discussed in Section 3.3.3.1.1, SCAQMD Significance Thresholds, the SCAQMD provides project-level thresholds of significance for criteria pollutants for which the SCAB is in nonattainment. These are the levels at which, if exceeded, the SCAQMD has determined that an individual project's contribution to the cumulative impact (nonattainment) is cumulatively considerable. As detailed in Section 3.3.3.3.2, Project construction emissions are expected to be below the SCAQMD thresholds for construction activities. Once constructed, Project operation-related emissions would also be below the SCAQMD thresholds for operational activities. Therefore, implementation of the Plan would not have a considerable contribution to the significant cumulative impact for air quality.

4.2.4 Biological Resources

4.2.4.1 Criteria for Determining Significance of Cumulative Impacts

The Plan would have the potential to result in a cumulatively considerable impact on biological resources if, in combination with other projects within the SGV region, it 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 CDFW or USFWS; have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by CDFW or USFWS; have a substantial adverse effect on state or federally protected wetlands (e.g., marshes, vernal pools, coastal wetlands) 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 a tree preservation policy or ordinance; 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.

4.2.4.2 Contribution of the Plan to Cumulative Impacts

Development associated with implementation of the Plan would be focused along the San Gabriel River and associated creeks in the Plan Area, most of which have undergone significant transformation from their natural state and are managed with levees and dams. All projects would occur on or adjacent to existing flood control and transportation infrastructure along the existing District ROW. Construction activities and maintenance of individual projects implemented under the Plan have the potential for significant impacts to Biological Resources, but implementation of mitigation measures (**MM BIO-1** through **MM BIO-13**) would avoid and/or minimize the short-term adverse effects of individual construction projects, such that all impacts would be less than significant). With the implementation of mitigation, impacts to wildlife and habitat would be avoided and/or minimized during construction activity of individual projects (e.g., wildlife would likely move to other areas nearby during construction activity as any wildlife present are already adapted to urban conditions). Further, construction of individual projects would occur intermittently in various areas throughout the SGV over time. Similarly, a wide range of mitigation measures that must be implemented by individual projects in order to reduce impacts to special status species and sensitive natural habitat are required for projects implemented under the Emerald Necklace Implementation Plan and the Bicycle Master Plan (e.g., nesting bird surveys, pre-construction biological clearance surveys), and cumulatively considerable impacts from the construction and maintenance of greenways and paths developed in accordance with all plans in the SGV are not anticipated. As such, the Plan is not anticipated to considerably contribute to cumulative adverse impacts to biological resources in the SGV region. Further, the combined implementation of the Plan, along with the Emerald Necklace Implementation Plan and Bicycle Master Plan, is expected to enhance natural habitats and improve wildlife habitat in the region, which would contribute to long-term beneficial impacts to biological resources in the SGV region.

4.2.5 Cultural Resources

4.2.5.1 Criteria for Determining Significance of Cumulative Impacts

The Plan would have the potential to result in a cumulatively considerable impact on cultural resources, if, in combination with other projects within the SGV, it would cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5; cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5; or disturbance of human remains, including those interred outside of dedicated cemeteries.

4.2.5.2 Contribution of the Plan to Cumulative Impacts

The Plan Area is considered sensitive with a high potential for cultural resources (both archaeological resources and historic resources) in the region. Depending on the location of individual projects, the potential exists that adverse impacts to cultural resources could occur. With implementation of mitigation measures which require avoiding sites with known cultural resources or historic resources (**MM CR-2: Avoid Historic Resources** and **MM CR-5: Avoid Cultural Resources, Prepare Treatment Plan**) or preparing appropriate treatment plans (**MM CR-3: Prepare and Implement Historic Resources Mitigation Plan** and **MM-CR-6: Monitoring**), impacts would be reduced to less than significant levels, which would also reduce the potential for cumulative impacts of overall Plan development. Similar mitigation measures are required for the Emerald Necklace Implementation Plan, and it is anticipated that similar mitigation measures would be implemented for projects developed under the Bicycle Master Plan that could affect cultural resources. Therefore, effects to cultural resources are not anticipated to be cumulatively considerable.

4.2.6 Energy

4.2.6.1 Criteria for Determining Significance of Cumulative Impacts

The Plan would have the potential to result in a cumulatively considerable impact related to energy, if, in combination with other projects within the SGV, it would result in the wasteful, inefficient, or unnecessary consumption of energy.

4.2.6.2 Contribution of the Plan to Cumulative Impacts

Implementation of individual projects under the Plan would require energy use during construction activity, and long-term maintenance of facilities. However, projects would be implemented according to the *Design Guidelines and Standards*, which specify numerous measures to ensure energy and water conservation and efficiency, including installation of solar-powered lights. Overall, implementation of the Plan would increase the active transportation network and open space areas in the region, which would reduce vehicle miles traveled. Further, the Plan would not result in any population growth and the need for new housing or facilities which would increase current demand for energy. When considered together with the Emerald Necklace Implementation Plan and the Bicycle Master Plan as well as current forecasts for future population levels in the region, cumulative impacts with regard to energy are not anticipated. Therefore, effects to energy would not be cumulatively considerable.

4.2.7 Geology and Soils

4.2.7.1 Criteria for Determining Significance of Cumulative Impacts

The Plan would have the potential to result in a cumulatively considerable impact on geology and soils, if, in combination with other projects within the SGV, it 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, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or 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 Plan and potentially result in an onsite or offsite 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 where sewers are not available for the disposal of waste water, or directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

4.2.7.2 Contribution of the Plan to Cumulative Impacts

Geology and soil impacts are considered site-specific, such that development of a project in one site would not alter the potential for geologic events or soil types at another project site. Seismic events are regional and affect large areas at one time. Strong ground-shaking events could lead to damage of structures constructed under the Plan, as well as buildings and structures in the surrounding areas. However, implementation of the Plan would not increase these impacts, and the Plan does not propose any structures for human occupancy that would increase risks of injury as a result of strong ground shaking.

Site-specific geologic and soil hazards such as liquefaction, landslides, erosion and expansive soils would be addressed at each individual project site through implementation of the mitigation measures described in Section 3.7, Geology and Soils. As geologic and soil hazards are site-specific, they would similarly be addressed for individual Emerald Necklace Implementation Plan and the Bicycle Master Plan projects as they're implemented. As such, that development of a project in one site would not alter the potential for geologic events or soil types at another project and seismic events are already considered regional; therefore, compliance with mitigation measures would assure that impacts would not be cumulatively significant, and that the Plan would not contribute to any cumulatively adverse effects related to geology and soils, including the risk of loss, injury, or death to people or structures due to geologic or soil hazards.

4.2.8 Greenhouse Gas Emissions

4.2.8.1 Criteria for Determining Significance of Cumulative Impacts

The consideration of GHG emissions is ultimately a cumulative issue, as described in Section 3.8.1, GHG Emissions, Environmental Setting. The Plan would be considered to result in cumulatively considerable

impacts if it resulted in significant GHG emissions or conflicted with a plan adopted to reduce GHG emissions.

4.2.8.2 Contribution of the Plan to Cumulative Impacts

GHG emissions resulting from implementation of the Plan would be related to construction and mobile sources (visitor traffic). Although construction activities would be temporary in nature, traffic related to the Plan would continue through operation of the trails system. With continued growth in the region, the number of vehicle trips would also likely increase with population growth, although as described above growth in the region is expected to be slow or even decrease over the next few decades. In addition, federal regulations require that car manufacturers reduce GHG emissions from vehicles, and the SCAG RTP/SCS includes plans for numerous public transportation system improvements that would further reduce vehicle traffic in the region. Nonetheless, given the area is already impacted by motor vehicle traffic, any increase in total number of vehicles on the road, including those during construction activity, within the Plan Area is anticipated to result in a significant cumulative impact associated with GHG emissions.

As described in Section 3.8, Greenhouse Gas Emissions, Los Angeles County adopted the 2045 CAP which took effect in June 2024, which is an update to the 2020 CAP and sets new GHG emissions reduction targets for 2030 and 2035, consistent with state goals, and sets a long-term aspirational goal for carbon neutrality by 2045 (Los Angeles County Department of Regional Planning 2024). The 2045 CAP includes five categories for GHG emissions reductions: (1) energy supply, (2) transportation, (3) building energy and water, (4) waste, and (5) agriculture, forestry, and other land uses. Under these categories, there are various strategies, measures, and actions which will achieve the GHG emissions reductions outlined in the 2045 CAP such as decarbonizing the energy supply, increase densities and diversity of land uses near transit, reducing single occupancy vehicle trips, improve efficiency of existing building energy use, conserving water, and others. Projects completed by the County or Flood Control District in unincorporated areas of the County would be consistent with the CAP; however, projects implemented under the Plan by other entities in incorporated cities may not be consistent with the Plan, which could result in cumulatively considerable contribution of cumulative impacts associated with GHG.

Implementation of the Plan when considered in combination with the Emerald Necklace Implementation Plan would help meet the goals of the Bicycle Master Plan. Fewer vehicle trips and vehicle miles traveled as a result of all three plans would translate into fewer mobile source emissions. As such, the Plan could result in beneficial impacts related to GHG emissions by providing trails and access to bicyclists, pedestrians, and equestrians as an alternative means of transportation in the SGV.

4.2.9 Hazards and Hazardous Materials

4.2.9.1 Criteria for Determining Significance of Cumulative Impacts

The Plan would have the potential to result in a cumulatively considerable impact related to hazards and hazardous materials, if, in combination with other projects within the SGV, it 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 involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment; be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and 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; or expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

4.2.9.2 Contribution of the Plan to Cumulative Impacts

Hazards and hazardous materials impacts related to the Plan are related to construction of individual projects and subsequent maintenance activities. These impacts could include exposure of construction workers and the public to hazardous materials that could be encountered or used during construction and maintenance activities. However, as construction will be temporary and maintenance will be conducted intermittently, implementation of the mitigation measures, as described in Section 3.9, Hazardous and Hazardous Materials (**MM HAZ-1: Pre-construction Hazardous Sites Records Search, MM HAZ-2: Phase I/II Environmental Site Assessment and MM HAZ-3: Soil and Groundwater Management Plan**), would reduce impacts to less than significant levels. Any other developments in the region, including projects developed for the Emerald Necklace Implementation Plan and the Bicycle Master Plan would be required to comply with similar mitigation measures and similar applicable regulations. Therefore, it is not anticipated that cumulatively considerable impacts related to use, transport or disposal of hazardous materials would occur. Further risk of upset from release of hazardous materials would not be cumulatively considerable. Accordingly, the Plan would not have a considerable contribution to cumulative impacts. (Discussion of cumulative impacts related to exposure to risks related to wildland fires is discussed in Section 4.2.20, Wildfire, below).

4.2.10 Hydrology and Water Quality

4.2.10.1 Criteria for Determining Significance of Cumulative Impacts

The Plan would have the potential to result in a cumulatively considerable impact on hydrology and water quality if, in combination with other projects within the SGV region, it would violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality; substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Plan may impede sustainable groundwater management of the basin; 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: result in substantial erosion or siltation on or off site, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site, create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or impede or redirect flood flows; risk release

of pollutants due to project inundation in flood hazard, tsunami, or seiche zones; or conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.2.10.2 Contribution of the Plan to Cumulative Impacts

Hydrology and water quality impacts associated with Plan implementation are related to earthmoving during construction activity. While earthmoving activities would increase the potential for erosion and sedimentation, projects implemented under the Plan would be required to comply with stormwater management features as specified in the *Design Guidelines and Standards*, and overall implementation of the Plan is anticipated to result in an increase in greenspace and decrease in impervious surface coverage which would result in a beneficial impact. The implementation of this Plan in combination with the Emerald Necklace Implementation Plan and Bicycle Master Plan would further result in a cumulative increase in greenspace and improved stormwater management in the SGV. Therefore, the construction and operation of projects under the Plan are not anticipated to contribute to cumulatively considerable adverse impacts related to hydrology and water quality.

4.2.11 Land Use and Planning

4.2.11.1 Criteria for Determining Significance of Cumulative Impacts

The Plan would have the potential to result in a cumulatively considerable impact on land use and planning, if, in combination with other projects within the SGV region, it would be inconsistent with adopted land use goals, objectives, or policies of applicable lands use plans or create incompatible land uses with the immediate surrounding land uses. The cumulative growth and development in the SGV region is expected to be largely consistent with the plans that have been established to guide and regulate growth patterns and infrastructure improvements. As described in Section 4.1.2, SGV Growth Projections, regional planning documents anticipate an overall decrease in SGV population in the coming years. Regional planning documents, such as SCAG's RCP and the 2020–2045 RTP/SCS, are used for planning within the SGV. However, some strategies may not be consistent with the general plans of city and County areas when it comes to land use patterns and densities. On a local level, goals and policies in the local jurisdictions' general plans would supersede strategies in the 2020–2045 RTP/SCS.

4.2.11.2 Contribution of the Plan to Cumulative Impacts

The Plan, when considered in conjunction with other future developments that occur based on growth projections, would not increase the intensity of land uses in the area. The Plan has the potential to contribute to cumulative but not considerable impacts due to increased recreational use, potentially in areas not previously accessible to the public. Further, the Plan, when considered in combination with the Emerald Necklace Implementation Plan and Bicycle Master Plan, would result in cumulatively beneficial impacts with regard to physically connecting established communities via a more extensive active transportation network.

However, projects implemented under the Plan could potentially result in significant and unavoidable conflicts with general plan and zoning designations of individual cities, as projects conducted by the County are not required to comply with local regulations, and the County does not have the authority to enforce mitigation measures in instances where projects are located in other municipalities. Where

projects may pose a conflict with the local land use designations/zoning, mitigation measures can and should be adopted by such other agency. Accordingly, when considered with other regional plans and local land use plans, the Plan could result in a cumulatively considerable land use impact.

4.2.12 Mineral Resources

4.2.12.1 Criteria for Determining Significance of Cumulative Impacts

The Plan would have the potential to result in a cumulatively considerable impact on mineral resources, if, in combination with other projects regionwide, in those areas zoned for mineral resource extraction, it would result in the loss of availability of a known mineral resource or mineral resource recovery delineated on a local general plan, specific plan, or other land use plan site that would be of value to the region and the residents of the State.

4.2.12.2 Contribution of the Plan to Cumulative Impacts

Future projects implemented under the Plan could result in potentially significant impacts if located in a designated mineral resource area, but with implementation of **MM MR-1: Ensure Access to Mineral Resources**, implementation of the Plan would not preclude access to any known minerals. Similarly, implementation of the Emerald Necklace Implementation Plan has been determined to not preclude access to any known minerals and the Bicycle Master Plan would develop the District ROW, which would not preclude access to known minerals. Mineral extraction is in specifically designated areas. Future growth of the region, based on projections described in Section 4.1.2, SGV Growth Projections (e.g., growth induced by private development such as new residential units or commercial areas), if any, would have to comply with local plans and zoning designations regarding mineral resources. Therefore, cumulatively considerable impacts to mineral resources would not occur.

4.2.13 Noise

4.2.13.1 Criteria for Determining Significance of Cumulative Impacts

The Plan would have the potential to result in a cumulatively considerable impact on noise, if, in combination with other projects within the defined geographic context, it would result in a substantial temporary or permanent increase in ambient noise levels in the vicinity of the individual projects developed under the Plan in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. This impact would occur if any project construction activity would take place outside the codified hours of construction specified by any city or County government codes; any project construction activity generates maximum noise levels that exceed thresholds set by the local municipal codes; any operations activity would generate noise related to the Plan that would exceed the limits specified in any jurisdiction's municipal code; the Plan would generate excessive groundborne vibration or groundborne noise levels; or the Plan would 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 and expose people residing or working in the project area to excessive noise levels.

4.2.13.2 Contribution of the Plan to Cumulative Impacts

Implementation of the Plan could result in significant and unavoidable impacts in ambient noise levels, both during construction and long-term operation depending on the location of individual projects relative to sensitive receptors. The plan would require the implementation of **MM AQ-1: Emission Reduction Measures**, **MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan**, and **MM NOI-2: Prepare Focused Noise Study and Noise Reduction Measures**. However, these mitigation measures may not mitigate all ambient noise impacts to sensitive receptors or local established noise standards in all locations for all projects that could be completed under the Plan, resulting in significant and unavoidable impacts. While the Plan could result in increases in noise in specific locations where projects are implemented, because the Plan Area covers such a large geographic region and projects would be implemented intermittently in the future, implementation of the Plan would not result in an increase in the overall noise setting of the region. Therefore, the Plan would contribute, but not considerably, to cumulative noise impacts in the region. Further, overall implementation of the Plan, when considered with implementation of the Emerald Necklace Implementation Plan and Bicycle Master Plan, as well as forecasted decline in population, could result in fewer vehicle miles traveled in the region (as all such projects are intended to provide opportunities for alternative modes of transportation throughout the region). Any decrease in motor vehicles on local roadways and highways would result in an associated decrease in noise from motor vehicles, which would be a beneficial impact.

4.2.14 Population and Housing

4.2.14.1 Criteria for Determining Significance of Cumulative Impacts

The Plan would have the potential to result in a cumulatively considerable impact on population and housing if, in combination with other projects within the SGV, it would induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure) or displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere.

4.2.14.2 Contribution of the Plan to Cumulative Impacts

Based on the projections described in Section 4. 1.2, SGV Growth Projections, the population of the SGV is anticipated to decline over the coming years. Implementation of the Plan would extend pedestrian and cycling pathways through the SGV, and when considered in combination with projects implemented under the Emerald Necklace Implementation Plan and Bicycle Master Plan, could result in a comprehensive greenway network throughout the SGV. However, none of these plans would extend additional infrastructure (i.e., water, sewer, electricity beyond that needed for potential restrooms), which would indirectly induce unplanned population growth, and the Plan does not include construction or operation of any new residential or commercial structures. Therefore, there would be no cumulatively considerable adverse impacts related to population and housing.

4.2.15 Public Services

4.2.15.1 Criteria for Determining Significance of Cumulative Impacts

The Plan would have the potential to result in a cumulatively considerable impact on public services if, in combination with other projects within the SGV, it would result in the demand for police services at the time of the proposed Project build-out compared to the expected level of service available; result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection, police protection, schools, parks, or other public facilities, the construction of which could cause significant environmental impacts to maintain acceptable service ratios, responses times, or other performance objectives; or require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.

4.2.15.2 Contribution of the Plan to Cumulative Impacts

The implementation of the Plan would result in less than significant impacts with mitigation to public services as related to construction with implementation of **MM TR-4: Notify Emergency Personnel of Road Closures** and **MM REC-1: Coordinate with Park Departments/Agencies** and less than significant impacts during operations. The Plan would facilitate the construction of new recreational facilities and active transportation infrastructure. Recreational users that would use the network are anticipated to come from the existing regional population, which are already served by local and regional fire and police departments, schools and parks. Implementation of the Plan would not have any impact on population growth in the region, and as previously discussed, current forecasts anticipate population decline over the next few decades. Although there are no public facilities located on District ROW, the Plan does not propose to demolish, relocate, or retire any existing public facilities that may be located on adjacent parcels, and with proper notification per **MM TR-4: Notify Emergency Personnel of Road Closures** and **MM REC-1: Coordinate with Park Departments/Agencies**, potentially significant impacts related to response times (for police and fire protection) or temporary closures (for parks), projects would be less than significant with mitigation. These project impacts are not exacerbated when considered with implementation of the Emerald Necklace Implementation Plan and Bicycle Master Plan. Therefore, cumulatively considerable impacts to public services would not occur.

4.2.16 Recreation

4.2.16.1 Criteria for Determining Significance of Cumulative Impacts

The Plan would have the potential to result in a cumulatively considerable impact on recreation, if, in combination with other projects within the SGV, it would 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 or if the Plan would include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

4.2.16.2 Contribution of the Plan to Cumulative Impacts

As previously discussed, current population forecasts for the region anticipate population to decline over the next few decades. However, LA County's assessment of park needs in the region determined

that existing recreational facilities are not sufficient to meet the demand of the current population. Implementation of the Plan, in conjunction with the Emerald Necklace Implementation Plan and Bicycle Master Plan, along with the development of other expanded parks and recreational facilities in the County, would result in a cumulatively beneficial impact to recreation with improved access to recreational facilities and meeting the recreational demands as determined by LA County. In addition, the implementation of these plans could increase the use of existing neighborhood or regional parks as the active transportation infrastructure would provide additional access to these facilities and could result in cumulatively considerable impacts to these facilities. Implementation of **MM REC-1: Coordinate with Park Departments/Agencies**, to coordinate with parks departments and agencies prior to development of individual projects, would reduce the Plan's contribution to this cumulatively considerable impact to less than significant with mitigation.

However, as the Plan consists of the development of recreational facilities, the overall construction and maintenance activities associated with development of future individual projects under the Plan, in combination with projects developed under the Emerald Necklace Implementation Plan and Bicycle Master Plan, could result in significant and unavoidable impacts related to physical adverse effects to the environment (as discussed in Section 3.16, Recreation), even with the implementation of mitigation measures. This would be considered a cumulatively considerable adverse impact, and the Plan contribution to this cumulative impact could be significant and unavoidable depending on the location of individual projects.

4.2.17 Transportation/Traffic

4.2.17.1 Criteria for Determining Significance of Cumulative Impacts

The Plan would have the potential to result in a cumulatively considerable impact on transportation/traffic, if, in combination with other projects within the SGV, it would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities; conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b); substantially increase hazards because of a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or result in inadequate emergency access.

4.2.17.2 Contribution of the Plan to Cumulative Impacts

A primary goal of the Plan is to improve mobility and recreational opportunities for people with disabilities, youth and aging populations, bicyclists, pedestrians, and equestrians in the SGV. As such, the transportation impacts of the Plan will primarily result from vehicle trips during construction activity, and vehicle trips for recreational users to access the constructed greenway. Depending on the location of individual projects, impacts on transportation could be significant as a result of road closures or detours during construction. However, overall implementation of the Plan, when considered in conjunction with the Bicycle Master Plan and Emerald Necklace Implementation Plan, is anticipated to cumulatively reduce vehicle miles traveled in the region through the development of a comprehensive active transportation network. Therefore, the Plan would contribute to, but not considerably, cumulative impacts to transportation and traffic.

4.2.18 Tribal Cultural Resources

4.2.18.1 Criteria for Determining Significance of Cumulative Impacts

The Plan would have the potential to result in a cumulatively considerable impact on tribal cultural resources, if, in combination with other projects within the SGV, it would cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as a site, feature, place, or 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 either of the following: listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k); or a resource determined by the lead agency to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying these criteria, the lead agency will consider the significance of the resource to a California Native American tribe.

4.2.18.2 Contribution of the Plan to Cumulative Impacts

The Plan Area is considered sensitive for tribal cultural resources in the region. Depending on the location of individual projects, the potential exists that adverse impacts to tribal cultural resources could occur. With implementation of mitigation measures which require avoiding sites with known tribal cultural resources (**MM TCR-1: Tribal Cultural Resources Assessment**) or preparing appropriate treatment plans (**MM TCR-2: Avoid Tribal Cultural Resources, Prepare Treatment Plan** and **MM TCR-4: Conduct Native American Monitoring**), and unanticipated discovery plan (**MM TCR-3: Unanticipated Discovery**), impacts would be reduced but would remain potentially significant and unavoidable. Similar mitigation measures are required for the Emerald Necklace Implementation Plan, and it is anticipated that similar mitigation measures would be implemented for projects developed under the Bicycle Master Plan that could affect tribal cultural resources. Therefore, effects to tribal cultural resources would not be cumulatively considerable.

4.2.19 Utilities and Service Systems

4.2.19.1 Criteria for Determining Significance of Cumulative Impacts

The Plan would have the potential to result in a cumulatively considerable impact on utilities and service systems, if, in combination with other projects within the SGV, it would require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects; have insufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years; result in a determination by the wastewater treatment provider that serves or may serve the Project that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments; generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

4.2.19.2 Contribution of the Plan to Cumulative Impacts

The Plan would not have a significant adverse impact on utilities such as wastewater services, water services, or solid waste disposal services, although construction activities of individual projects may result in the relocation of existing utilities. Implementation of **MM UTIL-1: Prepare and Implement Utilities Plan** would ensure that any projects that require relocation of existing utilities coordinate with service providers in advance to ensure there is sufficient capacity prior to construction. All projects implemented under the Plan, along with any other development in the region, including projects completed under the Emerald Necklace Implementation Plan and Bicycle Master Plan, would be required to comply with utility regulations and address site-specific utilities issues. The Emerald Necklace Implementation Plan included only one project that would require drinking fountain or restroom facilities, and the Bicycle Master Plan does not include installation of any infrastructure other than a transportation network. Therefore, cumulative impacts to utilities and service systems would not be cumulatively considerable.

4.2.20 Wildfire

4.2.20.1 Criteria for Determining Significance of Cumulative Impacts

The Plan would have the potential to result in a cumulatively considerable impact related to wildfire, if, in combination with other projects within the SGV, it would substantially impair an adopted emergency response plan or emergency evacuation plan; exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; require the installation or maintenance of associated infrastructure (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 on 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.

4.2.20.2 Contribution of the Plan to Cumulative Impacts

Implementation of the Plan would not impair an adopted emergency response plan or emergency evacuation plan, result in increased fire risk in high hazard areas, require the installation or maintenance of associated infrastructure that may exacerbate fire risk or would it result in the development of any structures for human occupancy that could be adversely affected by wildfires, nor would it expose people or structures to significant risks, including the downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. However, individual projects implemented under the Plan if located in a VHFHZ would increase the number of people recreating in such area which could result in a significant impact in the event of a wildfire. Although implementation of **MM WF-1: Construction Coordination with Emergency and Fire Services** would require coordination with emergency and service providers; **MM WF-2: Construction Fire Prevention Plan** and **MM WF-3: Operations Fire Prevention Measures** would require the project proponent to prepare a construction fire protection plan and implement operational fire prevention measures, respectively, the possibility remains that future project locations may be sited in or near SRAs or lands classified as VHFSZ, or project sites could feature conditions that would present additional wildfire risks; therefore, construction and operation impacts, even with mitigation measures, remain significant and unavoidable. Similarly, neither

the Emerald Necklace Implementation Plan nor the Bicycle Master Plan would result in development of any structures for occupancy or result in increased fire risks in high hazard areas. However, depending on the location of individual projects developed under the Plan, it could result in an increase in recreationalists spending time in a high fire hazard area, which could expose people to significant risks and result in a significant and unavoidable impact. The geographic scope of the Emerald Necklace Implementation Plan is outside of designated high hazard areas. Portions of the Bicycle Master Plan network are within high hazard areas. Therefore, when considered in combination, cumulative risks related to wildfire or wildfire risk would be considerable with regard to more people being exposed to effects of wildland fires.

SECTION 5 Other CEQA Considerations

The State CEQA guidelines require specific consideration of certain impacts as required in Sections 15126 and 15128. Specifically, Section 15126 requires consideration, preferably in separate sections, which must be indicated, of the following items:

- a. Significant Environmental Effects of the Proposed Project (Section 3 of this PEIR and summarized in Section 6.3.4).
- b. Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented (Section 3 of this PEIR and summarized in Section 5.1).
- c. Significant Irreversible Environmental Changes Which Would be Involved in the Proposed Project Should it be Implemented (Section 5.2 of this PEIR).
- d. Growth-Inducing Impact of the Proposed Project (Section 5.3 of this PEIR).
- e. The Mitigation Measures Proposed to Minimize the Significant Effects (Section 3 of this PEIR).
- f. Alternatives to the Proposed Project (Section 4 of this PEIR).

Section 15126 also requires consideration of the reasons that various possible effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. This PEIR includes detailed discussion of all potential effects under each resource category as listed in Appendix G of the State CEQA Guidelines. As no potential issues were excluded from detailed discussion, this provision is not applicable to this PEIR.

5.1 Significant effects that cannot be avoided if project is implemented

According to Section 15126.2 (b), significant impacts, including those which can be mitigated but not reduced to a level of insignificance, shall be discussed in the PEIR. For impacts that cannot be alleviated without imposing an alternative design, their implications and the reason why the reasons why the project is being proposed, notwithstanding their effect, should be described.

Implementation of the Plan would result in significant and unavoidable impacts for the following resources areas: Aesthetics, Agriculture and Forestry, Air Quality, Cultural, Noise, Recreation, Transportation, and Wildfire.

5.2 Irreversible Environmental Changes

State CEQA Guidelines Section 15126.2(c) requires a discussion of any significant irreversible environmental changes that would be caused by the proposed project, such as uses of nonrenewable resources if a large commitment of resources makes removal or nonuse thereafter likely, primary and secondary impacts that would generally commit future generations to similar uses, or if the proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy). Irretrievable commitments of resources should be evaluated to determine that the consumption is justified.

Implementation of the Plan would occur along the District ROW and adjacent parcels in the SGV, crossing through unincorporated County areas as well as local jurisdictions within the Plan Area. Proposed development would include the irreversible commitment of natural resources (water and raw materials required during construction and operations), energy, land, and human resources. Ongoing maintenance of new greenway paths and amenities, pocket parks and greenspaces, safe crossings, and stormwater management facilities would entail a further irreversible commitment of energy resources in the form of petroleum products (diesel fuel and gasoline), natural gas, and electricity generated by burning fossil fuels. Long-term impacts would also result from an increase in noise levels as the new greenway path and other components attract visitors to areas along the District ROW not previously accessible to the public.

5.3 Growth-Inducing Impacts

According to Section 15126.2 (e) of the State CEQA Guidelines, growth-inducing impacts of a proposed project shall be discussed in the PEIR. Growth-inducing impacts are those effects of the proposed project that might foster economic or population growth or the construction of new housing, either directly or indirectly, in the surrounding environment. According to CEQA, increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects.

Induced growth is any growth that exceeds planned growth and results from new development that would not have taken place without implementation of the proposed project. Typically, the growth-inducing potential of a project would be considered significant if it results in growth or population concentration that exceeds those assumptions included in pertinent master plans, land use plans, or projections made by regional planning authorities. However, the creation of growth-inducing potential does not automatically lead to growth, whether it would be below or in exceedance of the projected level. Under CEQA, it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

As described in Section 3.14, Population and Housing, the temporary and specialized nature of construction work, as well as the large available construction workforce in the Los Angeles region, would not lead to a substantial population increase during the construction period. With respect to the operations period, Section 3.14 states that the Plan includes goals and objectives of promoting equitable practices, creating recreational opportunities, integrating stormwater management, enhancing connections and natural habitats, and enriching community well-being. Future projects to be implemented under the Plan would be intended to serve the local community and not intended to substantially increase population growth. Consequently, the Plan is not expected to result in significant growth-inducing impacts on the environment.

SECTION 6 Alternatives Analysis

6.1 Introduction

State CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to a project or its location that could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any significant environmental impacts, if any exist. A comparative analysis of impacts is required to allow for consideration by decision-makers.

Specifically, CEQA requires consideration of a range of alternatives to the project or program that: (1) could feasibly attain most of the basic program objectives and (2) would avoid or substantially lessen any of the significant impacts of the proposed program. The range of alternatives discussed in an EIR is governed by the rule of reason, which requires the identification of only those alternatives necessary to permit a reasonable choice between the alternatives and the proposed project. An alternative cannot be eliminated simply because it is costlier than the proposed program or if it could impede the attainment of all program objectives to some degree. However, the State CEQA Guidelines state that an EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote or speculative. CEQA requires that an EIR include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed program.

An EIR need not consider an alternative that would be infeasible. State CEQA Guidelines Section 15126.6(f)(1) explains that the evaluation of project alternative feasibility can consider many factors, including site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, and jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise access the alternative site. Therefore, an EIR is also not required to evaluate an alternative that (1) has an effect that cannot be reasonably identified or that has remote or speculative implementation, or (2) would not achieve the basic project objectives. From the alternatives, an environmentally superior alternative will be identified.

6.2 Alternatives Considered but Eliminated from Further Analysis

The process of determining potential greenway alignments for conceptual design included extensive public outreach. Community workshops were hosted by the SGV Greenway Network Team, including the Los Angeles County Public Works and consultant team. The community workshops served to educate the community about the purpose and goals of the Plan, build an understanding of the planning process, gather feedback on amenities, uses, and potential concerns, and to promote the Plan. During these meetings, no significant revisions or alternatives were proposed that would be more than variations of the Plan. On the whole, the majority of input received through the community outreach effort included suggestions that were carried forward for inclusion in the Plan or suggestions for specific locations for future project implementation. No discreet, standalone, alternatives were proposed during public outreach, especially considering the broad-scale program-level analysis presented in this PEIR. The following list summarizes the input that was provided that was not incorporated into the Plan and was therefore considered as potential alternatives in this Section:

1. Provide parking for users to leave their cars and use the greenway network.

2. Create designated “slow zones” along the bike path to ensure cyclist safety.
3. Expand the network outside the ROW and adjacent parcels to connect to commercial areas or transportation hubs (i.e., Metro).
4. Expand the network to connect the bike path to waterfalls and hiking trails.
5. Install exercise equipment in the pocket parks.

The County considered and evaluated the feasibility of each of these five potential alternatives in comparison to the Plan objectives and potential to avoid or substantially lessen any of the potentially significant adverse environmental impacts of the Plan. Based on this evaluation, the County determined that the suggested alternatives listed above do not meet the Plan objectives, would not avoid or minimize potentially significant adverse impacts of the Plan or are infeasible, and the reasoning is described below:

1. Providing parking for users to leave their cars and use the network is not consistent with the objective of increasing miles of bike paths available to the community and reducing VMT in the region. Individual projects that are within the scope of the Plan can be sited near existing parking in the future. Construction of parking lots would also not avoid or minimize any of the significant impacts of the Plan and would potentially increase noise levels at projects near sensitive receptors by increasing traffic in these locations, and the number of cars idling and starting in a concentrated area.
2. Creating designated “slow zones” along the bike path to ensure cyclist safety is a component of future individual proposed projects that could occur under the Plan and are not themselves individual projects. Designated slow zones would not have their own environmental impacts to consider.
3. Since development of this Plan is in accordance with the LA County Board of Supervisors’ resolution to “create a network of interconnected, multi-use community greenways” by updating the flood control systems along the San Gabriel and Rio Hondo River watersheds in the SGV, expanding the network outside the District ROW and adjacent parcels to connect to commercial areas or transportation hubs (i.e., Metro) is beyond the purpose of the resolution. The resolution identified the unique opportunities to create a greenway network through flood control systems of the County’s rivers, creeks and channels. While connecting from transportation hubs would meet the goal of enhancing connectivity and boost connections in the SGV, this expansion would not transform the flood control system and would require extensive connections that are outside of the purpose of the resolution. Therefore, this alternative is not potentially feasible for comparison.
4. Expanding the network to connect the greenway network to waterfalls and hiking trails beyond adjacent parcels is similarly infeasible since creating these type of projects would be outside the scope of the resolution that is driving development of this Plan. While connecting the greenway network to hiking trails and water features such as waterfalls would meet the goal of enhancing connectivity and boost connections in the San Gabriel Valley, this expansion would not transform the flood control system and would require extensive connections that are outside the purpose of the resolution. Therefore, this alternative is not potentially feasible for comparison.

6.3 Alternatives Retained for Comparative Analysis

Section 15126.6(e)(1) of the State CEQA Guidelines requires that the alternatives analysis includes a discussion of a No Project Alternative. This chapter considers alternatives to the Plan, including the No Project Alternative, so that decision-makers can compare the impacts of approving the proposed Project (i.e., the Plan) with the impacts of not approving the proposed Project.

In addition to the No Project Alternative, as described above, additional alternatives may be considered if they reduce or avoid the impacts of the Project and meet the basic objectives. Therefore, after considering the input received during stakeholder outreach for potential alternatives (as described above in Section 6.2) the County considered the following project objectives, identified below, as described in Section 1.1.1 of this EIR, with respect to developing alternatives to the Plan:

- Promoting Equitable Practices
- Creating Recreational Opportunities
- Integrating Stormwater Management
- Boosting Connections
- Enhancing Natural Habitats
- Enriching Community Well-Being

Based on the analysis provided in Section 3 of this PEIR, significant and unavoidable impacts were identified that could result from implementation of the Plan. These include potential land use conflicts that could occur because of following the *Design Guidelines and Standards* on adjacent parcels which are under the jurisdiction of local municipalities. The *Design Guidelines and Standards* are in alignment with all Los Angeles County plans and policies but may conflict with policies of individual cities within the Plan Area. Similarly, in addition to potentially significant and unavoidable land use conflicts, implementation of the Plan may result in significant and unavoidable increases in ambient noise if projects are located near sensitive receptors such as residences and schools, through increased visitation and public use of the areas. In considering potential options to avoid or minimize these two impacts, while still meeting most of the Project objectives, the County identified two feasible alternatives to be carried forward for full comparative analysis to the Plan, in addition to the No Project Alternative:

- Alternative 1 – Reduced Plan Area Alternative
- Alternative 2 – Reduced Plan Components Alternative

The following subsections describe these alternatives in detail and provide an environmental analysis in comparison to the Plan.

6.3.1 Alternative 1 - Reduced Plan Area Alternative

Under this Alternative, the Plan Area would be restricted to the District ROW, and no project components would be constructed or operated on parcels adjacent to or outside of the District ROW. Implementation of this alternative would continue to meet all of the project objectives described above. However, components such as pocket parks and greenspaces and safe crossings would commonly be located in adjacent parcels outside of the District ROW, and without those areas, project opportunities would be limited and implementation of this alternative may not fully meet the overall goal of the Plan to expand the active transportation network in the SGV or the objective of enhancing connectivity to

schools, parks, transit, jobs, and other local points of interest. Additionally, without safe crossings, the network may not be fully connected and would include trails that start and stop along the District ROW.

As all projects implemented under the Plan would follow the *Design Guidelines and Standards*, implementation of this alternative would minimize or avoid the potential for significant and unavoidable land use conflicts that could occur if components were built on adjacent parcels under the jurisdiction of local municipalities. In addition, the potential for adverse impacts to cultural resources, tribal cultural resources, and biological resources during construction of individual projects implemented under this Alternative would be somewhat reduced due to the decreased footprint of disturbance.

Therefore, because this alternative is feasible, would meet most of the project objectives, and would reduce or avoid significant impacts identified for the Plan, it is carried forward for full analysis.

6.3.1.1 Environmental Evaluation of Alternative 1

6.3.1.1.1 Aesthetics

Overall, implementation of the Plan is anticipated to result in beneficial impacts to aesthetics within the Plan Area due to the creation of a visually cohesive and beautified greenway network. Alternative 1 would result in similar impacts as the Plan, but to a lesser degree due to the reduced area available for project implementation to the District ROWs. The improvements to landscaping, pedestrian, bicycle, and equestrian trails would be limited to the District ROW, creating gaps in a cohesive identity within the greenway network as the adjacent parcels would not be considered under the Plan. Alternative 1 reduces the area available for project implementation; however, Alternative 1 would still create a beautified greenway network and increase greenspace. The potential impacts to scenic vistas, scenic resources or scenic highways during construction of individual projects would be the same as described for the Plan, and similarly would be dependent on the location of individual projects. Accordingly, **MM AES-1: Construction Fencing**, and **AES-2: Develop and Implement Lighting Plan** would still be required to avoid and/or minimize potentially significant impacts, but potential would still exist for individual projects to conflict with local zoning or regulations related to scenic quality. Therefore, impacts to Aesthetics under Alternative 1 would be significant and unavoidable, the same as those described for the Plan.

6.3.1.1.2 Agriculture and Forestry Resources

As described in Section 3.3, Agriculture and Forestry Resources, implementation of the Plan has the potential to cause significant and unavoidable impacts due to the potential of future project proponents developing a project under the Plan that conflicts with lands zoned for agriculture or forest land. However, Alternative 1 would be restricted to the existing District ROW and would not be located on land zoned for agriculture or forest land. Since adjacent parcels are not considered under this alternative, no land use conversion or ground disturbance would occur on any lands designated for agricultural resources or forest lands. Therefore, no impacts to agriculture and forestry resources would occur under Alternative 1, and impacts to agriculture and forestry resources would be less impactful than as described for the Plan.

6.3.1.1.3 Air Quality

As described in Section 3.3.1.4, Existing Regional Air Quality, the SGV has poor air quality due to smog as a result of its location in the SCAB, which serves to trap and hold the regional air emissions. Implementation of the Plan over time is anticipated to reduce vehicle miles traveled in the SGV and indirectly improve air quality from reduced vehicle emissions, due to increased use of the Greenway Network. Similarly, under Alternative 1, individual greenway projects may be implemented over time and achieve the same presumed indirect effect of improved air quality. Construction and operation of future projects would similarly result in emissions from heavy vehicles and ground disturbance and result in the same impacts as the Plan, requiring the same mitigation measure (**MM AQ-1: Emission Reduction Measures**). However, under Alternative 1, all project components would be located within the District ROW, which would preclude potential project opportunities for pocket parks and greenspaces or safe crossings of the same size as considered for the Plan (i.e., there would be no ability to construct a 25-acre park or 400-foot footbridge). As described in Section 3.3.3, response to CEQA Checklist question 3(c), for pocket parks and greenspaces that are 1 acre in size or less, a health risk assessment is not warranted, and impacts would be less than significant with mitigation (**MM AQ-1: Emission Reduction Measures**). Therefore, impacts to air quality from construction activities for projects developed under Alternative 1 would be less than significant with mitigation and at a reduced intensity and footprint than for the construction associated with maximum extent of potential projects that could be developed under the Plan.

6.3.1.1.4 Biological Resources

As discussed in Section 3.4, Biological Resources, the Plan would result in potentially significant adverse effects related to habitat modifications or special status species during construction or operations from construction disturbance, human activity, addition of supplemental lighting, introduction of weeds or pests, or interruption of hydrological processes. However, these impacts would all be reduced to less than significant for Plan activities by implementation of the identified pre-construction mitigation measures and post-construction monitoring and compensatory mitigation measures determined on a site-by-site basis (**MM BIO-1: Desktop Review and Biological Surveys, MM BIO-2: Pre-Construction Nesting Bird Surveys, MM BIO-3: Burrowing Owl Pre-Construction Surveys, MM BIO-4: Pre-Construction Special Status Bat Surveys, MM BIO-5: Conduct Biological Monitoring, MM BIO-6: Worker Environmental Awareness Program, MM BIO-7: Weed Abatement Measures, MM BIO-8: Construction BMPs to Protect Wildlife, MM BIO-9: Operations Recreation Plan, MM BIO-10: Pest Management Plan, MM BIO-11: Use Bird Safe Glass, MM BIO-12: Desktop Review and Jurisdictional Delineation, MM BIO-13: Permanent Wetlands Signage**). Many projects implemented under the Plan would have a long-term beneficial effect to biological resources by increasing the acreage of greenspace or parks featuring habitat (e.g., bushes, shrubs, trees, pollinator host plants) available for use by wildlife.

Since Alternative 1 reduces the project area to the District ROW and maintains the same project components, this alternative would result in a reduced area for potential impacts to occur during construction and maintenance activities. Reducing the Plan Area to the District ROW only would decrease the potential for individual projects to result in habitat modifications or remove vegetation during construction activity as vegetation and habitat removal would be limited to the ROW. Accordingly, implementation of Alternative 1 would lessen the potential for significant adverse impacts

to biological resources during construction identified for the Plan. Alternative 1 would result in similar long-term beneficial impacts to biological resources as described for the Plan, but to a lesser degree, as a reduced area would be available to projects to develop new greenspace. Therefore, while the impact conclusions would remain the same as described for the Plan (less than significant with mitigation), overall impacts to biological resources under Alternative 1 would be less than the Plan due to the smaller footprint available for project implementation.

6.3.1.1.5 Cultural Resources

Impacts to cultural resources would be less than significant with mitigation under the Plan. Under Alternative 1, impacts to cultural resources from individual projects would be less than as described for the Plan, because limiting the Plan Area to the District ROW would avoid potential impacts to historic resources that may be present on adjacent parcels proposed for projects under the Plan. Accordingly, under Alternative 1, **MM CR-1: Historical Records Search and Investigation**, **MM CR-2: Avoid Historical Resources**, and **MM CR-3: Prepare and Implement Historic Resources Mitigation Plan** would not be required, and potential impacts to historic resources would be less than significant. However, depending on project location, the potential exists for construction activity to destroy known archaeological resources. While Limiting the Plan Area to the District ROW would reduce the project footprint, the potential to discover cultural would still exist regardless of the size of the project area, and **MM CR-4: Cultural Resources Assessment**, **MM CR-5: Avoid Cultural Resources and Prepare Treatment Plan** through **MM CR-6: Monitoring** would still be necessary to ensure impacts are reduced to less than significant levels. Therefore, while impacts to cultural resources under Alternative 1 would be less than significant with mitigation, overall potential for adverse impacts to cultural resources would be reduced under Alternative 1 compared to the Plan due to the smaller footprint available for project implementation.

6.3.1.1.6 Energy

As discussed in Section 3.6, Energy, energy use during construction of all project components would be less than significant for the Plan. However, with the reduced footprint in Alternative 1, only pocket parks within the District ROW would be developed and not parks in adjacent parcels or safe crossings at the maximum extent analyzed for the Plan (up to 400 feet in length). Therefore, impacts of energy use during construction would be less than significant under Alternative 1 and would require less fuel and energy than as calculated for the Plan. Operation of individual projects under Alternative 1 may still incorporate restrooms and other beneficial elements such as lighting, drinking fountains, turf grass, or sprinkler irrigation which could result in potentially wasteful and inefficient energy use and require implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**. Therefore, operational activities under Alternative 1 would be less than significant with mitigation and the same as described for the Plan.

6.3.1.1.7 Geology and Soils

Future projects proposed on the District ROW under Alternative 1 would use the same construction methods (e.g., site preparation, excavation) as described for the Plan and would be subject to the same rules and requirements governing development in the Plan Area, which is known to feature geological hazards, unstable areas, and expansive soils. Therefore, Alternative 1 impacts related to geology and

soils would be the same as described for the Plan and would be less than significant. Further, while Alternative 1 would reduce the potential for unanticipated paleontological resources because the project area would be limited to the District ROW, which reduces the Plan footprint, and has previously been disturbed and graded, the potential for paleontological resources impacts would be the same as those described for the Plan since future project locations are unknown and the potential for an unanticipated discovery is still present. Similar to the Plan, Alternative 1 would still require **MM GEO-1: Pre-Construction Paleontological Resources Investigation**, **GEO-2: Avoid or Monitor Paleontological Resources**, and **GEO-3: Avoid/Minimize Impacts on Paleontological Resources During Operations** to ensure impacts are less than significant.

6.3.1.1.8 Greenhouse Gas Emissions

Implementation of the Plan is anticipated to result in a reduction of vehicle miles traveled in the SGV due to increased bicycle, pedestrian, and equestrian use of the greenway paths, reducing GHG emissions from vehicles. Under Alternative 1, projects would be limited to the District ROW; therefore, fewer safe crossings connecting the paths across roadways would be implemented which may result in multiple greenway paths that start and stop in segments along the tributaries. As a result, Alternative 1 may not provide the same enhanced connectivity to promote reduction in vehicle miles traveled in the region, and associated reduction in GHG emissions.

Construction and maintenance impacts under Alternative 1 would be the same as described for the Plan for greenways and greenway amenities, stormwater infrastructure, and smaller pocket parks and greenspaces (up to one acre), because the assumed maximum size of disturbance and therefore, estimated activities associated with use of heavy equipment would be the same. With the reduced footprint available for project implementation under Alternative 1, there would not be opportunities for construction of larger pocket parks and greenspaces (up to 25 acres) or safe crossings. Implementation of **MM AQ-1: Emissions Reduction Measures**, and **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies**, would still be required under Alternative 1 to ensure impacts related to GHG emissions and consistency with applicable plans adopted for the purposes of reducing GHG gases are reduced to less than significant levels. Therefore, impacts with regard to GHG emissions under Alternative 1 would be the same as described for the Plan (less than significant with mitigation).

6.3.1.1.9 Hazards and Hazardous Waste

Similar to the Plan, Alternative 1 is not anticipated to result in a significant risk associated with routine transport, use, and disposal of hazardous materials. Additionally, projects constructed under Alternative 1 are not expected to result in a significant risk associated with potential upset and accident conditions, nor would they be expected to result in a significant risk associated with hazardous emissions or handling of hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school, because projects would be similar in nature to those described for the Plan (i.e., bicycle paths, stormwater improvement projects). Although the Plan Area would be restricted to the District ROW, construction activity could potentially occur on hazardous materials sites compiled pursuant to Government Code Section 65962.5, as these areas are present in the areas traversed by the District ROW. Therefore, the reduction in Plan Area would not reduce or avoid the potential for impacts to occur in this regard. Implementation of **MM HAZ-1: Pre-construction Hazardous Site Records Search**, **MM**

HAZ-2: Phase I/II Environmental Site Assessment, and MM HAZ-3: Soil and Groundwater Management Plan would ensure impacts are less than significant with mitigation.

Alternative 1 is also not anticipated to hinder or impair an adopted emergency response or evacuation plan or route during construction activity. Similar to the Plan, Alternative 1 would comply with existing standard industry practices such as traffic control and signage, adherence to County and local agency criteria (as necessary), and rules and regulations pertaining to emergency response that would provide and maintain adequate emergency access. However, similar to the Plan, even with implementation **MM WF-1: Construction Coordination with Emergency and Fire Services**, the potential exists for significant and unavoidable impacts related to wildfire hazard for projects that are implemented under the Plan within an area designated VHFHSZ. Therefore, impacts related to hazards and hazardous materials under Alternative 1 would be the same as described for the Plan for both construction and operation.

6.3.1.1.10 Hydrology and Water Quality

Alternative 1 would have similar impacts to the Plan since the construction and operations of the Plan components would be the same, except limited to the District ROW. Similar to the Plan, all projects implemented under Alternative 1 would be required to include new or improved stormwater capture and reuse BMPs, as described under the *Design Guidelines and Standards*, which would cumulatively improve stormwater management in the region, reduce flooding, and increase groundwater supplies. Additionally, all individual projects implemented under Alternative 1 would be required to comply with the numerous regulatory requirements and permit conditions of the federal, state, and local agencies with jurisdiction over the Plan Area. Therefore, impacts to hydrology and water quality under Alternative 1 would be less than significant. However, due to the reduced plan area, the potential beneficial impacts related to hydrology and water quality may be less than described for the Plan.

6.3.1.1.11 Land Use Planning

As described in Section 3.11, Land Use and Planning, the Plan would not result in significant impacts from physically dividing an established community. However, operation of some projects could result in significant and unavoidable impacts due to conflicts with applicable land use plans, policies, or regulations even after mitigation because the District ROW traverse multiple municipal (city) jurisdictions, each with a general plan that includes a specific vision and designation of uses for land development, which may conflict with the standards set for under the *Design Guidelines and Standards*. Under Alternative 1 and a reduced Plan Area, project components would all be constructed within the District ROW. However, even parcels designated as within District ROW may be designated by the local agency in which the parcel is located in a particular land use zone that may not be compatible with the Plan. Therefore, implementation of Alternative 1 would not avoid the potential for significant and unavoidable land use conflicts between the Plan and local municipality land use plans, policies or regulations. Accordingly, land use impacts under Alternative 1 would be significant and unavoidable, the same as described for the Plan.

6.3.1.1.12 Mineral Resources

As described in Section 3.12 Mineral Resources of the Plan, impacts to mineral resources would be less than significant with mitigation. However, Under Alternative 1, projects would be constructed only

within the District ROW, which is already graded, disturbed and not available for mineral resource extraction. Alternative 1 would avoid any potential impacts to adjacent parcels that may be mapped MRZ-2 and contain mineral resources, as well as active oil wells located in the Montebello Oil Field (as depicted on Figure 3.12-1). Therefore, there would be no potential for impacts to mineral resources under Alternative 1, and impacts would be less than described for the Plan.

6.3.1.1.13 Noise

Potentially significant increases in ambient noise level and vibration from construction and operation of greenway paths are heavily dependent on project location relative to the location of sensitive receptors. Despite a reduced Plan area in Alternative 1, the likelihood of future individual projects in locations near sensitive receptors is the same as the Plan. Therefore, impacts with regard to noise and vibration under Alternative 1 could be significant and unavoidable even with implementation of **MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan** and **MM NOI-2: Prepare Focused Noise Study and Noise Reduction Measures** during construction activity, the same as described for the Plan.

6.3.1.1.14 Population and Housing

The Plan would have less than significant impacts on population and housing for projects implemented within the Plan Area. Similar to the Plan, Alternative 1 does not include the development of new housing or structures designed for human occupancy. Both Alternative 1 and the Plan include increased recreational opportunities for existing residents and visitors and does not intend to indirectly induce population growth or displace existing people or housing. Therefore, impacts under Alternative 1 would have less than significant impacts on population or housing, the same as described for the Plan.

6.3.1.1.15 Public Services

As described in Section 3.15, Public Services, the Plan could result in significant impacts to public services such as fire protection and police protection during construction, due to potential road closures and detours that could impede or delay emergency services, which would be less than significant with mitigation. Alternative 1 would slightly decrease the potential need for temporary road closures during construction since future projects are limited to District ROW, but construction may still occur in densely populated areas which could temporarily disrupt fire or police response services; thus, implementation of **MM TR-4: Notify Emergency Personnel of Road Closures** would still be required to ensure impacts are less than significant with mitigation. Once operational, the reduction in Plan Area would have no effect on the potential for impacts related to public services and impacts would be less than significant. Therefore, Alternative 1 would be less than significant with mitigation during construction and less than significant during operation, the same as the Plan.

6.3.1.1.16 Recreation

Alternative 1 is anticipated to result in similar impacts on recreation as the Plan. Alternative 1 would increase connectivity to recreation areas, resulting in beneficial impacts and increased and higher quality recreational opportunities in the SGV. Alternative 1 would provide the same beneficial impacts as described for the Plan, although to a lesser degree due to a reduced Plan Area available for project opportunities. With the Plan Area limited to the District ROW, the potential opportunities for pocket

parks and greenspaces would be reduced and larger greenspaces up to 25 acres in size would not be feasible. Similarly, the ability to install safe crossings and ensure connectivity of the entire Greenway Network would be limited in areas where roadways cross the District ROW.

With regard to potential impacts to recreation from construction and operation of individual projects, Alternative 1 would result in significantly increased use of existing facilities that could result in the deterioration of existing facilities. However, projects would be implemented in accordance with the *Design Guidelines and Standards* with the objective of improving existing facilities, and implementation of **MM REC-1: Coordinate With Parks Departments/Agencies** would ensure impacts are less than significant with mitigation. Construction of projects under Alternative 1 would, by design, result in the expansion of recreational facilities, and as discussed under the other resource categories, this construction could result in significant and unavoidable impacts to the physical environment depending on the location of individual projects. Therefore, even with the implementation of mitigation measures, impacts from Alternative 1 would be significant and unavoidable, the same as described for the Plan.

6.3.1.1.17 Transportation

Implementation of the Plan is anticipated to result in beneficial impacts to transportation and traffic through the development of an active transportation network and reductions in VMT in the region. While Alternative 1 would likely result in similar beneficial impacts, opportunities for safe crossings on adjacent parcels and in areas where roadways cross the District ROW would be limited in comparison to the Plan. Similar to the Plan, construction of individual projects under Alternative 1 could result in conflicts with programs, plans, ordinances, or policies addressing the circulation system during construction, as well as road closures or detours that could hinder or impair emergency access or increase response times. Therefore, **MM TR-1: Construction Transportation Management Plan, MM TR-2: Restrict Lane Closures and Maintain Access, MM TR-3: Closure Notification and Detours and MM TR-4: Notify Emergency Personnel of Road Closures** would be necessary however impacts would remain significant and unavoidable. With regard to conflicts with CEQA Section 15064.3, Alternative 1 would avoid the significant and unavoidable impact identified for the Plan due to potential VMT increases associated with parks adjacent to the District ROW, including the 25-acre park component, as the reduced Plan Area would provide no opportunities for greenspaces not located within the District ROW. Impacts under Alternative 1 related to VMT increased due to park construction would be less than significant. Similar to the Plan, construction activities could result in significant and unavoidable impacts due to geometric design, depending on the location of individual projects, even with the reduced Plan Area. Similar to the Plan, Alternative 1 would reduce hazards through the development of increased designated access for cyclists and pedestrians; however, the reduced Plan Area would also reduce the number of safe crossings and limit connectivity throughout the Greenway Network. Although the beneficial impacts would be realized to a lesser degree than under the Plan, operational impacts would be less than significant, similar to those described for the Plan.

6.3.1.1.18 Tribal Cultural Resources

As described in Section 3.18, Tribal Cultural Resources, the Plan could have significant and unavoidable impacts to tribal cultural resources due to the ground disturbance along the District ROWs and on adjacent parcels, which could adversely affect previously undiscovered tribal cultural resources, depending on the location of the project. Although Alternative 1 is a reduced project footprint,

individual projects implemented under Alternative 1 could similarly result in significant impacts due to ground disturbance and depending on the location of the project and would require **MM TCR-1: Tribal Cultural Resources Assessment, MM TCR-2: Avoid Tribal Cultural Resources, Prepare Treatment Plan, MM TCR-3: Unanticipated Discovery, and MM TCR-4: Conduct Native American Monitoring** to minimize impacts. However, impacts under Alternative 1 would remain significant and unavoidable, the same as described for the Plan.

6.3.1.1.19 Utilities and Service Systems

Construction and operation of projects under the Plan would result in less than significant impacts with mitigation to utilities and service systems from the potential disturbance, relocation, or construction of new utilities to service greenway amenities (e.g., restrooms), pocket parks and greenspaces, safe crossings (e.g., underpasses), or stormwater management. Additionally, the Plan impacts would be less than significant or less than significant with mitigation as related to having sufficient water supplies to serve the Plan and adequate capacity for wastewater treatment, respectively. While the area in Alternative 1 is reduced, impacts to utilities and service systems would be similar to the Plan since utilities could still occur within the District ROW and the water and wastewater needs would still be required. **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies and MM UTIL-1: Prepare and Implement Utilities Plan** would reduce impacts to less than significant with mitigation. Additionally, for both the Plan and Alternative 1, impacts to solid waste and compliance with federal, state, and local management and reduction statutes and regulations related to solid waste would be similar since waste generation and compliance would be required for all projects, regardless of being on District ROW or on adjacent parcels. Therefore, impacts under Alternative 1 would be less than significant with mitigation, the same as described for the Plan.

6.3.1.1.20 Wildfire

Alternative 1 would have similar impacts as the Plan on wildfire. While Alternative 1 would limit the project area to the District ROW, it would still require the same construction and operations that would result in potentially significant impacts. Similar to the Plan, Alternative 1 could temporarily hinder or impair an adopted emergency response or evacuation plan during construction if temporary road closures or detours are required during construction. Additionally, while the project area would be reduced under Alternative 1, it would still result in significant and unavoidable impacts during construction due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and therefore expose project occupants to pollutant concentrations from a wildfire. Alternative 1 also has the potential to involve construction in or adjacent to areas designated as VHFHSZs, which could exacerbate wildfire risks from construction equipment and introduction of potential ignition sources. Alternative 1 also has potential to be within or adjacent to areas prone to flood, landslide, or slope instability and would have the potential to 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. Once operational, implementation of Alternative 1 would not result in the development of new structures for occupancy within a wildfire risk zone and would not increase potential risk for wildfire hazards. However, as with the Plan, the potential exists for individual projects to be developed in areas designated high fire zones which would attract a greater number of recreationalists to these areas that

could be at risk in the event of a wildfire. Therefore, impacts under Alternative 1 would be significant and unavoidable, the same as described for the Plan.

6.3.2 Alternative 2 – Reduced Components Alternative

Under this Alternative 2, the Plan would be revised to include only greenway paths and amenities and safe crossings. The Plan Area would remain the same. The Plan components not included in this alternative are pocket parks and additional stormwater measures beyond those required by the *Design Guidelines and Standards*.

Alternative 2 would meet the overall goal of the Plan to expand the active transportation network throughout the SGV, enhancing connectivity, increasing recreational opportunities, promoting equitable practices, and enriching community well-being. Since stormwater BMPs are required to treat a site's stormwater quality design volume where new infrastructure is proposed, Alternative 2 would still meet the objective of integrating stormwater management, but to a lesser degree than the Plan. However, this alternative would not meet the objective of enhancing natural habitats, as pocket parks and greenspaces provide an opportunity to enhance natural habitats and increase vegetated areas.

Focusing the plan on greenway paths, associated amenities and safe crossings would reduce the disturbed area to discover cultural resources and tribal cultural resources and/or impact biological resources during construction, as project opportunities outside of the District ROW on adjacent parcels would be limited to safe crossings that have a much smaller area of disturbance than a pocket park or greenspace. Therefore, overall construction activity and ground disturbance would be minimized. It would also potentially reduce significant and unavoidable impacts related to increases in ambient noise levels, as recreationalists along the greenway path would be constantly moving through the network, whereas recreationalists at pocket parks and greenspaces are more likely to remain for a longer duration of time and enjoy active play at the park.

Therefore, because this alternative is feasible, would meet most of the project objectives, and would reduce or avoid significant impacts identified for the Plan, it is carried forward for full analysis.

6.3.2.1 Environmental Evaluation of Alternative 2

6.3.2.1.1 Aesthetics

Overall, implementation of the Plan is anticipated to result in beneficial impacts to aesthetics within the Plan Area due to the creation of a visually cohesive and beautified Greenway Network, and an increased acreage of greenspace areas. Alternative 2 would still provide some beneficial impact, but to a lesser degree because no pocket parks or greenspaces would be installed, and greenway amenities do not include options for vegetated areas or plantings. Alternative 2 would create a connected and beautified Greenway Network but would not increase greenspace. Therefore, the Greenway Network would be limited to the greenway paths and installed features such as drinking fountains, signage, and constructed shade structures, but not adjacent gardens or shade trees, which would provide additional colors and enhance the aesthetics of the greenway design.

The potential impacts to scenic vistas, scenic resources or scenic highways during construction activity of individual projects would be the same as described for the Plan and similarly would be dependent on

the location of individual projects. Accordingly, **MM AES-1: Construction Fencing** and **MM AES-2: Develop and Submit Lighting Plan** would still be required to avoid and/or minimize these potentially significant impacts. However, under Alternative 2, the potential still exists for individual projects to conflict with local ordinances related to scenic vistas and aesthetics. Therefore, potential for adverse impacts to aesthetics under Alternative 2 would be significant and unavoidable in this regard, the same as described for the Plan.

6.3.2.1.2 Agriculture and Forestry Resources

Individual projects implemented under this alternative would be the same as described for the Plan since there is potential for projects to be proposed on adjacent parcels zoned for agricultural use. Therefore, the individual projects may conflict with local ordinances and regulations related to agriculture and forestry. Accordingly, impacts with regard to agriculture and forestry resources would be significant and unavoidable, the same as described for the Plan.

6.3.2.1.3 Air Quality

As described in Section 3.3.1.4, Existing Regional Air Quality, the SGV has poor air quality due to smog as a result of its location in the SCAB, which traps and holds the regional air emissions. Implementation of the Plan over time is anticipated to result in a reduction of vehicle miles traveled in the SGV, as the overall greenway path is constructed and becomes operational, which would indirectly improve air quality in the region due to reduced air emissions from vehicles. Alternative 2 would reduce the types of components implemented, and pocket parks and greenspaces and stormwater management components would not be constructed; thus, reducing or eliminating emissions from construction or operation of these types of improvements. However, similar to the Plan, individual greenway projects under Alternative 2 may be implemented over time and achieve the same presumed indirect effect of improved air quality. Construction and operation of future projects would similarly result in emissions from heavy vehicles and ground disturbance and result in the same impacts as the Plan, requiring the same mitigation measure (**MM AQ-1: Emissions Reduction Measures**). While no greenspaces or pocket parks would be constructed, large safe crossings (i.e., 400-foot footbridge) could result in significant and unavoidable impacts related to exposure of sensitive receptors to increased pollutants, even with the implementation of **MM AQ-2: Health Risk Assessment and Health Risk Reduction Measures**, the same as described for the Plan. Therefore, impacts to air quality under Alternative 2 would be the same as those described for the Plan.

6.3.2.1.4 Biological Resources

As discussed in Section 3.4, Biological Resources, the Plan would result in potentially significant adverse effects related to habitat modifications or special status species during construction or operations from construction disturbance, human activity, addition of supplemental lighting, introduction of weeds or pests, or interruption of hydrological processes. However, these impacts would all be reduced to less than significant for Plan activities by implementation of the identified pre-construction mitigation measures and post-construction monitoring and compensatory mitigation measures determined on a site-by-site basis (**MM BIO-1: Desktop Review and Biological Surveys**, **MM BIO-2: Pre-Construction Nesting Bird Surveys**, **MM BIO-3: Burrowing Owl Pre-Construction Surveys**, **MM BIO-4: Pre-Construction Special Status Bat Surveys**, **MM BIO-5: Conduct Biological Monitoring**, **MM BIO-6:**

Worker Environmental Awareness Program, MM BIO-7: Weed Abatement Measures, MM BIO-8: Construction BMPs to Protect Wildlife, MM BIO-9: Operations Recreation Plan, MM BIO-10: Pest Management Plan, MM BIO-11: Use Bird Safe Glass, MM BIO-12: Desktop Review and Jurisdictional Delineation, MM BIO-13: Permanent Wetlands Signage). While projects under Alternative 2 would result in similar impacts to biological resources during construction and maintenance activities, reducing the number of Plan components would decrease the potential for individual projects to result in habitat modifications or remove vegetation during construction activity. Accordingly, although still less than significant with mitigation, implementation of Alternative 2 would lessen the potential for significant adverse impacts to biological resources during construction identified for the Plan.

Many projects implemented under the Plan would have a long-term beneficial effect on biological resources by increasing the acreage of greenspace or parks featuring habitat (e.g., bushes, shrubs, trees, pollinator host plants) available for use by wildlife. Under Alternative 2, the potential for long-term beneficial impacts to biological resources would not occur, as there would be no increase in greenspace acreage or parks featuring habitat available for use by wildlife.

6.3.2.1.5 Cultural Resources

As discussed in Section 3.5, Cultural Resources, impacts to cultural resources would be less than significant with mitigation under the Plan. Under Alternative 2, projects would still occur within the District ROW and adjacent parcels and therefore, even without development of larger parks and greenspaces. Depending on project location, the potential exists for construction activity to destroy known cultural resources. Reducing the project component types would have no effect on the potential area of disturbance or potential for impact. Accordingly, under Alternative 2, **MM CR-1: Historic Resources Records Search and Investigation, MM CR-2: Avoid Historical Resources, MM CR-3: Prepare and Implement Historic Resources Mitigation Plan, MM CR-4: Cultural Resources Assessment, MM CR-5: Avoid Cultural Resources and Prepare Treatment Plan, MM CR-6: Monitoring, and MM CR-7: Unanticipated Discovery of a Cultural Resource** would still be required, and potential impacts to historic resources and archaeological resources would be less than significant with mitigation, the same as described for the Plan.

6.3.2.1.6 Energy

As discussed in Section 3.6, Energy, energy use during construction of all project components would be less than significant for the Plan. With reduced project components it would be infeasible to develop larger parks (up to 25 acres) as is evaluated under the Plan, but still possible to construct safe crossings at the maximum extent analyzed for the Plan (up to 400 feet in length), which would be the most energy-intensive potential activity. Therefore, impacts of energy use during construction would be less than significant under Alternative 2 and would require the same fuel and energy as calculated for the Plan. Operation of individual projects under Alternative 2 may still incorporate restrooms and other beneficial elements such as lighting, and drinking fountains, but would not include items such as turf grass for sports facilities or sprinkler irrigation, which would reduce the potential for wasteful and inefficient energy use compared to the Plan. However, implementation of **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would still be necessary to ensure restrooms and lighting are energy-efficient. Therefore, operational activities under Alternative 2 would be less than significant with mitigation and the same as described for the Plan.

6.3.2.1.7 Geology and Soils

As discussed in Chapter 3.7, Geology and Soils, impacts resulting from the Plan to geology and soils would be less than significant. Future projects proposed on adjacent parcels under Alternative 2 would use similar construction methods (e.g., site preparation, excavation) and would be subject to the same rules and requirements governing development in the Plan Area; which is known to feature geological hazards, unstable areas, and expansive soils; as the Plan. Therefore, impacts related to these geologic hazards would be the same as described for the Plan and would be less than significant. Further, potential for impacts to paleontological resources would be the same as those described for the Plan, as the Plan Area would still consist of the District Row and adjacent parcels. Therefore, the potential for unanticipated discovery of paleontological resources is the same as described for the Plan, and **MM GEO-1: Pre-Construction Paleontological Resources Investigation, GEO-2: Avoid or Monitor Paleontological Resources, and GEO-3: Avoid/Minimize Impacts on Paleontological Resources During Operations** would still be necessary to ensure impacts are less than significant.

6.3.2.1.8 Greenhouse Gas Emissions

Implementation of the Plan over time is anticipated to result in a reduction of vehicle miles traveled in the SGV due to increased bicycle, pedestrian, and equestrian use of the greenway paths reducing GHG emissions from vehicles. Since Alternative 2 would only reduce the plan components to the greenway, amenities, and safe crossings, the Alternative could still achieve a cohesive network and would provide the same anticipated reduction in VMT and reduction in GHG emissions from vehicles.

With regard to construction, operation and maintenance activity, the impacts under Alternative 2 would be the same as described for the Plan for greenways and greenway amenities and safe crossings, although those emissions related to construction and maintenance of pocket parks and stormwater management features would not occur. However, pocket parks and stormwater management features in the Plan are optional components that an individual project may or may not elect to incorporate into the design. Therefore, quantification of any overall reduction in GHG emissions from not constructing or maintaining pocket parks or stormwater management features is not possible. In addition, impacts with regard to consistency with the County CAP and climate plans and policies of incorporated cities for the purposes of reducing GHG gases would be the same as described for the Plan. Implementation of **MM AQ-1: Emissions Reduction Measures** and **MM GHG-1: Implement Section-Specific Operations GHG Emissions Reduction Strategies** would still be required under Alternative 2 to ensure impacts related to GHG emissions and consistency with applicable plans adopted for the purposes of reducing GHG gases are reduced to less than significant levels. Therefore, impacts with regard to GHG emissions under Alternative 2 would be the same as described for the Plan.

6.3.2.1.9 Hazards and Hazardous Waste

Similar to the Plan, Alternative 2 is not anticipated to result in a significant risk associated with routine transport, use, and disposal of hazardous materials. Additionally, projects that are constructed under the Alternative 2 are not expected to result in a significant risk associated with potential upset and accident conditions, nor would they be expected to result in a significant risk associated with hazardous emissions or handling of hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school, because projects would be similar in nature to those described for the Plan (i.e.,

bicycle paths, stormwater improvement projects). Also similar to the Plan, construction activity under Alternative 2 could potentially occur on hazardous materials sites compiled pursuant to Government Code Section 65962.5, as these areas are present in the Plan Area. Therefore, the reduction in Plan components would not reduce or avoid the potential for impacts to occur in this regard. Implementation of **MM HAZ-1: Pre-construction Hazardous Site Records Search**, **MM HAZ-2: Phase I/II Environmental Site Assessment**, and **MM HAZ-3: Soil and Groundwater Management Plan** would ensure impacts are less than significant with mitigation.

Alternative 2 is also not anticipated to hinder or impair an adopted emergency response or evacuation plan or route. Similar to the Plan, Alternative 2 would comply with existing standard industry practices such as traffic control and signage, adherence to County and local agency criteria (as necessary), and rules and regulations pertaining to emergency response that would provide and maintain adequate emergency access. Further, implementation of **MM WF-1: Construction Coordination with Emergency and Fire Services** would ensure coordination with emergency responders prior to project implementation. However, similar to the Plan, even with implementation **MM WF-1: Construction Coordination with Emergency and Fire Services**, the potential exists for significant and unavoidable impacts related to wildfire hazard for projects that are implemented under the Plan within an area designated VHFHSZ.

6.3.2.1.10 Hydrology and Water Quality

All projects implemented under Alternative 2 would be required to include new or improved stormwater capture and reuse BMPs, as described under the *Design Guidelines and Standards*, which would cumulatively improve stormwater management in the region, reduce flooding, and increase groundwater capture. However, the potential for beneficial impacts related to hydrology and water quality that would occur under Alternative 2, would be less than described for the Plan, as no additional stormwater management features would be constructed and operated, and greenways would not include vegetated features or pocket parks to naturally support groundwater infiltration.

Similar to the Plan, construction of all individual projects implemented under Alternative 2 would be required to comply with the numerous regulatory requirements and permit conditions of the federal, state, and local agencies with jurisdiction over the Plan Area. Therefore, impacts to hydrology and water quality under Alternative 2 would be less than significant, the same as described for the Plan.

6.3.2.1.11 Land Use Planning

The Plan would not result in significant impacts from physically dividing an established community. However, some projects that could be operated under the Plan could have significant and unavoidable impacts to land use planning because they could result in conflicts with applicable land use plans, policies, or regulations, even after mitigation. This is because the District ROW traverse multiple municipal (city) jurisdictions; each with a general plan that includes a specific vision and designation of uses for land development, which may conflict with the standards set for under the *Design Guidelines and Standards*. Under Alternative 2, these potential land use conflicts would not be avoided by limiting project components to greenways, amenities, and safe crossings. These project components may still be required to follow municipal jurisdiction requirements, which would still have the potential to conflict

with the standards set under the *Design Guidelines and Standards*. Accordingly, land use impacts under Alternative 2 would be significant and unavoidable, the same as described for the Plan.

6.3.2.1.12 Mineral Resources

Under Alternative 2, the potential for impacts to mineral resources would be the same as described for the Plan, if individual projects are proposed on adjacent parcels that are mapped as MRZ-2 and contain mineral resources. Construction and operation of a greenway network and safe crossing on these areas could preclude access to available minerals, therefore, implementation of **MM MR-1: Ensure Access to Mineral Resources** would be necessary to ensure the projects maintain access to minerals. Therefore, the potential for impacts to mineral resources under Alternative 2 would be less than significant with mitigation, the same as described for the Plan.

6.3.2.1.13 Noise

Potentially significant increases in ambient noise level and vibration from construction and operation of greenway paths are heavily dependent on project location relative to the location of sensitive receptors. Individual projects completed under Alternative 2 would be similar to those described for the Plan (greenway paths and amenities and safe crossings, but without pocket parks and greenspaces) and would have the same likelihood of occurring in locations near sensitive receptors as under the Plan. However, once operational, the increase in ambient noise under Alternative 2 would be less than described for the Plan. This is because recreational users of the Greenway Network would be constantly moving through the network on the greenway path and would not remain in any one location for a duration of time. In contrast, visitors to pocket parks would be more likely to linger and spend an extended duration of time recreating at the park. The elimination of the pocket park component from the Plan would reduce potential adverse increases in noise at sensitive receptor sites, particularly at those areas that are currently not accessible to the public, but which would become accessible under the Plan. As described in Section 3.13, Noise, the impacts would be relative to the proximity of a Plan component to a sensitive receptor and the applicable land use compatibility standards of the respective jurisdiction. It is widely accepted that changes of 3 dBA in the normal environment are considered just noticeable to most people. Conservatively assuming a daytime ambient noise level of 50 dBA consistent with rural environments (USEPA 1978), the noise contribution from visitors of greenway paths and amenities may increase noise levels by up to 6 dB at receptors within 50 feet of a projects site which may exceed the noise standards of jurisdictions within the Plan Area. Therefore, impacts of Alternative 2 with regard to noise and vibration would be the same during construction (significant and unavoidable even with implementation of **MM NOI-1: Prepare Construction Noise/Vibration Work and Mitigation Monitoring Plan** and **MM NOI-2: Prepare Focused Noise Study and Noise Reduction Measures**), and although potentially still significant and unavoidable during operation depending on specific project locations, impacts would likely be less adverse during operation, as compared to the Plan.

6.3.2.1.14 Population and Housing

Implementation of the Plan would have less than significant impacts on population and housing within the Plan Area. The Plan would result in increased recreational opportunities for existing residents and visitors and no projects would involve development of new housing or structures designed for human occupancy. Similarly, individual projects implemented under Alternative 2 would not involve

development of any new housing. Therefore, impacts under Alternative 2 would also have less than significant impacts on population or housing, the same as described for the Plan.

6.3.2.1.15 Public Services

As described in Section 3.15, Public Services, the Plan could result in significant impacts to public services such as fire protection and police protection during construction, due to potential road closures and detours that could impede or delay emergency services, which would be less than significant with implementation of mitigation measures. Removing pocket parks and additional stormwater management features from the Plan would not have any impact on the potential need for temporary road closures during construction. Therefore, implementation of **MM TR-4: Notify Emergency Personnel of Road Closures** would be required to ensure impacts are less than significant with mitigation, the same as described for the Plan. Once operational, the reduction in plan components would have no effect on the potential for impacts related to public services and impacts would be as described for the Plan. Therefore, Alternative 2 would still result in less than significant impacts with mitigation to public services during construction and operation, the same as described for the Plan.

6.3.2.1.16 Recreation

Overall implementation of the Plan is anticipated to result in beneficial impacts and increased and higher quality recreational opportunities in the SGV. Alternative 2 would provide some of the beneficial impacts as described for the Plan through enhanced connections of an active transportation network to existing park spaces, although to a lesser degree due to the reduced plan components that would be available to a project proponent installing a new project. As described in Section 3.16, Recreation, the LA County Park Needs Assessment found that the existing park area in the SGV is not sufficient to meet current demand. Elimination of the pocket parks would reduce the types of new recreational opportunities available under the Plan, and the Plan would no longer provide the beneficial effect of increasing the acreage of park space available to meet the demands of the SGV.

With regard to potential impacts to recreation from construction and operation of individual projects, Alternative 2 could still result in significantly increased use of existing facilities that could result in the deterioration of existing facilities. However, projects would be implemented in accordance with the *Design Guidelines and Standards* with the objective of improving existing facilities, and implementation of **MM REC-1: Coordinate with Park Departments/Agencies** would ensure impacts are less than significant with mitigation. Construction of projects under Alternative 2 would, by design, result in the expansion of recreational facilities, and as discussed under the other resource categories, this construction could result in significant and unavoidable impacts to the physical environment depending on the location of individual projects. Therefore, even with the implementation of mitigation measures, impacts would be significant and unavoidable, the same as described for the Plan.

6.3.2.1.17 Transportation

Implementation of the Plan is anticipated to result in beneficial impacts to transportation and traffic through the development of an active transportation network and reductions in vehicle miles traveled in the region. Similar to the Plan, construction of individual projects under Alternative 2 could result in conflicts with programs, plans, ordinances, or policies addressing the circulation system during

construction, as well as road closures or detours that could impair emergency access or increase response times. Mitigation measures **MM TR-1: Construction Transportation Management Plan**, **MM TR-2: Restrict Lane Closures and Maintain Access**, **MM TR-3: Closure Notification and Detours** and **MM TR-4: Notify Emergency Personnel of Road Closures** would be necessary to minimize potential impacts. However, impacts would remain significant and unavoidable. Once operational, individual projects completed under Alternative 2 would reduce hazards through the development of increased designated access for cyclists, same as described for the Plan. Therefore, the potential for adverse impacts during construction of individual projects under Alternative 2 would be the same as described for the Plan, and operational impacts would be similar to those described for the Plan. With regard to conflicts with CEQA Section 15064.3, Alternative 2 would avoid the significant and unavoidable impact identified for the Plan due to potential VMT increases associated with a 25-acre park, as the reduced Plan Area would provide no opportunities for greenspaces of that size. However Alternative 2 would not avoid the significant and unavoidable impacts of construction VMT increases due to congestion and detour induced VMT increases. Impacts under Alternative 2 would remain potentially significant and unavoidable. Similar to the Plan, construction activities could result in significant and unavoidable impacts due to geometric design, depending on the location of individual projects, even with the reduced Plan Area. Similar to the Plan, Alternative 2 would reduce hazards through the development of increased designated access for cyclists and pedestrians; therefore, operational impacts would be less than significant, similar to those described for the Plan.

6.3.2.1.18 Tribal Cultural Resources

As described in Section 3.18, Tribal Cultural Resources, the Plan could have significant and unavoidable impacts to tribal cultural resources due to the ground disturbance along the District ROWs and on adjacent parcels, which could adversely affect previously undiscovered tribal cultural resources, depending on the location of the project. Individual projects implemented under Alternative 2 could similarly result in significant impacts as projects depending on location and would require implementation of **MM TCR-1: Tribal Cultural Resources Assessment**, **MM TCR-2: Avoid Tribal Cultural Resources**, **Prepare Treatment Plan**, **MM TCR-3: Unanticipated Discovery**, and **MM TCR-4: Conduct Native American Monitoring** to minimize impacts. However, impacts would remain significant and unavoidable, under Alternative 2, the same as described for the Plan.

6.3.2.1.19 Utilities and Service Systems

Construction and operation of projects under the Plan could result in potentially significant but mitigable impacts to utilities and service systems from the potential disturbance, relocation, or construction of new utilities to services greenway amenities (e.g., restrooms) or safe crossings (e.g., underpasses). Individual projects implemented under Alternative 2 would result in similar impacts if similar components were included as part of a project. Depending on location, individual projects may require ground disturbance or relocation of an existing telecommunication structure or power pole during construction. In these instances, implementation of **MM UTIL-1: Prepare and Implement Utilities Plan** would reduce potential impacts to less than significant. Therefore, impacts under Alternative 2 would be less than significant with mitigation, the same as described for the Plan.

6.3.2.1.20 Wildfire

Similar to projects implemented under the Plan, individual projects implemented under Alternative 2 could temporarily impair an adopted emergency response or evacuation plan during construction if road closures or detours are required. Once operational, individual projects would not result in the development of new structures for occupancy within a wildfire risk zone and would not increase potential risk for wildfire hazards. However, as with the Plan, the potential exists for individual projects to be developed in areas designated high fire zones which would attract a greater number of recreationalists to these areas that could be at risk in the event of a wildfire. Therefore, impacts under Alternative 1 would be significant and unavoidable, the same as described for the Plan.

6.3.3 Alternative 3 - No Project Alternative

As required by the State CEQA Guidelines Section 15126.6(e), a No Project Alternative:

...shall be evaluated along with its impact. The purpose of describing a No Project Alternative is to allow decision makers to compare the impacts of approving the proposed project with the impact of not approving the proposed project. The No Project Alternative analysis is not the baseline for determining whether the proposed project's environmental impacts may be significant, unless it is identical to the existing environmental setting analysis which does not establish the baseline.

Under the No Project Alternative, the San Gabriel Valley Greenway Network Implementation Plan would not be adopted. Development of bicycle paths and stormwater improvements along the District ROW in the SGV could continue via individual projects implemented by the County in accordance with the 2012 Bicycle Master Plan and 2015 Los Angeles County Enhanced Watershed Management Plan. Similar to the Plan, these other plans provide information on potential project opportunities and sites, along with guidance in how to complete a project, but do not dictate that any specific projects be completed within any specific timeline. Therefore, full implementation of either plan, and associated goals and anticipated benefits such as improved air quality, reduced flooding and increased groundwater recharge, as well as increased recreational opportunities, may or may not be realized.

The 2017 motion that directed the development of the Plan stated "The collaborative planning between various stakeholders in the past has resulted in the construction of Class 1 bike paths along channels like the San Gabriel River and Rio Hondo and within the Rio Hondo Coastal Basin Spreading Grounds. These examples can be used as models for expanding the active transportation system throughout the San Gabriel Valley. Although many communities are independently pursuing greenways, these efforts in large part lack a holistic and methodical regionwide implementation strategy, resulting in a fragmented trail network and a demonstrated need for an updated comprehensive plan" (LA County Board of Supervisors 2017). Therefore, the No Project Alternative assumes that it is reasonably foreseeable that individual municipalities within the Plan Area would continue to develop and implement individual recreational improvement projects within their cities on a project-by-project basis. These projects would have to be completed in accordance with individual city general plans and policies, including those related to water and energy conservation, land use compatibility, and recreational goals. However, there would be no coordinated plan or effort specific to improving the connectivity of greenway alignments in the SGV. Under the No Project Alternative, comprehensive improvements, guided by the six multi-benefit goals of the Plan along with the *Design Guidelines and Standards*, for greenway paths,

amenities, and other components would not occur. As projects are completed over time, there would not be a cohesive aesthetic between various segments of greenway path in the Plan Area, ensuring that the cumulative total of all projects developed meet the six goals defined for the Plan.

Because the activities under No Project could be similar to that of the Plan, the following differences drive the comparative analysis of impacts. Individual projects would not have the same requirements for compliance with the *Design Guidelines and Standards*, which have been developed to ensure that projects developed under the Plan are energy and water efficient, manage stormwater runoff, and develop a consistent aesthetic along the entire length of the Greenway Network. The Plan requires a specific plant palette for revegetation after construction that would not be a requirement under the No Project alternative. In addition, projects developed under the No Project Alternative could consist of much larger projects than described in the Plan, which could result in greater intensity and duration of construction activity.

6.3.3.1 Environmental Evaluation of the No Project Alternative

6.3.3.1.1 Aesthetics

Overall, implementation of the Plan is anticipated to result in beneficial impacts to aesthetics within the Plan Area because of the creation of a visually cohesive and beautified Greenway Network, and an increased acreage of greenspace areas. Under the No Project Alternative, public or private groups may choose to pursue the construction of greenway paths, pocket parks, safe crossings, or stormwater management facilities on these parcels; however, such projects would lack the aesthetic cohesion that would be gained under the Plan. Any project developed under the No Project Alternative would be subject to applicable zoning and other regulations governing scenic quality, but it may not have a beneficial long-term effect on scenic resources in the SGV.

Under the No Project Alternative, potential impacts to scenic vistas, scenic resources or scenic highways during construction activity of individual projects would be the same as described for the Plan, depending on their location. These would be due to the visual disturbance created by the presence of ground disturbing equipment, exclusion fencing, and other types of construction-related activities that could adversely alter the existing views. Additionally, individual projects implemented under the No Project Alternative could result in conflicts with local scenic quality regulations or result in new sources of light or glare, similar to those implemented under the Plan depending on project location. Individual projects implemented by the County under the No Project Alternative would be required to comply with the mitigation measures as adopted in the PEIRs for the Bicycle Master Plan or EWMP but may still conflict with local policies and ordinances of the individual jurisdiction where the project is located. Individual projects implemented by other project proponents would be required to comply with the policies of the individual jurisdiction where the project is located. Therefore, impacts to scenic vistas, resources and highways would be the same as described for the Plan, and would not avoid identified potentially significant and unavoidable impacts.

6.3.3.1.2 Agriculture and Forestry Resources

Individual projects implemented under the No Project Alternative would have similar impacts to agriculture and forestry as those under the Plan, if proposed on parcels that are currently zoned or used

for agricultural purposes and requiring conversion to a different land use. Therefore, the No Project alternative would not avoid identified significant and unavoidable impacts of the Plan.

6.3.3.1.3 Air Quality

As described in Section 3.3, Air Quality, the SGV has poor air quality due to smog as a result of its location in the SCAB, which serves to trap and hold the regional air emissions. Implementation of the Plan over time is anticipated to result in a reduction of vehicle miles traveled in the SGV, as the overall greenway path is constructed and becomes operational, which would indirectly improve air quality in the region due to reduced air emissions from vehicles. Similarly, under the No Project Alternative, individual greenway projects may be implemented over time and achieve the same presumed indirect effect of improved air quality. Construction of any future projects, of a similar size and scale as the projects completed under the Plan would similarly result in emissions from heavy vehicles and ground disturbance and result in the same impacts as the Plan. However, under the No Project Alternative, the size of individual projects is not constrained by the sizes assumed for the Plan. Therefore, construction activity may be more intensive, resulting in greater air emissions than described for the plan. Once operational, maintenance activities of similar types of projects completed under the No Project Alternative may result in slightly greater impacts as projects would not be required to comply with the *Design Guidelines and Standards* that specify all maintenance equipment be electric, or low-emission equipment. Therefore, impacts would still be potentially significant and unavoidable.

6.3.3.1.4 Biological Resources

As discussed in Section 3.4, Biological Resources, the Plan would result in potentially significant adverse effects related to habitat modifications or special status species during construction or operations from construction disturbance, human activity, addition of supplemental lighting, introduction of weeds or pests, or interruption of hydrological processes. However, these impacts would all be reduced to less than significant for Plan activities by implementation of the identified pre-construction mitigation measures and post-construction monitoring and compensatory mitigation measures determined on a site-by-site basis. Many projects implemented under the Plan would have a long-term beneficial impact to biological resources by increasing the acreage of greenspace or parks featuring habitat (e.g., bushes, shrubs, trees, pollinator host plants) available for use by wildlife.

Any greenway projects completed under the No Project Alternative would likely result in similar impacts during construction and maintenance activities, as described above. However, without the Plan, projects would not be developed in accordance with the *Design Guidelines and Standards*, which specifies use of a plant palette that favors native species, eradication of invasive species, to achieve species diversity and enhance wildlife habitat. Accordingly, under the No Project alternative, without similar guidelines, long-term operation of projects may result in plantings that provide little to no wildlife habitat, do not enhance soil biology, and result in greater impacts to biological resources and permanent loss of habitat. Further, it is unknown what mitigation measures, if any, may be applied to individual projects implemented under the No Project Alternative and whether these measures would reduce impacts to less than significant levels. Therefore, impacts are considered potentially significant.

6.3.3.1.5 Cultural Resources

Under the No Project Alternative, impacts to cultural resources from individual projects would be similar as described for the Plan. Depending on project location, the potential exists for construction activity to destroy known cultural resources. However, projects under the No Project Alternative would be required to comply with applicable policies related to cultural resources within the individual jurisdiction in which the project is located. However, it is unknown what mitigation measures, if any, may be applied to individual projects implemented under the No Project Alternative, and whether these measures would reduce impacts to less than significant levels. Therefore, impacts of construction are considered potentially significant. Once operational, no further impacts to cultural resources are anticipated.

6.3.3.1.6 Energy

Individual projects developed under the No Project Alternative have the potential to be more energy intensive than estimated under the Plan, because individual projects would not be constrained by the estimated project size developed for the plan, nor would they comply with the *Design Guidelines and Standards* which specify that all light fixtures be solar-powered. While all projects would be required to comply with policies related to energy conservation as adopted by the individual municipalities, in which a project may be located, construction activity may be more energy-intensive due to larger project size and inclusion of additional components/structures. Therefore, under the No Project alternative, impacts related to energy use may be greater than the Plan for both construction and operation, resulting in significant impacts

6.3.3.1.7 Geology and Soils

Future projects proposed on adjacent parcels under the No Project Alternative would use similar construction methods (e.g., site preparation, excavation) and would be subject to the same rules and requirements governing development in the Plan Area, which is known to feature geological hazards, unstable areas, and expansive soils, as the Plan. Further, potential for impacts to paleontological resources would be similar to those described for the Plan. It is unknown what mitigation measures, if any, would be applied to projects under the No Project Alternative, and whether these would reduce impacts to less than significant levels. Therefore, impacts to paleontological resources during construction activity are considered potentially significant. In addition, any structures constructed would be required to follow the California Building Code, and any policies related to geologic hazards adopted by the municipality in which the project is located. Therefore, impacts to geologic resources under the No Project Alternative would be similar to that described for the Plan.

6.3.3.1.8 Greenhouse Gas Emissions

Implementation of the Plan over time is anticipated to result in a reduction of VMT in the SGV, as the overall greenway path is constructed and becomes operational, which would reduce GHG emissions from vehicles. Similarly, under the No Project Alternative, individual greenway projects may be implemented over time and achieve the same presumed reduction in GHG emissions. Construction of any future projects, if of a similar size and scale as the projects completed under the Plan would similarly result in GHG emissions from heavy vehicles and ground disturbance and result in the same impacts as the Plan. However, under the No Project Alternative, the size of individual projects is not constrained by

the sizes assumed for the Plan. Therefore, construction activity may be more intensive, resulting in greater GHG emissions than described for the plan. Once operational, maintenance activities of similar types of projects completed under the No Project Alternative may result in slightly greater impacts as projects would not be required to comply with the *Design Guidelines and Standards* that specify all maintenance equipment be electric, or low-emission equipment. Therefore, impacts under the No Project alternative would be potentially significant.

6.3.3.1.9 Hazards and Hazardous Waste

Similar to the Plan, the No Project Alternative is not expected to result in a significant risk associated with routine transport, use, and disposal of hazardous materials. Additionally, projects that are constructed under the No Project Alternative are not expected to result in a significant risk associated with potential upset and accident conditions, nor would they be expected to result in a significant risk associated with hazardous emissions or handling of hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school, because projects would be similar in nature to those described for the Plan (i.e., bicycle paths, stormwater improvement projects).

Also similar to the Plan, as the exact location of individual projects that would be developed under the No Project Alternative is unknown, construction activity could potentially occur on hazardous materials sites compiled pursuant to Government Code Section 65962.5, which are present throughout the SGV. It is unknown what mitigation measures, if any, would be applied to individual projects under the No Project alternative, and whether these would reduce potential impacts to less than significant levels. Further, depending on project location, if an individual project is proposed within an area designated VHSFHZ, impacts would be potentially significant and unavoidable, the same as described for the Plan.

6.3.3.1.10 Hydrology and Water Quality

All projects implemented under the Plan would be required to include new or improved stormwater capture and reuse BMPs, as described under the *Design Guidelines and Standards*, which would cumulatively improve stormwater management in the region, reduce flooding, and increase groundwater capture. In addition to the required BMPs, the Plan includes options for additional stormwater management components to further manage stormwater and increase the anticipated benefits. Under the No Project Alternative, similar beneficial impacts would be expected for all projects implemented under the EWMP. However, projects implemented under the Bicycle Master Plan would not have the same guidelines or standards. Therefore, the potential for beneficial impacts related to hydrology and water quality would be reduced under the No Project Alternative.

Similar to the Plan, construction of all individual projects implemented under the No Project Alternative would be required to comply with the numerous regulatory requirements and permit conditions of the federal, state, and local agencies with jurisdiction over the Plan Area. While the potential for volume of water used during construction and operation is greater because the size of individual projects under the No Project Alternative could be greater than that described for the Plan, individual project proponents would be required to identify their water source and confirm capacity during the project approval process at the individual jurisdiction. Therefore, impacts to hydrology and water quality under the No Project Alternative would be less than significant, the same as that described for the Plan.

6.3.3.1.11 Land Use Planning

The Plan would not result in significant impacts from physically dividing an established community. However, some projects that could be operated under the Plan could have significant and unavoidable impacts to land use planning because they could result in conflicts with applicable land use plans, policies, or regulations, even after mitigation. This is because the District ROWs traverse multiple municipal (City) jurisdictions; each with a General Plan that includes a specific vision and designation of uses for land development, which may conflict with the standards set for under the *Design Guidelines and Standards*. Individual projects developed under the No Project Alternative would not be required to comply with the *Design Guidelines and Standards*, therefore, the potential for conflicts with applicable land use policies and regulations would be reduced as compared to the Plan, although projects implemented by the County within the District ROW may still conflict with applicable land use policies. Therefore, the No Project Alternative would not avoid this significant and unavoidable impact.

6.3.3.1.12 Mineral Resources

As described in Section 3.12, Mineral Resources, construction of projects under the Plan would include ground-disturbing activities (e.g., site preparation and grading). Depending on where future proposed projects are sited, these activities could uncover or affect mineral resources. However, projects implemented under the Plan would be constructed predominantly within areas that are already urbanized and disturbed and would therefore not be available for mineral resource extraction. Much of the MRZ-2 mapped area for sand and gravel in the County was developed prior to the MRZ-2 classification and mapping, so it is already unavailable for future extraction. However, the potential exists that projects implemented under the No Project alternative preclude access to a known mineral resource site (e.g., the Montebello Oil Field). It is unknown what mitigation measures, if any, would be applied to a project under the No Project alternative and whether it would reduce impacts to less than significant levels. Therefore, impacts under the No Project Alternative would be potentially significant.

6.3.3.1.13 Noise

Potentially significant increases in ambient noise level and vibration from construction and operation of greenway paths are heavily dependent on project location relative to the location of sensitive receptors. Individual projects completed under the No Project Alternative would be similar to those described for the Plan and would have the same likelihood of occurring in locations near sensitive receptors as under the Plan. Therefore, impacts with regard to noise and vibration under the No Project Alternative would be potentially significant, the same as described for the Plan.

6.3.3.1.14 Population and Housing

Implementation of the Plan would have less than significant impacts on population or housing within the Plan Area. The Plan would result in increased recreational opportunities for existing residents and visitors and no projects would involve development of new housing or structures designed for human occupancy. Similarly, individual projects implemented under the No Project Alternative in accordance with the Bicycle Master Plan, the EWMP, or individual municipalities goals and objective to increase recreational opportunities, would not involve development of any new housing. Therefore, impacts under the No Project Alternative would be less than significant, the same as described for the Plan.

6.3.3.1.15 Public Services

As described in Section 3.15, Public Services, the Plan could result in significant impacts to public services such as fire protection and police protection during construction as a result of potential road closures and detours that could temporarily impede emergency vehicle access and delay service times. It is unknown what mitigation measures, if any, would be applied to a project under the No Project alternative and whether these measures would be sufficient to reduce impacts to less than significant levels. Therefore, this is considered a potentially significant impact. Under the No Project Alternative, adjacent parcels owned by myriad private and public entities could be developed for a wide variety of end uses, including housing, industry, commerce, or recreational facilities. It is very unlikely that any project developed on an adjacent parcel would be large enough or attract enough people to require expansion of public services. This is because most projects that could be developed on adjacent parcels would be limited in size by the parcel ownership boundaries. Therefore, the impacts to public services would be expected to be less for the No Project Alternative compared to the Plan.

6.3.3.1.16 Recreation

Overall implementation of the Plan is anticipated to result in beneficial impacts and increased and higher quality recreational opportunities in the SGV. Construction and operation of individual projects under the Plan would not result in significantly increased use of existing facilities that results in deterioration or require the construction or expansion of facilities that would adversely affect the environment, because projects would be implemented in accordance with the *Design Guidelines and Standards* with the objective of improving existing facilities. Similarly, overall implementation of the Bicycle Master Plan would result in beneficial impacts for recreational opportunities in the SGV but would be limited to development of bicycle paths. Therefore, the additional beneficial impacts of pocket parks and greenway amenities would not be realized. However, construction and operation of individual projects under the No Project Alternative would similarly result in potentially significant impacts to the environment (as described above for biological resource, cultural resources, geology and soils, and energy). Therefore, impacts under the No Project Alternative would be potentially significant, the same as described for the Plan.

6.3.3.1.17 Transportation

Overall implementation of the Plan is anticipated to result in beneficial impacts to transportation and traffic once operational through the development of an active transportation network and reductions in vehicle miles traveled in the region, with significant and unavoidable impacts during the construction. Similarly, under the No Project alternative, projects would still be implemented under the Bicycle Master Plan which would provide the same beneficial impact. Similar to the Plan, construction of individual projects under the No Project alternative could result in conflicts with programs, plans, ordinances, or policies addressing the circulation system during construction, as well as road closures or detours that could impair emergency access or increase response times (therefore, impacts would be potentially significant), and increase VMT. Once operational, individual projects completed under the No Project Alternative would reduce hazards through the development of increased designated access for cyclists, same as described for the Plan, but depending on project design and location could require permanent changes to the transportation network which may impair emergency access or increase

response times to certain areas. Therefore, impacts under the No Project alternative would remain significant and unavoidable, the same as described for the Plan.

6.3.3.1.18 Tribal Cultural Resources

As described in Section 3.18, Tribal Cultural Resources, the Plan will result in potentially significant and unavoidable impacts to Tribal Cultural Resources. Individual projects implemented under the No Project Alternative could similarly result in significant impacts as projects could also be implemented throughout the SGV. However, it is unknown what mitigation measures, if any, would be applied to projects under the No Project alternative. However, even with project specific mitigation significant impacts are likely due to direct impacts from construction, as well as indirect and direct impacts from operation similar to those described in the plan. Therefore, impacts to tribal cultural resources under the No Project Alternative would be significant and unavoidable.

6.3.3.1.19 Utilities and Service Systems

Construction and operation of projects under the Plan could result in potentially significant but mitigable impacts to utilities and service systems from the potential disturbance, relocation, or construction of new utilities to services greenway amenities (e.g., restrooms) or safe crossings (e.g., underpasses). Individual projects implemented under the No Project Alternative would result in similar impacts if similar components were included as part of a project. Depending on location, individual bicycle path projects or stormwater management projects may require ground disturbance or relocation of an existing telecommunication structure or power pole during construction. However, it is unknown what mitigation measures, if any, would be applied to projects under the No Project Alternative, and whether these measures would be sufficient to reduce impacts to less than significant levels. Therefore, this is considered a potentially significant impact. While project components such as restrooms are not contemplated under the Bicycle Master Plan or EWMP, projects developed under individual municipality programs to increase recreational opportunities could include new restrooms that would require expansion of water, natural gas, electricity, and sewer lines. However, similar to the Plan, individual projects implemented under the No Project Alternative would be anticipated to serve the existing community in the SGV and therefore, not result in increased demand for utilities such that new or expanded sources of water or wastewater treatment facilities would be required. Therefore, impacts under the No Project Alternative would be similar to those described for the Plan.

6.3.3.1.20 Wildfire

Similar to projects implemented under the Plan, individual projects implemented under the No Project Alternative could temporarily impair an adopted emergency response or evacuation plan during construction if road closures or detours are required. Once operation, individual projects would not result in the development of new structures for occupancy within a wildfire risk zone, but, depending on location, could still increase the number of visitors to an area designated VHFSZ. Therefore, impacts under the No Project Alternative would be the same as described for the Plan (potentially significant).

6.3.4 Summary of Comparative Analysis

As required by the State CEQA Guidelines, the impacts of the alternative are discussed in a comparative analysis to the impacts of the proposed Plan. Table 6.3-1 summarizes the impacts of the proposed Plan for each resource area and compares them to Alternatives 1, 2, and the No Project Alternative.

Table 6.3-1. Summary of Comparison of Impacts of the Alternative to the Proposed Plan

Resource Area	Proposed Plan	Alternative 1 – Reduced Plan Area	Alternative 2 – Reduced Components	Alternative 3 – No Project Alternative
	Construction and Operation	Construction and Operation	Construction and Operation	Construction and Operation
Aesthetics	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Agriculture and Forestry Resources	Significant and Unavoidable	No Impact	Significant and Unavoidable	Significant and Unavoidable
Air Quality	Significant and Unavoidable	Less than Significant with Mitigation	Significant and Unavoidable	Significant and Unavoidable
Biological Resources	Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation	Potentially Significant*
Cultural Resources	Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation	Potentially Significant*
Energy	Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation	Potentially Significant*
Geology and Soils	Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation	Potentially Significant*
Greenhouse Gas Emissions	Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation	Potentially Significant*
Hazards and Hazardous Materials	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Hydrology and Water Quality	Less than Significant	Less than Significant	Less than Significant	Less than Significant
Land Use and Planning	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Mineral Resources	Less than Significant with Mitigation	No Impact	Less than Significant with Mitigation	Potentially Significant*

Resource Area	Proposed Plan	Alternative 1 – Reduced Plan Area	Alternative 2 – Reduced Components	Alternative 3 – No Project Alternative
	Construction and Operation	Construction and Operation	Construction and Operation	Construction and Operation
Noise	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Population and Housing	Less than Significant	Less than Significant	Less than Significant	Less than Significant
Public Services	Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation	Potentially Significant*
Recreation	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Transportation	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Tribal Cultural Resources	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Utilities and Service Systems	Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation	Potentially Significant*
Wildfire	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable

Note: = *it is unknown what mitigation measures, if any, would be applied to individual projects under the No Project alternative, and whether these would reduce impacts to less than significant. Therefore, these are considered potentially significant (vs. significant and unavoidable).

6.4 Environmentally Preferred and Superior Alternative

Pursuant to State CEQA Guidelines Section 15126.6, the EIR is required to identify the environmentally superior alternative among the alternatives analyzed. As shown in Table 6.3-1 above, implementation of Alternative 1 – Reduced Plan Area, would avoid the significant and unavoidable impact of potential land use conflicts identified in the Plan, which could occur if an individual project proposed components on a parcel adjacent to the District ROW for which the zoned use is incompatible. Alternative 1 would also potentially reduce other impacts related to agriculture and forestry resources, biological resources, cultural resources, mineral resources, and public services, because projects would be limited to disturbances only on the District ROW which are already known to be disturbed and not zoned for agricultural or mineral resources. Under the Plan these impacts would be less than significant or less than significant with mitigation; therefore, the selection of Alternative 1 would not result in a substantial difference or improvement in environmental impact of the Plan overall. However, because it would avoid a potentially significant and unavoidable impact and minimize other potential impacts, Alternative 1 is considered the environmentally preferred alternative.

Implementation of Alternative 2 – Reduced Plan Components, would not completely avoid potentially significant and unavoidable impacts in ambient noise increases, but would reduce the potential for impacts through the elimination of pocket parks from the Plan. Otherwise, the potential for adverse impacts would be similar to the Plan for all resource categories. However, implementation of Alternative 2 would reduce the potential beneficial impacts of the Plan with regard to improved wildlife connections and increases in parks and open space which have been identified as a need in the SGV. Therefore, Alternative 2 is not considered the environmentally superior alternative.

Although impacts under the No Project Alternative would be largely similar to the Project, it would potentially result in greater significant impacts with regard to aesthetics, air quality, GHG, and biological resources because individual projects would not have the same requirements for compliance with the *Design Guidelines and Standards*, which would ensure that projects developed under the Plan are energy and water efficient, and develop a consistent aesthetic along the entire length of the Greenway Network. In addition, projects developed under the No Project Alternative could consist of much larger projects than described in the Plan which could result in greater intensity and duration of construction activity. Therefore, the No Project Alternative is not considered environmentally superior to the Plan.

In accordance with State CEQA Guidelines Section 15126.6, Alternative 1 is considered the environmentally superior alternative, and overall impacts on environmental resources would be reduced compared to the proposed Project. However, the proposed Plan would have numerous benefits on the environment that would not be realized to the same extent with Alternative 1, and Alternative 1 would not achieve the same level of project objectives as the Plan.

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This section identifies the authors involved in preparing the PEIR, including persons and organizations consulted. Resumes for County consultant preparers are included in Appendix E.

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